



**Metropolitan Transportation Authority**

# Joint Metro-North and Long Island Committees Meeting

# September 2021

## Members

R. Herman (Co-Chair)

K. Law (Co-Chair)

F. Borelli

G. Bringmann

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

H. Porr, III

V. Tessitore

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Monday, 9/13/2021  
9:30 - 10:30 AM ET

## 1. Public Comments Period

## 2. Summary of Actions

**LIRR Summary of Actions - None**

**MNR Summary of Actions**

*MNR Summary of Actions - Page 5*

**MTA C&D Summary of Actions**

*MTA C&D Summary of Actions - Page 6*

## 3. APPROVAL OF MINUTES - July 21, 2021

*LIRR Minutes - Page 7*

*MNR Minutes - Page 14*

## 4. 2021 Work Plans

**LIRR Work Plan**

*LIRR Work Plan - Page 20*

**MNR Work Plan**

*MNR Work Plan - Page 25*

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

**LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 31*

**MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 34*

**MTA C&D Report - None**

**MTA Police Report**

*MTA Police Report - Page 40*

## 6. AGENCY INFORMATION ITEMS

**LIRR Information Items**

- **2022 Preliminary Budget (Public Comment)**
- **2021 Mid-Year Forecast**  
*2021 Mid-Year Forecast - Page 57*
- **Fall Trackwork Programs**  
*Fall Trackwork Programs - Page 66*
- **Diversity/EEO Report – 2nd Quarter 2021**  
*Diversity-EEO Report-2nd Quarter 2021 - Page 68*

#### **MNR Information Items**

- **2022 Preliminary Budget (Public Comment)**
- **2021 Mid-Year Forecast**  
*2021 Mid-Year Forecast - Page 84*
- **Diversity/EEO Report – 2nd Quarter 2021**  
*Diversity-EEO Report - 2nd Quarter 2021 - Page 94*

### **7. PROCUREMENTS**

#### **LIRR Procurements - None**

#### **MNR Procurements**

*MNR Procurements - Page 110*

- **Non-Competitive (None)**
- **Competitive**  
*MNR Competitive Procurements - Page 114*
- **Ratifications (None)**

#### **MTA C&D Procurements**

*MTA C&D Procurements - Page 117*

- **C&D Non-Competitive - None**
- **C&D Competitive**  
*MTA C&D Competitive - Page 121*
- **C&D Ratifications**  
*MTA C&D Ratifications - Page 123*

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

#### **LIRR Reports**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 126*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 146*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 152*

- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 173*
- **LIRR Capital Program Report**  
*LIRR Capital Program Report - Page 181*

### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 186*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 202*
- **MNR Finance Report**  
*MNR Finance Report - Page 205*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 225*
- **MNR Capital Program Report**  
*MNR Capital Program Report - Page 236*

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
Metro-North Procurement	Arrow Rail Link Service, Inc.	\$5,324,852	MNR seeks Board approval for a fixed route, scheduled feeder bus service (known as the Hudson Rail Link Bus Service ("HRL Bus Service")) to and from Metro-North's Spuyten Duyvil and Riverdale Stations located in the west Bronx on the Hudson Line.

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	E-J Electric Installation Co.	\$2,250,000	MTA Construction and Development requests the Board approve the award of modification No. 63 to Contract CS084 to adjust Contract Milestones, resolve Impact Cost claims, and direct the Contractor to provide for acceleration of work necessary to ensure timely commencement of revenue service.
Contracts	Tutor Perini Corporation	\$2,176,500	MTA Construction and Development requests the Board ratify modification No. 436 to Contact CS179 to have the Contractor: (i) install Positive Train Control (“PTC”) communication equipment furnished by the Long Island Railroad (“LIRR”) in designated Communication Rooms and interface and connect the PTC equipment to the East Side Access (“ESA”) Backbone Communication System; (ii) install a PTC workstation in the ESA Train Operations Center and furnish and install power panels, conduits, cables and connections as necessary; and (iii) provide support to LIRR during integrated testing of the PTC system throughout the ESA operations area.
Contracts	RCC/AMCC JV	\$2,175,000	MTA Construction and Development requests the Board ratify modification No. 9 to Contract 6241 for upgrades to the fire supply system and concrete slab replacement.

**Minutes of the Joint MNR/LIRR Committee Meeting  
July 19, 2021  
2 Broadway, 20<sup>th</sup> Floor Boardroom  
New York, NY 10004  
10:00a.m.**

**The following Board Members were present in person:**

Hon. Rhonda Herman, Co-Chair  
Hon. Randolph Glucksman  
Hon. Robert W. Linn  
Hon. Harry Porr  
Hon. Vincent Tessitore Jr.

**The following Board Members were present via video conference:**

Hon. Kevin Law, Co-Chair  
Hon. Frank Borelli, Jr.  
Hon. Gerard Bringmann  
Hon. David Mack

**Also present in person:**

Hon. Andrew Albert

**Also present via video conference:**

Hon. Norman Brown

**The following Board Members were absent:**

Hon. Michael Fleisher  
Hon. Neal Zuckerman

**Representing Long Island Rail Road:** Phillip Eng, Rob Free, Loretta Ebbighausen, Francis Landers, Mark Roche, Paul Dietlin

**Representing MTA Construction & Development Company:** Janno Lieber, Evan Eisland, David Cannon, Mark Roche

**Representing MTA Police:** Chief Joseph McGrann

Board Member Rhonda Herman called the Joint Metro-North and Long Island Committee Meeting to order.

In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of July 19, 2021 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

### **SAFETY PROCEDURES**

A pre-recorded safety public address announcement was used to review the emergency safety procedures.

### **PUBLIC COMMENT**

Susan Sarch, Metro-North Vice President – General Counsel & Secretary introduced the four public speakers.

Omar Vera spoke about joint LIRR to Air Train-JFK tickets at Atlantic Terminal and directional signs in Penn Station and Grand Central

Lisa Daglian, Executive Director, PCAC, welcomed to the Committee new Board Member Bringmann, Chairman of the LIRR Commuter Council, and Board Member Porr. She spoke about discounted 20-trip tickets with longer expiration dates including during peak hours

Jason Anthony spoke about 20-trip discounted tickets.

Additional details of the comments made by the public speakers are contained in the minutes of the Joint Committee meeting of this day. The video recording of the meeting produced by the MTA and maintained in the MTA minutes contains a complete record of the public comments.

### **APPROVAL OF MINUTES AND 2021 WORK PLAN**

Upon motion duly made and seconded, the Committee approved the minutes of the June 23, 2021 Metro-North and Long Island Rail Road Committee Meeting. There were no reported changes to the 2021 Work Plan.

### **MTA LONG ISLAND RAIL ROAD PRESIDENT’S REPORT**

President Phillip Eng welcomed new Board Members Harold Porr and Gerry Bringmann and stated that we’re lucky to have them both on the Railroad Committee.

President Eng thanked Mark Young for his tireless work as LIRR’s Vice President of Management and Finance and Chief Financial Officer and congratulated him on his new and well-deserved position in the MTA Finance Tower as Deputy Chief for Management and Budget. Francis



Landers, former Executive Director for LIRR Management and Budget has been appointed by MTA and joins us as the LIRR Financial Liaison. Francis knows the LIRR well and we have full confidence in him in his new role.

President Eng stated that customers returning to the railroad will see that despite the pandemic, significant improvements have been made -- new tools, robust travel information via the LIRR TrainTime app and, most important to our customers, improved safety with a more reliable on-time trip. Throughout the pandemic, our workforce never stopped, continuing their earnest efforts to make this railroad the best it can be and our riders are seeing the fruits of their labor through our performance metrics.

Regarding On-Time Performance (“OTP”), President Eng reported that in June, that all 11 branches operated at or above goal. We closed out the month at 96.4%, with our year-to-date figure at 96.1%, just above last year’s. President Eng stated that we’re continuing to hit several modern-day records, including the highest one-day PM-peak performance for the month of June at 98.4%. These kinds of broken-out figures go back to 1983 when the railroad at the time began tracking these categories.

President Eng stated that over the last four years, we’ve increased our train performance by 7.4 percentage points, which translates to a noticeable difference to our customers. In 2017, our OTP for the month of June was at 89%. Our year-to-date figures have also seen a considerable jump. Compared to 2017, when we were at 90.1%, year-to-date through June of this year, we’re currently at 96.1% YTD. This also marks our highest total year-to-date figure since 1983, as well as our highest AM peak (at 96%) and highest PM peak (at 97.4).

President Eng stated that to ensure that these improvements are long lasting, the LIRR workforce continues to deliver vital infrastructure State of Good Repair work, and work hand in hand with ongoing expansion projects. President Eng reported that coming up on the next four weekends, July 24-25 through August 14-15, Hempstead Branch trains will be diverted to Mineola, with some substitute busing in key locations, while new switches are installed as part of the Mainline Expansion Project. On two Saturdays next month, August 21 and August 28, bus service will be in place on the Far Rockaway Branch between Valley Stream and Far Rockaway as we prepare for upcoming rail replacement on Atlantic Branch between Jamaica and Valley Stream. President Eng stated that after Labor Day, we’ll be issuing a new timetable effective September 7 through November 14, as we continue work on nearly a dozen major projects like Main Line Expansion, Beaver Interlocking construction on the Atlantic Branch, East Side Access work in Harold Interlocking, Mid-Suffolk Yard Construction, and several others. Additional details are in the Committee Book. President Eng thanked the public for their patience and urged customers to check our website and the LIRR TrainTime app for the latest schedules and real time information before they travel.

President Eng, noting that customer convenience and comfort are important as well, reported that just last week, we activated WiFi in Atlantic Terminal and cell connectivity for Verizon subscribers in the tunnel between Atlantic Terminal and Bedford Avenue. We are in the process of adding cell connectivity for other carriers, extending the connectivity to LIRR’s tunnel between East New York and Jamaica, and concurrently bringing WiFi to LIRR’s Jamaica station.

President Eng stated that the free Wifi is available on the network name, "MTA Public WiFi," and there's no password needed.

President Eng stated that this is yet another example of the LIRR continuously seeking to improve service for our customers, this time at one of our busiest terminals. In the months ahead we'll continue to innovate and expand our WiFi capabilities, eliminating remaining dead spots throughout the system and across carriers. President Eng stated that this is funded by Boingo, and thanked our workforce and Boingo for their efforts in building out this cell connectivity and WiFi, working safely with LIRR throughout the pandemic.

Regarding ridership, President Eng stated that as we improve service and amenities, we are seeing riders continue to return. He reported that we are consistently seeing weekday travel exceed 40% of pre-pandemic travel and weekend ridership hovering around 65%, even exceeding 80% on several Sundays. We are doing our part to provide service to essential workers, returning commuters and those who simply know the Railroad is a great way to see Long Island and New York City.

President Eng stated that we've brought back LIRR Getaway packages, which are even more special after last year, when we were asking people to stay at home. We put these fan favorite packages on pause in 2020, but we're back and better than ever. Customers have varied choices including Long Island's world class wineries and our many beach packages to Long Beach, Jones Beach, and Fire Island (via Bay Shore and Patchogue).

President Eng stated that this year we added something new: a day-long guided brewery tour across the South Shore. On two Saturdays this summer, July 31 and August 21, these tours include beer tastings at Sand City Brewing Co. in Lindenhurst, where you'll get a taste of a special edition Cannonball IPA, followed by a bus trip to Bay Shore where you'll sip more great tastings at Great South Bay Brewery and their special edition Long Island Ale Road on tap. President Eng stated that he's looking forward to tasting both special brews. The journey ends in the Village of Patchogue, where customers can patronize local restaurants and shops. Each ticket costs \$63, and includes round-trip rail, private bus transportation, and both tastings. All our discount packages can be found on the MTA website. President Eng stated that what he truly loves about this is that it highlights what Long Island is all about – getting together and enjoying all the great businesses and beauty we have in our own backyard. He noted that this is also a good reminder to customers that the LIRR is not "just" a commuter railroad - there are so many places across Long Island that are situated near our 124 railroad stations within walking distance, making each journey to a new town an exciting adventure while supporting local downtown businesses.

President Eng observed that as we near the 31<sup>st</sup> anniversary of the Americans with Disabilities Act on July 26, he wants to reiterate his commitment to the disability community. We all know the time and funding it's taking to make the LIRR accessible to all and we are continuing to work expeditiously toward that goal. In the meantime, we're doing all we can to ensure all customers have greater access to the railroad than ever before. President Eng reported that our LIRR Care program, celebrating its third anniversary this month, has helped more than 6,500 customers to date. This service provides customers with the peace of mind they need, knowing that one of our staff will be there to help them on or off the train. We've also expanded our pilot of Help Points on station platforms, which allow customers who use wheelchairs to press a button, which

alerts train staff on an incoming train that there is someone waiting who needs to use a ramp. We'll continue to look to innovate and find the best ways we can help our customers navigate our system.

In closing, President Eng stated that the reopening of New York has really energized our entire region and we're here to keep that positive energy going. We're prouder than ever to help support the region's economy while helping customers get to all the amazing destinations across Long Island and New York City. President Eng stated that he is grateful to the LIRR workforce who show up day in and day out, as they have during the entire pandemic, to make sure New York keeps running. And not only are we providing record service, we're doing it more safely, sanitized, and reliably than ever. He noted that if you take a look out the window while you're on one of our trains, you'll see we're doing this with major construction going on across our system as we build a better, more robust network that will truly give Long Island the public transportation it needs to thrive. With Mainline Expansion and East Side Access completion on the horizon, we've only got great things to look forward to.

Board Member Law commented that he echoed President Eng's comments about Mark Young, a terrific professional. He is sorry we're losing Mark from the LIRR, but glad he's staying within the MTA family.

Board Member Law asked President Eng if there is value in surveying our commuters who are taking the train now, to ask them if they have the option of working from home or if they will be required to come into the office at a certain date like Labor Day and would that help us plan for where we see ridership going into the fall and next year?

President Eng responded that there have been some surveys already performed, of past customers and of folks as they have been riding, and those results will be shared with the Committee. Based on his own observations as he rides the train, the significant bulk of our monthly ticket holders are essential workers. Some previous monthly ticket holders are saying that they are coming back a few days a week and he anticipates come Labor Day there will be more. We are seeing consistent ridership across the off-peak, throughout the evening and particularly strong on weekends, which means as more places open, the riders will come back. President Eng stated that the survey results will be shared, and he will see if there is opportunity to do additional surveys. He noted that the survey function has not been consolidated because of the Transformation and it is his understanding that there will be a new survey to address some of the issues raised.

Board Member Glucksman commented that he would like to see the railroads consider the 10 and 20-trip options for our customers.

The video recording of the meeting produced by the MTA and maintained in MTA records contains a complete record of President Eng's remarks and Board members' comments.

## **LIRR SAFETY REPORT**

Vice President - Corporate Safety Lori Ebbighausen expressed her deepest appreciation to fellow employees, the management team and labor partners for their tireless efforts and sacrifices they made to ensure the safety, health and well-being of our workforce, of our customers and of the communities that we serve. She also thanked our customers and their communities for their patience as we transition to each phase of the pandemic and recovery.

Vice President Ebbighausen noted that LIRR's Safety Report starts on Page 17 of the Committee Book, reporting through the end of May 2021. For the reporting period, the average Reportable Customer Injury Rate was 3.60 per million customers as compared to 4.35 injuries per million customers over the same period last year. Slips, trips and falls continue to result in the most injuries. During this reporting period, the average Reportable Employee Lost Time Injury Rate, the average rate increased from 3.28 injuries per 200,000 hours worked to 3.66 injuries per 200,000 hours worked. for the previous reporting period. Soft tissue injuries are the greatest type of injuries sustained.

The details of the Safety Report are contained in the Safety Report filed with the records of this meeting, and in the video recording of the meeting produced by MTA and maintained in the MTA records, which recording includes discussion regarding the Safety Report.

## **MTA POLICE DEPARTMENT**

Chief McGrann reported that there is a concern about the homeless situation in our facilities. The MTA Police Department ("MTAPD") is working closely with the New York City Police Department and the Amtrak police, particularly at Penn Station where it's a chronic situation. He stated that the BRC has been helpful and we continue to address it.

Chief McGrann stated that another critical issue is the wearing of masks, not just by the general public, but by some of our employees. We offer masks to people not wearing them. If they claim some type of medical issue, we do not ask them for any type of proof. We make sure that they are aware that if they are able, they should have the mask on.

LIRR experienced an increase in the amount of major felonies (5 vs. 1) for the month of June compared to the same period last year. Year-to-date LIRR is up 4 crimes (32 vs. 28), 11%.

The details of Chief McGrann's report are contained in the MTAPD Report filed with the records of this meeting, and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion regarding the MTAPD Report.

## **MTA LONG ISLAND RAILROAD ACTION ITEMS**

There were no action items presented to the Joint Committee for approval.

**MTA LONG ISLAND RAIL ROAD PROCUREMENTS**

There were no procurements presented to the Joint Committee for approval.

**MTA CONSTRUCTION & DEVELOPMENT ACTION ITEMS**

MTA Construction & Development Company ("MTA C&D") highlighted two of the four action items it brought to the board this month. The two items are as follows:

1. The award of a competitively solicited and negotiated design-build contract for the construction of a new grade-separated crossing and associated approach structures in support of the Harold Interlocking program for the East Side Access project. This contract was awarded to Railroad-Michels Joint Venture, LLC for a not-to-exceed amount of \$148,499,000; and
2. The award of a competitively solicited and negotiated design-build contract for passenger experience enhancements and finish detailing of the Grand Central Terminal Concourse and Caverns for the East Side Access project. This contract was awarded to Paul J. Scariano, Inc. for a not-to-exceed amount of \$30,987,000.

**LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program**

The details of these items are contained in the reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

**Adjournment**

Upon motion duly made and seconded, the Joint Committee voted to adjourn the meeting.

Respectfully submitted.



Paige Graves  
Secretary

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, July 19, 2021

Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004  
10:00 a.m.

The following Board Members were present in person:

Hon. Rhonda Herman  
Hon. Vincent Tessitore, Jr.  
Hon. Randolph Glucksman  
Hon. Robert W. Linn  
Hon. Harry Porr

The following Board Members were present via video conference:

Hon. Kevin Law  
Hon. Frank Borelli  
Hon. David Mack  
Hon. Norman Brown  
Hon. Gerard Bringmann

The following Board Members were not present:

Hon. Neal Zuckerman  
Hon. Michael Fleisher

Also present in person or via video conference:

Hon. Andrew Albert  
Catherine Rinaldi – President  
Nathan Gilbertson – Vice President, Operations Support & Organizational Resiliency  
Susan Sarch – Vice President and General Counsel  
David Melillo – Vice President, Engineering  
Yvonne Hill-Donald – Vice President, Human Resources  
Ziona Rubin – Acting Vice President, Capital Programs/Construction & Development  
Justin Vonashek – Senior Vice President, Operations  
Mark Mannix – Senior Director, Corporate and Public Affairs  
Clyde Armstrong – Vice President, System Safety  
Omar Messado – Acting Director, Operations Procurement  
Steven Weiss – Financial Liaison, MTA Metro-North Railroad  
Joseph McGrann – Chief of the MTA Police Department

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. In addition to the Metro-North President and Metro-North staff noted above, President Eng and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Rail Road Committee for the meeting of July 19, 2021 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Board Member Herman called the joint meeting to order.

**SAFETY PROCEDURES:**

The electronic recording of the emergency safety procedures was played.

**PUBLIC COMMENT:**

The following public speakers commented on matters related to Metro-North:

Omar Vera spoke about directional signs heading into Penn Station and Grand Central Terminal.

Lisa Daglian, Executive Director of the Permanent Citizen's Advisory Committee, welcomed new Board Members Bringmann and Porr. She urged both Metro-North and Long Island Rail Road to implement a pilot program of discounted 20-trip tickets with longer expiration dates. She stated that comprehensive and long-term commuter rail discounted fares are needed.

Jason Anthony, with Passengers United, stated that he supported 20-trip discounted tickets.

Murray Bodin commented on the sounding of train horns in Westchester County.

Additional details of the comments made by the public speakers are contained in the minutes of the Long Island Rail Road Committee for the meeting of July 19, 2021. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

**APPROVAL OF MINUTES:**

Upon motion duly made and seconded, the Committee approved the minutes of the June 23, 2021 joint Metro-North and Long Island Rail Road Committee Meeting.

**METRO-NORTH 2021 WORK PLAN:**

President Rinaldi reported that there were no changes to the Metro-North Work Plan. The 2021 Work Plan is filed with the records of this meeting.

**METRO-NORTH PRESIDENT'S REPORT:**

President Rinaldi began her remarks by asking for a moment of silence to mourn the passing of Leonard Borsellino who was an Assistant Deputy Director in Metro-North's Communications and Signals group.

President Rinaldi welcomed Board Members Harry Porr and Gerard Bringmann and introduced her new Executive Team to the Board. With respect to service delivery, President Rinaldi reported that in June, East of Hudson service delivery operated above goal at 97.1% with year-to-date on-time performance remaining strong at 97.9%. By Line, the Hudson Line operated at 97.4% for the month of June with year-to-date on-time performance at 98.5%, the Harlem Line operated at 96.5% for the month of June with year-to-date on-time performance at 98.6%, the New Haven Line operated at 97.4% for the month of June with year-to-date on-time performance at 97.1%, and West of Hudson service operated above goal at 94%. On-time performance for July currently stands at 95.5%, which is above goal.

Despite the above goal performance, recent bad weather has impacted service delivery. The region, but especially Metro-North territory, has been experiencing blistering and punishing heat, high humidity, and tropical downpours. June ended with a powerful evening storm that ripped through the territory, toppled approximately 30 trees on the Upper Hudson and Harlem Lines, and caused weather-related service delays. Upper Hudson service was suspended as crews quickly cleared trees so trains could start operating again within two (2) hours. On the Harlem Line, only one track was available while crews repaired 200 feet of third rail damage. July 8<sup>th</sup> was a particularly difficult night as unrelenting rains caused flooding around the territory and disrupted travel for customers for much of the late afternoon and evening. Hours later, the remnants of Tropical Storm Elsa moved through the territory and brought another several inches of rain to ground that was already saturated from the night before. The heavy rainfall brought a host of weather-related infrastructure challenges.

President Rinaldi expressed her gratitude to the dedicated Metro-North employees who worked tirelessly to repair and replace switch motors and catenary wires, remedy circuit issues, fill sinkholes, address washouts, clear mudslides, remove downed trees and debris and pump flooded areas to keep train service going with minimal delays.

On the New Haven Line, Metro-North is implementing PTC system software updates to make operational improvements and correct variances. Deployment of the new PTC software has begun on the M8 fleet and Metro-North expects New Haven Line service to gradually improve as more of the fleet gets the new software.

With respect to schedule changes, President Rinaldi reported that Metro-North added 24 peak-hour trains on June 21<sup>st</sup>, eight trains each on the Hudson, Harlem, and New Haven Lines to accommodate returning riders. Metro-North is now preparing for a more significant service change which will take place on August 29<sup>th</sup> just in time for Labor Day and will increase service to 83% of pre-pandemic levels during the week and 70% of pre-pandemic levels on the weekends.

President Rinaldi also announced the resumption of the Haverstraw-Ossining and Newburgh-Beacon ferry services to coincide with the August 29<sup>th</sup> service increase. Now, as the region continues to recover and the railroad prepares for a post-Labor Day return to office and school, ferry service will resume and connect with morning and afternoon peak trains at Beacon and Ossining Stations. Restoring ferry service during the peak periods will give Rockland and Orange County residents returning to the office improved access to New York City and a smoother ride down the Hudson Line.

With respect to ridership, President Rinaldi reported that ridership has increased consistently throughout June, from 31.4% of pre-COVID ridership in early June to 38% of pre-COVID ridership at the end of June. Ridership peaked before the July 4<sup>th</sup> weekend; however, Metro-North carried more than 105,000 riders on Tuesday and Thursday of last week and was above 40% of pre-COVID ridership on both days, achieving 40.5% on Tuesday and 40.3% on Thursday. Weekend ridership has flattened and perhaps tapered off a bit with the very hot weather; however, it is anticipated that weekend ridership will remain strong throughout the fall.

President Rinaldi reported that Yankees Game Day Baseball Service resumed on Opening Day on April 2<sup>nd</sup>, with 15% occupancy at Yankees Stadium. Metro-North has seen a continual increase in ridership ever since. On Opening Day, Metro-North carried 340 fans and in early June, Metro-North averaged about 700 fans per game. Most recently, with 100% stadium occupancy, Metro-North is now carrying between 2,800-3,200 fans per game.



President Rinaldi reported that she was joined at Grand Central Terminal by Metro-Man, Cristyne Nicholas, Chair of the New York State Tourism Advisory Council, and Metro-North's partners from the Maritime Aquarium in Norwalk and the Immersive Van Gogh exhibit to celebrate New York's reopening this summer with even more affordable and convenient ways to get to popular attractions. In addition to a number of discounted offers and promotions for family and friends, Metro-North is offering a special passport which provides an interactive experience for children and a prize for taking half a dozen rides on the train. Metro-North has established partnerships with many of the most exciting venues in Metro-North's territory. Offers include one-time events and promotions, hiking and biking trips, visits to small towns, gardens, aquariums, museums, and more across New York City, the Hudson Valley, and Connecticut.

Last Friday morning, President Rinaldi was joined by Westchester County Executive George Latimer to promote the Bee-Line bus shuttle from Rye Station to Playland Amusement Park. Playland Park is a favorite summer destination for many Metro-North customers and Metro-North is proud to partner with Westchester County on this incentive for customers to ride the train and bus safely to this popular attraction.

As a special thank you to Metro-North's monthly customers, every Saturday through August 28<sup>th</sup>, Metro-North will continue to honor all monthly tickets for travel to and from all Metro-North stations, regardless of what stations are printed on the ticket. Monthly ticketholders traveling on these days will be able to bring up to four additional travelers for only \$1 per person each way.

President Rinaldi also reported that July 26<sup>th</sup> marks the 31<sup>st</sup> anniversary of the Americans with Disabilities Act. During Disability Pride Month, it is not only a time for the disabled community to celebrate everything they have accomplished, but it is also a time to reflect upon how Metro-North can become a better ally to its disabled community members. As Metro-North looks forward to more customers returning to the railroad, Metro-North continues to focus on making the system not only safe and reliable, but also more accessible. Metro-North has a long-standing commitment to accessibility and has recently established an Accessibility Task Force to strengthen efforts. The Accessibility Task Force is a forum for the exchange of information about Metro-North services and facility accessibility as they relate to persons with disabilities and their transportation needs.

As part of the Way Ahead-Moving Forward Plan, Metro-North will continue to collaborate with the Accessibility Task Force to identify opportunities for enhancements and is thankful to have the active participation of Quemuel Arroyo, MTA's Chief Accessibility Officer, along with several Board Members and advocates. Metro-North is also promoting its "Call Ahead" Program for customers who need assistance getting on or off the train. So far this year Metro-North has assisted almost 2,000 customers who either relied on wheelchair assistance or escorts in Grand Central Terminal or contacted Metro-North through the "Call Ahead" Program. Metro-North continues to partner with MTA Construction and Development to install ADA compliant elevators at Scarsdale, Hartsdale and Purdys Stations.

Included in the Committee book this month is Metro-North's quarterly track report. Highlights in the report include the following:

- Metro-North has replaced 17,830 railroad ties, installed 6 miles of new rail, and welded over 500 rail joints so far this year.
- Metro-North has performed ultrasonic rail testing, track geometry testing, and rail grinding, to restore the rail profile on 73 miles of rail, while other crews have been

busy resurfacing over 51 miles of track to ensure a smooth ride throughout the territory.

- Metro-North has replaced 17 track switches, including two at a critical interlocking on the Harlem Line near Hartsdale Station, to improve service reliability and ensure operational flexibility.
- Metro-North remains hard at work on repairs to overhead vehicular bridges and undergrade bridges that carry trains.
- Extensive work continues on the Waterbury Branch replacing ties, installing passing sidings, installing a new signal system, and implementing PTC by the end of the year.

These incredible efforts are due to the hard work of Metro-North's track and structures personnel who President Rinaldi thanked for their dedicated efforts maintaining Metro-North's infrastructure.

Board Member Law asked about the number of fans taking Metro-North trains to Yankee games. President Rinaldi stated that the Yankees game ridership is currently approximately 50% of the ridership seen in previous years. Board Member Porr asked President Rinaldi to provide more information about the ferry service across the Hudson River. President Rinaldi explained that Metro-North would be restoring the same level of service provided prior to the pandemic to coincide with the August 29<sup>th</sup> schedule change. The ferry service is weekday only. Board Member Bringmann asked President Rinaldi to support a 20-trip ticket option.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks and comments made by Board Members.

#### **METRO-NORTH SAFETY REPORT:**

Clyde Armstrong, Vice President, System Safety, reported that the FRA reportable customer accident rate per million customers is 2.24% and the FRA reportable employee lost time injury rate is 2.06% for the reporting period. Metro-North has experienced zero grade crossing incidents and zero main line FRA reportable train derailments or collisions during the reporting period. Mr. Armstrong stated that Metro-North has been continuing with employee safety training. The safety report will no longer include statistics on the number of cameras on rail cars because all rail cars are now coming pre-equipped with cameras.

The full safety report is filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Armstrong's remarks.

#### **MTAPD REPORT:**

Joseph McGrann, Chief of the MTA Police Department ("MTAPD"), reported that overall crime remains low. However, systemwide for the month of June, the MTAPD saw a slight increase in crime and is concerned about employee assaults on conductors and police officers, grand larcenies, and the homelessness situation.

Chief McGrann also reported on the critical issue of mask usage by the public and some employees. Most riders do wear masks, although the MTAPD still receives some complaints. Officers offer masks to riders who do not have them.

The full MTAPD report is filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records, contains a complete record of Chief McGrann's remarks.

**METRO-NORTH INFORMATION ITEMS:**

Two Metro-North information items were presented to the Committee:

- Track Program Quarterly Update
- Grand Central Terminal Retail Development

The details of the information items are contained in reports filed with the records of this meeting.

**MTA CONSTRUCTION AND DEVELOPMENT COMPANY PROCUREMENTS:**

The Committee was presented with the following competitive procurement that relates to Metro-North:

- Board approval to adopt a resolution declaring that pursuant to Public Authorities Law section 1265-a and Article IIIB(6) of the All Agency General Procurement Guidelines it is in the public interest to utilize the competitive Request for Proposal ("RFP") process, rather than a competitive bid process, for the upgrade and replacement of the digital audio call recording system for phones and radios located at fifteen (15) sites throughout Metro-North's territory.

The Committee agreed to recommend the foregoing procurement to the full Board; however, a quorum was not present.

The details of the foregoing procurement are contained in documentation filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of comments made by Board Members and staff.

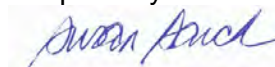
**OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, FINANCIAL, AND CAPITAL PROGRAM REPORTS:**

The details of the Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports are contained in reports filed with the records of the meeting.

**ADJOURNMENT:**

Upon motion duly made and seconded, the Committee unanimously voted to adjourn the meeting.

Respectfully submitted,



Susan Sarch  
Vice President, General Counsel and  
Secretary

## 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

#### Responsibility

#### September 2021

2022 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)	President
LIRR/MNR PTC Project Update	Service Planning
November Timetable Change & Trackwork Programs	

#### 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
Review of Committee Charter	Committee Chair & Members

#### January 2022

Winter Trackwork Programs & Schedule Adjustments	Service Planning
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#### February 2022

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

Operations  
Administration/Diversity  
Service Planning

March 2022

Annual Elevator/Escalator Report  
Spring Trackwork Programs

Engineering  
Service Planning

April 2022

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

Management & Budget  
Finance/Marketing  
Service Planning

May 2022

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

Service Planning  
Administration/Diversity  
President

June 2022

Summer Track Work Programs

Service Planning

July 2022

September Timetable Change & Trackwork Programs Service Planning

## 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**

### **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.

## **JUNE 2022**

### 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 2022**

### Summer Trackwork Programs & Summer Service

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





## 2021 Metro-North Railroad Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chairs & Members
2021 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

<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
<u>January 2022</u>	
Approval of 2022 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
<u>February 2022</u>	
Adopted Budget/Financial Plan 2022	Finance
2021 Annual Operating Results	Operations
Diversity/EEO Report – 4 <sup>th</sup> Quarter 2020	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

June 2022

Progress on Way Ahead Strategic Plan

Strategic Initiatives

July 2022

Grand Central Terminal Retail Development  
Track Program Quarterly Update

MTA Real Estate  
Engineering

# 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

### 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.

**JUNE 2022**

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.



## Safety Report Highlights



### STRAINS AND SPRAINS (SOFT TISSUE INJURIES)



Soft Tissue Injuries continue to be the leading class of injuries at the Long Island Rail Road. In average years past, 45% of all injuries are impacts to the body's soft tissues, generally resulting in strains and sprains.

#### What Are Strains and Sprains?

A sprain is a stretching or tearing of ligaments that connect bones to one another at a joint. A strain is a stretching or tearing of a tendon or muscle tissue, a pulled muscle.

Soft tissue injuries are the most common occupational injury. Soft Tissue refers to tissues that support or surround other structures and organs of the body. They include muscles, tendons, ligaments, nerves, fibrous tissues to mention a few. Common injuries are Strains, Sprains, Torn ligaments in the knees, shoulder, and ankles, Contusions, Carpal Tunnel Syndrome, Bursitis, Tendonitis, Tenosynovitis, etc. [Click link for more information.](#)

#### Prevention

- Warming up, stretching and cooling down.
- Maintain correct posture when sitting and standing.
- Maintain a healthy weight.
- Use correct lifting and moving techniques, such as squatting to lift heavy objects.

#### Resources

- [HEALTHY LIFESTYLE OPTIONS](#)
- [OFFICE ERGONOMICS](#)
- [TOOLBOX TALKS](#)
- [NOTICES & POSTINGS](#)
- [TOOLS AND PRODUCTS](#)



# Long Island Rail Road

For over 30 years, the Together Railroads And Communities Keeping Safe (T.R.A.C.K.S.) Program, a joint venture between LIRR Corporate Safety Department and the MTA Police Department, has provided training to schools, camps, child care centers, driver education programs, and community groups. The training emphasizes the importance of safety at grade crossings, the hazards of being on or near the tracks, and how to travel safely using our system. T.R.A.C.K.S. was recently awarded a \$20,000 Operation LifeSaver Rail Transit Safety Education Grant. Funded through the Federal Transit Administration, these grants are designed to support rail safety education and outreach programs. Expanding on our existing annual school safety contest, the grant will be used to focus this year’s contest on developing an Operation Safety Superhero. Elementary school students (K - 5th) will name the new superhero. Middle school students (6th - 8th) will submit pictures/drawings of what the superhero looks like. High School students are invited to submit railroad focused safety lyrics/song to serve as theme music. For more information about the contest, please contact Chrisann Fabio, Community Relations Specialist at (516) 924-1415 or via email at [tracks@lirr.org](mailto:tracks@lirr.org).

In support of Rail Safety Week, Corporate Safety, in partnership with MTA Police, Federal Railroad Administration, and the Public Transportation Safety Board, is providing educational materials and engaging with customers and communities at the follow locations:

<b>Date and Time</b>	<b>Location</b>
September 20 <sup>th</sup> 6:30am – 9:30am	Westbury
September 21 <sup>st</sup> 6:30am – 9:30am	Farmingdale
September 22 <sup>nd</sup> 6:30am – 9:30am	Little Neck
September 23 <sup>rd</sup> 6:30am – 9:30am	Deer Park
September 24 <sup>th</sup> 1pm – 4:30pm	Stony Brook

In addition to the traditional focus on grade crossing safety, right of way hazards, and traveling safely using our system, emphasis is on the importance of wearing face coverings as required by federal law when on board trains and when in indoor stations/platforms.

For the reporting period ending July 2021, the average Reportable Customer Injury Rate was 3.57 injuries per million customers as compared to 4.45 injuries per million customers over the same period last year. Slips, trips, and falls continue to result in the most injuries. The prevalent type of injury customers sustain are bruises and contusions followed closely by lacerations and abrasions.

During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.73 injuries per 200,000 hours worked as compared to 3.07 injuries per 200,000 hours worked over the same period last year. Soft tissue injuries are the greatest type of injury sustained accounting annually for an average of forty-five percent of employee injuries. To address this category of injury we launched a new webpage, provided materials to departments, and developed an employee engagement SAFER Campaign focused on strategies and tools to prevent sprains and strains.

**Lori Ebbighausen**  
**Vice President**  
**Corporate Safety**



# July Safety Report

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

<b>Performance</b>					
<b>Performance Indicator</b>	<b>12-Month Average</b>				
	August 2018 - July 2019	August 2019 - July 2020	August 2020 - July 2021		
FRA Reportable Customer Accident Rate per Million Customers	2.12	4.45	3.57		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.24	3.07	3.73		
	<b>2020</b>		<b>2021</b>		
	July	Year to Date	July	Year to Date	
Grade Crossing Incidents <sup>1</sup>	0	2	0	3	
Mainline FRA Reportable Train Derailments	0	1	0	1	
Mainline FRA Reportable Train Collisions	0	0	0	2	

<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.

<b>Leading Indicators</b>				
<b>Focus on Safety Training</b>	<b>2020</b>		<b>2021</b>	
	July	Year to Date	July	Year to Date
First Responders Trained	0	174	0	264
Employee Safety Training Courses	76	441	71	434
Employees Trained	571	4,100	661	4,738
Employee Safety Training Hours	14,939	90,175	13,583	71,152
<b>Customer and Community:</b>	July	Year to Date	July	Year to Date
Broken Gates	1	47	3	49
MTA Police Details	54	267	46	491
Summons	217	1,153	243	1,652
Warnings	88	383	63	681
Arrests	0	0	0	1
Community Education and Outreach	2	21,741	1,642	28,520
Community Education via Social Media	2	61	65,170	472,311

**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.



# Metro-North Railroad



**Summer Getaways Promotional Event with  
MNR President Catherine Rinaldi and Metro-Man**  
Grand Central Terminal July 2021

**Clyde Armstrong**  
Vice President  
Office of System Safety



# Metro-North Railroad

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## 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
- Provide enhanced cleaning at Metro-North stations, on trains and in employee facilities
- Distributed personal protective equipment to employees (masks/face coverings, face shields, gloves, personal thermometers, hand sanitizer, etc.)
- Offer free onsite Polymerase Chain Reaction (PCR) COVID-19 testing to employees
- All MNR employees are being offered the opportunity to receive the COVID-19 vaccination under Phase 1b of distribution.

Metro-Man, our TRACKS mascot, made a special appearance at the Summer Getaways press event on July 13<sup>th</sup> in Grand Central Terminal, alongside President Rinaldi, to promote our rail safety passport to children and adults. The rail safety passport is a fun, interactive tool that provides safe behaviors at or around railroad tracks and trains.

For the current 12-month period (August 2020 – July 2021) versus the previous 12-month period (August 2019 – July 2020), employee lost time injuries per 200,000 working hours decreased by 3.4%.

The customer reportable injury rate (per one million customers) increased by 91.1 % compared to previous 12-month period (August 201-July 2020) This increase is attributed to the decrease in the number of passenger rides during the COVID-19 pandemic.

Clyde Armstrong  
Vice President  
Office of System Safety

## July 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	August 2018 -July 2019	August 2019 -July 2020	August 2020 -July 2021	
FRA Reportable Customer Accident Rate per Million Customers	1.06	1.01	1.93	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.14	2.05	1.98	
	2020		2021	
	July	Year to Date	July	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	
	July	Year to Date	July	Year to Date
First Responders Trained	0	815	184	1,045
Employee Safety Training Courses	110	271	145	269
Employees Trained	1,423	4,096	1,681	4,924
Employee Safety Training Hours	12,075	115,144	14,874	109,801
Customer and Community: Focus on Grade Crossings	2020		2021	
	July	Year to Date	July	Year to Date
Broken Gates	2	13	1	8
MTA Police Details	18	165	46	216
Summons	79	383	92	480
Warnings	31	118	26	165
Community Education and Outreach*	460	32,463	13,742	64,769
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.



# Metro-North Railroad

**A safety reminder from Metro-North:**

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

**TRACKS**  
Together Railroads And Communities Keeping Safe  
[mta.info/mnr/tracks](http://mta.info/mnr/tracks)

Summer Safety Poster

**Clyde Armstrong**  
Vice President  
Office of System Safety



# Metro-North Railroad

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## 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
- Provide enhanced cleaning at Metro-North stations, on trains and in employee facilities
- Distributed personal protective equipment to employees (masks/face coverings, face shields, gloves, personal thermometers, hand sanitizer, etc.)
- Offer free onsite Polymerase Chain Reaction (PCR) COVID-19 testing to employees
- All MNR employees are being offered the opportunity to receive the COVID-19 vaccination under Phase 1b of distribution.

Summer safety themed posters were developed and displayed on station platforms and onboard trains to provide safety tips to our customers when boarding, detraining and while onboard Metro-North trains.

For the current 12-month period (July 2020 – June 2021) versus the previous 12-month period (July 2019 – June 2020), employee lost time injuries per 200,000 working hours were decreased by 2.0%.

The customer reportable injury rate (per one million customers) increased by 95.2 % compared to previous 12-month period (July 2019 – June 2020) This increase is attributed to the decrease in the number of passenger rides during the COVID-19 pandemic.

Clyde Armstrong  
Vice President  
Office of System Safety

## June 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	July 2018 -June 2019	July 2019 -June 2020	July 2020 -June 2021	
FRA Reportable Customer Accident Rate per Million Customers	1.00	1.04	2.03	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.14	2.02	1.98	
	2020		2021	
	June	Year to Date	June	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	
	June	Year to Date	June	Year to Date
First Responders Trained	0	815	363	861
Employee Safety Training Courses	104	255	152	238
Employees Trained	854	3,438	1,250	4,111
Employee Safety Training Hours	15,828	102,381	15,748	84,939
Customer and Community: Focus on Grade Crossings	2020		2021	
	June	Year to Date	June	Year to Date
Broken Gates	3	11	3	7
MTA Police Details	11	147	43	170
Summons	34	304	93	388
Warnings	12	87	40	139
Community Education and Outreach*	10,045	32,003	20,772	51,027
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

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

**Definitions:**

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

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

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

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

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

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

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

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

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

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



# **POLICE REPORT**





# Long Island Rail Road

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

- Long Island Rail Road experienced an increase in the amount of major felonies (9 vs 8) for the month of August compared to the same period last year.
- Year to date Long Island Rail Road is up 6 crimes (46 vs 40).11.02

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### Eastern Region

### Long Island Railroad

### August 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	4	-2	-50%
Felony Assault	3	1	2	200%
Burglary	0	0	0	0%
Grand Larceny	4	3	1	33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	8	1	13%

### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	14	-8	-57%
Felony Assault	16	5	11	220%
Burglary	6	3	3	100%
Grand Larceny	17	18	-1	-6%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	46	40	6	15%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



# Metro-North Railroad

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## August 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (10 vs 1) for the month of August compared to the same period last year.
- Year to date Metro-North Railroad is up 15 crimes (47 vs 32).11.02

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### Northern Region

### MetroNorth Railroad

### August 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	1	0	0%
Burglary	4	0	4	100%
Grand Larceny	5	0	5	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	1	9	900%

### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	7	-3	-43%
Felony Assault	9	5	4	80%
Burglary	13	4	9	225%
Grand Larceny	20	15	5	33%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	47	32	15	47%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### System Wide

#### August 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	5	-3	-60%
Felony Assault	4	2	2	100%
Burglary	4	0	4	100%
Grand Larceny	9	3	6	200%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	19	10	9	90%

#### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	10	24	-14	-58%
Felony Assault	25	11	14	127%
Burglary	19	7	12	171%
Grand Larceny	37	33	4	12%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	93	76	17	22%



# MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 8/31/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	8	18
Felony Assault	21	13
Burglary	8	3
Grand Larceny	25	12
Grand Larceny Auto	2	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	3	4
Assault-Misdemeanor	33	23
Breach of Peace	2	4
Child Endangerment	2	2
Criminal Contempt	5	7
Criminal Impersonation	2	2
Criminal Mischief	33	26
Criminal Possession Stolen Property	3	6
Criminal Tampering	2	3
Criminal Trespass	16	22
Disorderly Conduct	0	1
Drug Offenses	10	35
DUI Offenses	4	2
Falsely Reporting an Incident	3	3
Forgery	5	13
Graffiti	52	22
Harassment	1	0
Identity Theft	1	0
Menacing	11	6
Obstruct Government	3	2
Petit Larceny	29	35
Public Lewdness	21	9
Reckless Endangerment	7	7
Resisting Arrest	11	12
Sex Offenses	6	5
Stalking	0	1
Theft of Services	21	52
VTL Offenses	0	1
Warrant Arrest	19	19
Weapons Offenses	6	2
<b>Total Arrests</b>	<b>378</b>	<b>377</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - August 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	4	2	2	100 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	1	-1	-100 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	5	5	0	0 %
Sexual Orientation	1	0	1	0 %
White	1	1	0	0 %
<b>Motivation Total</b>	11	9	2	22 %

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	1	0	1	0 %
Felony Assault	1	1	0	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	9	8	1	12 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	11	9	2	22 %

**INDEX CRIME REPORT**  
**Per Day Average**  
**August 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>	2	2	0	0
<b>Fel. Assault</b>	4	3	1	0
<b>Burglary</b>	4	0	4	0
<b>Grand Larceny</b>	9	4	5	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	19	9	10	0
<b>Crimes Per Day</b>	0.61	0.29	0.32	0.00





# Long Island Rail Road

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## July 2021 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (5 vs 4) for the month of July compared to the same period last year.
- Year to date Long Island Rail Road is up 5 crimes (37 vs 32).
- There was four (4) Hate Crime on Long Island Rail Road for the month of July.

**Joseph P. McGrann**  
Chief of Police



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
Long Island Rail Road**

**July 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>4</b>	<b>0</b>	<b>4</b>	<b>100%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>1</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>5</b>	<b>4</b>	<b>1</b>	<b>25%</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>10</b>	<b>-6</b>	<b>-60%</b>
<b>Felony Assault</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>225%</b>
<b>Burglary</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>13</b>	<b>15</b>	<b>-2</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>37</b>	<b>32</b>	<b>5</b>	<b>16%</b>



# Metro-North Railroad

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## July 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (8 vs 1) for the month of July compared to the same period last year.
- Year to date Metro-North Railroad is up 6 crimes (37 vs 31).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of July.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### July 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	0	0	0%
<b>Felony Assault</b>	2	0	2	100%
<b>Burglary</b>	1	0	1	100%
<b>Grand Larceny</b>	5	0	5	100%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	8	1	7	700%

### 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>	4	7	-3	-43%
<b>Felony Assault</b>	8	4	4	100%
<b>Burglary</b>	9	4	5	125%
<b>Grand Larceny</b>	15	15	0	0%
<b>Grand Larceny Auto</b>	1	1	0	0%
<b>Total Major Felonies</b>	37	31	6	19%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**July 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>3</b>	<b>-3</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>100%</b>
<b>Burglary</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>200%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>117%</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>8</b>	<b>19</b>	<b>-11</b>	<b>-58%</b>
<b>Felony Assault</b>	<b>21</b>	<b>9</b>	<b>12</b>	<b>133%</b>
<b>Burglary</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>114%</b>
<b>Grand Larceny</b>	<b>28</b>	<b>30</b>	<b>-2</b>	<b>-7%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>74</b>	<b>66</b>	<b>8</b>	<b>12%</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 7/31/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	8	14
Felony Assault	19	11
Burglary	6	3
Grand Larceny	20	11
Grand Larceny Auto	2	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	3	4
Assault-Misdemeanor	30	14
Breach of Peace	2	4
Child Endangerment	2	2
Criminal Contempt	3	7
Criminal Impersonation	1	1
Criminal Mischief	30	24
Criminal Possession Stolen Property	2	6
Criminal Tampering	2	2
Criminal Trespass	15	22
Disorderly Conduct	0	1
Drug Offenses	9	31
DUI Offenses	4	2
Falsely Reporting an Incident	2	2
Forgery	5	13
Graffiti	48	18
Harassment	1	0
Identity Theft	1	0
Menacing	11	4
Obstruct Government	3	2
Petit Larceny	25	31
Public Lewdness	18	7
Reckless Endangerment	6	5
Resisting Arrest	9	12
Sex Offenses	5	5
Stalking	0	1
Theft of Services	18	50
VTL Offenses	0	1
Warrant Arrest	18	17
Weapons Offenses	5	2
<b>Total Arrests</b>	<b>336</b>	<b>334</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - July 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	4	2	2	100 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	1	-1	-100 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	5	5	0	0 %
Sexual Orientation	1	0	1	0 %
White	1	1	0	0 %
<b>Motivation Total</b>	11	9	2	22 %

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	1	0	1	0 %
Felony Assault	1	1	0	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	9	8	1	12 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	11	9	2	22 %

**INDEX CRIME REPORT**  
**Per Day Average**  
**July 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>	6	4	2	0
<b>Burglary</b>	1	0	1	0
<b>Grand Larceny</b>	6	1	5	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.42</b>	<b>0.16</b>	<b>0.26</b>	<b>0.00</b>





# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$14,662	\$12,935	\$16,690	\$17,982	\$21,417	\$21,059	\$29,809	\$29,233	\$28,468	\$33,328	\$32,987	\$33,431	\$292,003
Other Operating Revenue	2,979	1,171	3,825	1,878	1,979	2,322	2,199	2,003	3,489	2,029	2,013	3,154	29,040
<b>Total Revenues</b>	<b>\$17,640</b>	<b>\$14,106</b>	<b>\$20,515</b>	<b>\$19,861</b>	<b>\$23,396</b>	<b>\$23,381</b>	<b>\$32,009</b>	<b>\$31,236</b>	<b>\$31,957</b>	<b>\$35,357</b>	<b>\$35,000</b>	<b>\$36,585</b>	<b>\$321,043</b>
<b>Operating Expenses</b>													
<b>Labor</b>													
Payroll	\$50,858	\$42,401	\$39,833	\$52,704	\$48,317	\$45,447	\$53,854	\$43,961	\$53,545	\$51,895	\$52,268	\$80,774	\$615,858
Overtime	8,437	13,306	9,593	11,525	10,517	13,404	14,522	14,795	13,012	13,975	15,935	14,934	153,954
Health and Welfare	10,153	10,326	8,956	10,308	10,301	9,532	10,218	9,288	10,260	10,223	9,707	10,354	119,626
OPEB Current Payments	5,231	5,200	5,158	6,521	6,521	6,521	6,521	6,521	6,521	6,521	6,521	6,521	74,280
Pension	15,608	15,765	13,692	14,937	14,966	13,908	14,247	13,520	14,229	14,179	13,668	16,626	175,345
Other Fringe Benefits	11,149	14,027	12,696	14,030	15,389	15,823	14,986	14,938	13,162	11,244	11,544	8,459	157,447
Reimbursable Overhead	(2,691)	(2,424)	(4,114)	(1,417)	(1,355)	(1,827)	(1,588)	(2,143)	(1,720)	(0,528)	(0,568)	(0,352)	(20,728)
<b>Total Labor Expenses</b>	<b>\$98,746</b>	<b>\$98,600</b>	<b>\$85,814</b>	<b>\$108,608</b>	<b>\$104,656</b>	<b>\$102,809</b>	<b>\$112,760</b>	<b>\$100,880</b>	<b>\$109,009</b>	<b>\$107,510</b>	<b>\$109,075</b>	<b>\$137,315</b>	<b>\$1,275,783</b>
<b>Non-Labor</b>													
Electric Power	\$6,815	\$5,168	\$7,416	\$6,357	\$6,642	\$7,715	\$8,377	\$7,951	\$8,642	\$6,796	\$6,827	\$8,804	\$87,509
Fuel	1,666	1,496	1,484	1,790	1,561	1,687	1,453	1,568	1,529	1,574	1,746	1,968	19,521
Insurance	1,523	1,523	1,582	1,575	1,644	1,650	1,650	1,650	1,650	1,650	1,765	1,689	19,552
Claims	0,310	0,560	(0,097)	0,483	0,381	0,381	0,381	0,381	0,381	0,381	0,533	0,540	4,612
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	8,664	9,453	(0,644)	6,866	7,099	8,240	7,888	6,814	7,351	8,180	8,207	22,514	100,655
Professional Services Contracts	2,751	2,223	2,069	3,639	3,511	5,596	3,662	3,912	4,162	3,439	3,672	7,449	46,086
Materials and Supplies	6,184	(5,171)	11,848	12,541	13,976	13,930	14,642	19,023	13,879	14,344	13,956	25,672	154,825
Other Business Expenses	0,373	0,463	(0,887)	0,815	0,759	1,461	0,897	0,783	1,535	0,879	1,604	2,602	11,285
<b>Total Non-Labor Expenses</b>	<b>\$28,286</b>	<b>\$15,716</b>	<b>\$22,771</b>	<b>\$34,087</b>	<b>\$35,571</b>	<b>\$40,660</b>	<b>\$38,950</b>	<b>\$42,082</b>	<b>\$39,129</b>	<b>\$37,243</b>	<b>\$38,311</b>	<b>\$71,238</b>	<b>\$444,044</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$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>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses</b>	<b>\$127,032</b>	<b>\$114,316</b>	<b>\$108,585</b>	<b>\$142,695</b>	<b>\$140,228</b>	<b>\$143,469</b>	<b>\$151,710</b>	<b>\$142,961</b>	<b>\$148,139</b>	<b>\$144,753</b>	<b>\$147,386</b>	<b>\$208,553</b>	<b>\$1,719,827</b>
Depreciation	\$34,874	\$34,874	\$45,309	\$36,320	\$36,320	\$36,320	\$35,089	\$35,089	\$35,089	\$35,089	\$35,089	\$35,089	\$434,553
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	107,000	107,000
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(6,200)	(6,200)
Environmental Remediation	0,167	0,167	0,893	0,086	0,086	0,086	0,086	0,086	0,086	0,086	0,086	0,086	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$162,073</b>	<b>\$149,357</b>	<b>\$154,787</b>	<b>\$179,101</b>	<b>\$176,634</b>	<b>\$179,875</b>	<b>\$186,885</b>	<b>\$178,136</b>	<b>\$183,314</b>	<b>\$179,928</b>	<b>\$182,561</b>	<b>\$344,528</b>	<b>\$2,257,180</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$144,432)</b>	<b>(\$135,251)</b>	<b>(\$134,272)</b>	<b>(\$159,240)</b>	<b>(\$153,238)</b>	<b>(\$156,494)</b>	<b>(\$154,877)</b>	<b>(\$146,900)</b>	<b>(\$151,357)</b>	<b>(\$144,572)</b>	<b>(\$147,562)</b>	<b>(\$307,943)</b>	<b>(\$1,936,137)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$34,874	\$34,874	\$45,309	\$36,320	\$36,320	\$36,320	\$35,089	\$35,089	\$35,089	\$35,089	\$35,089	\$35,089	\$434,553
Operating/Capital	(0,555)	0,180	(0,798)	(0,769)	(0,807)	(2,284)	(0,807)	(1,623)	(1,629)	(0,809)	(1,409)	(11,012)	(22,324)
Other Cash Adjustments	4,171	(39,924)	0,048	(24,985)	4,738	4,933	(1,489)	11,188	(60,072)	1,004	12,828	93,610	6,049
<b>Total Cash Conversion Adjustments</b>	<b>\$38,489</b>	<b>(\$4,870)</b>	<b>\$44,559</b>	<b>\$10,567</b>	<b>\$40,251</b>	<b>\$38,968</b>	<b>\$32,793</b>	<b>\$44,654</b>	<b>(\$26,612)</b>	<b>\$35,284</b>	<b>\$46,508</b>	<b>\$117,687</b>	<b>\$418,278</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$105,943)</b>	<b>(\$140,121)</b>	<b>(\$89,713)</b>	<b>(\$148,674)</b>	<b>(\$112,987)</b>	<b>(\$117,526)</b>	<b>(\$122,084)</b>	<b>(\$102,246)</b>	<b>(\$177,969)</b>	<b>(\$109,288)</b>	<b>(\$101,054)</b>	<b>(\$190,255)</b>	<b>(\$1,517,859)</b>

- Differences are due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	27.086	23.611	40.650	34.725	34.418	42.607	35.877	44.979	36.970	35.610	38.414	41.383	436.329
<b>Total Revenues</b>	<b>\$27.086</b>	<b>\$23.611</b>	<b>\$40.650</b>	<b>\$34.725</b>	<b>\$34.418</b>	<b>\$42.607</b>	<b>\$35.877</b>	<b>\$44.979</b>	<b>\$36.970</b>	<b>\$35.610</b>	<b>\$38.414</b>	<b>\$41.383</b>	<b>\$436.329</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.099	\$9.122	\$14.773	\$11.975	\$11.785	\$15.090	\$12.342	\$15.767	\$12.177	\$12.277	\$14.391	\$12.353	\$152.150
Overtime	2.703	2.635	5.442	5.285	5.382	5.783	5.730	6.661	6.056	6.242	5.608	4.098	61.624
Health and Welfare	2.242	2.131	3.416	2.873	2.855	3.506	2.990	3.745	3.000	3.031	3.346	2.787	35.922
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.689	2.532	4.090	4.667	4.638	5.697	4.858	6.084	4.875	4.925	5.437	4.529	55.020
Other Fringe Benefits	2.434	2.297	3.716	2.937	2.919	3.585	3.057	3.829	3.068	3.100	3.422	2.850	37.216
Reimbursable Overhead	2.691	2.424	4.114	1.417	1.355	1.827	1.588	2.143	1.720	0.528	0.568	0.352	20.728
<b>Total Labor Expenses</b>	<b>\$22.858</b>	<b>\$21.142</b>	<b>\$35.551</b>	<b>\$29.154</b>	<b>\$28.934</b>	<b>\$35.488</b>	<b>\$30.565</b>	<b>\$38.230</b>	<b>\$30.896</b>	<b>\$30.103</b>	<b>\$32.771</b>	<b>\$26.970</b>	<b>\$362.660</b>
<b>Non-Labor:</b>													
Electric Power	\$0.022	\$0.561	(\$0.521)	\$0.022	\$0.021	\$0.024	\$0.026	\$0.026	\$0.024	\$0.021	\$0.023	\$0.019	\$0.268
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.378	0.294	0.576	0.721	0.709	0.877	0.746	0.961	0.749	0.768	0.807	0.647	8.234
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.743	0.833	1.777	1.341	1.299	2.178	1.315	1.596	1.296	1.316	1.316	1.227	16.237
Professional Services Contracts	0.154	0.172	0.132	0.081	0.080	0.128	0.076	0.253	0.075	0.079	0.071	0.062	1.362
Materials and Supplies	2.890	0.564	3.063	3.366	3.337	3.863	3.108	3.861	3.889	3.280	3.380	12.419	47.019
Other Business Expenses	0.042	0.044	0.072	0.040	0.040	0.049	0.042	0.052	0.042	0.042	0.047	0.039	0.549
<b>Total Non-Labor Expenses</b>	<b>\$4.228</b>	<b>\$2.469</b>	<b>\$5.099</b>	<b>\$5.570</b>	<b>\$5.484</b>	<b>\$7.119</b>	<b>\$5.313</b>	<b>\$6.749</b>	<b>\$6.074</b>	<b>\$5.507</b>	<b>\$5.643</b>	<b>\$14.413</b>	<b>\$73.669</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$27.086</b>	<b>\$23.611</b>	<b>\$40.650</b>	<b>\$34.725</b>	<b>\$34.418</b>	<b>\$42.607</b>	<b>\$35.877</b>	<b>\$44.979</b>	<b>\$36.970</b>	<b>\$35.610</b>	<b>\$38.414</b>	<b>\$41.383</b>	<b>\$436.329</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

- Differences are due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$14,662	\$12,935	\$16,690	\$17,982	\$21,417	\$21,059	\$29,809	\$29,233	\$28,468	\$33,328	\$32,987	\$33,431	\$292,003
Other Operating Revenue	2,979	1,171	3,825	1,878	1,979	2,322	2,199	2,003	3,489	2,029	2,013	3,154	29,040
Capital and Other Reimbursements	27,086	23,611	40,650	34,725	34,418	42,607	35,877	44,979	36,970	35,610	38,414	41,383	436,329
<b>Total Revenues</b>	<b>\$44,726</b>	<b>\$37,717</b>	<b>\$61,165</b>	<b>\$54,585</b>	<b>\$57,814</b>	<b>\$65,988</b>	<b>\$67,886</b>	<b>\$76,215</b>	<b>\$68,927</b>	<b>\$70,966</b>	<b>\$73,414</b>	<b>\$77,968</b>	<b>\$757,372</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$60,957	\$51,523	\$54,606	\$64,679	\$60,102	\$60,537	\$66,196	\$59,728	\$65,722	\$64,172	\$66,659	\$93,127	\$768,008
Overtime	11,140	15,941	15,035	16,810	15,899	19,187	20,252	21,456	19,067	20,217	21,543	19,032	215,578
Health and Welfare	12,396	12,457	12,372	13,180	13,155	13,038	13,208	13,032	13,260	13,254	13,054	13,141	155,548
OPEB Current Payments	5,231	5,200	5,158	6,521	6,521	6,521	6,521	6,521	6,521	6,521	6,521	6,521	74,280
Pension	18,297	18,297	17,782	19,604	19,604	19,604	19,104	19,604	19,104	19,104	19,104	21,155	230,365
Other Fringe Benefits	13,583	16,324	16,411	16,968	18,308	19,409	18,043	18,767	16,230	14,344	14,965	11,309	194,663
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$121,604</b>	<b>\$119,742</b>	<b>\$121,365</b>	<b>\$137,762</b>	<b>\$133,590</b>	<b>\$138,296</b>	<b>\$143,325</b>	<b>\$139,109</b>	<b>\$139,906</b>	<b>\$137,613</b>	<b>\$141,846</b>	<b>\$164,284</b>	<b>\$1,638,442</b>
<b>Non-Labor:</b>													
Electric Power	\$6,837	\$5,729	\$6,895	\$6,379	\$6,663	\$7,740	\$8,403	\$7,976	\$8,666	\$6,817	\$6,850	\$8,823	\$67,777
Fuel	1,666	1,496	1,484	1,790	1,561	1,687	1,453	1,568	1,529	1,574	1,746	1,968	19,521
Insurance	1,902	1,818	2,158	2,296	2,352	2,528	2,397	2,611	2,399	2,418	2,572	2,336	27,786
Claims	0.310	0.560	(0.097)	0.483	0.381	0.381	0.381	0.381	0.381	0.381	0.533	0.540	4,612
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	9,407	10,287	1,133	8,227	8,398	10,418	9,203	8,410	8,647	9,497	9,524	23,741	116,892
Professional Services Contracts	2,905	2,395	2,201	3,721	3,590	5,724	3,738	4,165	4,238	3,518	3,743	7,511	47,448
Materials and Supplies	9,074	(4,606)	14,911	15,907	17,312	17,792	17,750	22,885	17,767	17,625	17,336	38,091	201,843
Other Business Expenses	0.415	0.508	(0.815)	0.855	0.799	1,510	0.939	0.835	1,577	0.921	1,651	2,641	11,834
<b>Total Non-Labor Expenses</b>	<b>\$32,514</b>	<b>\$18,185</b>	<b>\$27,870</b>	<b>\$39,657</b>	<b>\$41,056</b>	<b>\$47,779</b>	<b>\$44,262</b>	<b>\$48,831</b>	<b>\$45,203</b>	<b>\$42,750</b>	<b>\$43,954</b>	<b>\$85,651</b>	<b>\$517,713</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$154,118</b>	<b>\$137,927</b>	<b>\$149,235</b>	<b>\$177,419</b>	<b>\$174,646</b>	<b>\$186,076</b>	<b>\$187,587</b>	<b>\$187,940</b>	<b>\$185,109</b>	<b>\$180,363</b>	<b>\$185,800</b>	<b>\$249,936</b>	<b>\$2,156,156</b>
Depreciation	\$34,874	\$34,874	\$45,309	\$36,320	\$36,320	\$36,320	\$35,089	\$35,089	\$35,089	\$35,089	\$35,089	\$35,089	\$434,553
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	107,000	107,000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(6,200)	(6,200)
Environmental Remediation	0.167	0.167	0.893	0.086	0.086	0.086	0.086	0.086	0.086	0.086	0.086	0.086	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$189,159</b>	<b>\$172,967</b>	<b>\$195,437</b>	<b>\$213,825</b>	<b>\$211,052</b>	<b>\$222,482</b>	<b>\$222,762</b>	<b>\$223,115</b>	<b>\$220,284</b>	<b>\$215,538</b>	<b>\$220,976</b>	<b>\$386,911</b>	<b>\$2,693,509</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$144,432)</b>	<b>(\$135,251)</b>	<b>(\$134,272)</b>	<b>(\$159,240)</b>	<b>(\$153,238)</b>	<b>(\$156,494)</b>	<b>(\$154,877)</b>	<b>(\$146,900)</b>	<b>(\$151,357)</b>	<b>(\$144,572)</b>	<b>(\$147,562)</b>	<b>(\$307,943)</b>	<b>(\$1,936,137)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$34,874	\$34,874	\$45,309	\$36,320	\$36,320	\$36,320	\$35,089	\$35,089	\$35,089	\$35,089	\$35,089	\$35,089	\$434,553
Operating/Capital	(0.555)	0.180	(0.798)	(0.769)	(0.807)	(2,284)	(0.807)	(1,623)	(1,629)	(0.809)	(1,409)	(11,012)	(22,324)
Other Cash Adjustments	4,171	(39,924)	0.048	(24,985)	4,738	4,933	(1,489)	11,188	(60,072)	1,004	12,828	93,610	6,049
<b>Total Cash Conversion Adjustments</b>	<b>\$38,489</b>	<b>(\$4,870)</b>	<b>\$44,559</b>	<b>\$10,567</b>	<b>\$40,251</b>	<b>\$38,968</b>	<b>\$32,793</b>	<b>\$44,654</b>	<b>(\$26,612)</b>	<b>\$35,284</b>	<b>\$46,508</b>	<b>\$117,687</b>	<b>\$418,278</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$105,943)</b>	<b>(\$140,121)</b>	<b>(\$89,713)</b>	<b>(\$148,674)</b>	<b>(\$112,987)</b>	<b>(\$117,526)</b>	<b>(\$122,084)</b>	<b>(\$102,246)</b>	<b>(\$177,969)</b>	<b>(\$109,288)</b>	<b>(\$101,054)</b>	<b>(\$190,255)</b>	<b>(\$1,517,859)</b>

-- Differences are due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$14,018	\$13,038	\$17,879	\$17,354	\$20,074	\$21,339	\$30,109	\$29,533	\$28,768	\$33,628	\$33,287	\$32,093	\$291,121
Other Operating Revenue	1,256	1,616	1,641	1,100	10,303	0,757	0,626	0,439	1,336	0,456	0,448	0,672	20,650
Capital and Other Reimbursements	23,365	44,454	35,222	13,787	24,442	35,315	39,109	41,000	35,895	43,154	40,851	41,108	417,702
<b>Total Receipts</b>	<b>\$38,639</b>	<b>\$59,108</b>	<b>\$54,741</b>	<b>\$32,240</b>	<b>\$54,820</b>	<b>\$57,411</b>	<b>\$69,844</b>	<b>\$70,972</b>	<b>\$65,999</b>	<b>\$77,238</b>	<b>\$74,587</b>	<b>\$73,873</b>	<b>\$729,472</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$55,455	\$48,544	\$51,098	\$66,390	\$53,728	\$54,536	\$67,527	\$55,649	\$106,388	\$60,522	\$62,620	\$106,991	\$789,448
Overtime	11,129	14,186	12,105	20,271	15,367	15,170	23,931	17,081	35,487	21,316	17,351	22,115	225,510
Health and Welfare	12,342	11,559	11,659	13,180	13,155	14,030	13,208	13,032	13,260	13,254	13,054	0,481	142,215
OPEB Current Payments	5,188	4,961	4,915	6,521	6,521	7,047	6,521	6,521	6,521	6,521	6,521	2,161	69,920
Pension	18,098	17,969	18,087	19,639	19,604	19,604	19,104	19,604	19,104	19,104	19,104	21,155	230,178
Other Fringe Benefits	13,849	67,789	16,347	20,520	17,834	17,921	21,352	17,910	23,481	18,311	14,581	29,273	279,168
Contribution to GASB Fund	0,000	0,000	0,000	0,000	0,000	0,000	0,000	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	0,000	0,000	0,000	0,000	0,000	0,000	0,000
<b>Total Labor Expenditures</b>	<b>\$116,061</b>	<b>\$165,007</b>	<b>\$114,212</b>	<b>\$146,521</b>	<b>\$126,210</b>	<b>\$128,309</b>	<b>\$151,643</b>	<b>\$129,798</b>	<b>\$204,241</b>	<b>\$139,029</b>	<b>\$133,231</b>	<b>\$182,176</b>	<b>\$1,736,439</b>
<b>Non-Labor:</b>													
Electric Power	\$6,641	\$5,718	\$5,921	\$6,474	\$6,663	\$7,740	\$8,403	\$7,976	\$8,666	\$7,817	\$6,850	\$8,909	\$87,777
Fuel	1,290	0,940	2,403	1,859	1,630	1,756	1,420	1,536	1,496	1,541	1,714	1,936	19,521
Insurance	1,838	(0,119)	(6,468)	0,288	4,993	2,746	0,625	3,885	1,855	3,442	0,000	1,730	14,815
Claims	0,265	0,102	0,089	0,242	0,140	0,140	0,140	0,140	0,140	0,140	0,142	0,159	1,837
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	4,974	6,310	12,429	8,626	9,778	12,165	9,602	8,809	8,546	9,396	9,423	23,774	123,831
Professional Services Contracts	1,743	1,567	2,025	1,593	1,463	7,924	1,611	4,598	2,110	3,951	1,616	7,944	38,147
Materials and Supplies	10,791	18,669	12,672	13,800	15,600	12,700	16,955	15,051	15,397	19,644	20,371	34,865	206,513
Other Business Expenses	0,754	0,819	0,977	1,258	1,057	1,117	1,196	1,093	1,183	1,179	1,909	2,247	14,789
<b>Total Non-Labor Expenditures</b>	<b>\$28,295</b>	<b>\$34,006</b>	<b>\$30,049</b>	<b>\$34,141</b>	<b>\$41,323</b>	<b>\$46,288</b>	<b>\$39,951</b>	<b>\$43,088</b>	<b>\$39,394</b>	<b>\$47,109</b>	<b>\$42,023</b>	<b>\$81,564</b>	<b>\$507,230</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0,226	\$0,216	\$0,193	\$0,252	\$0,274	\$0,340	\$0,333	\$0,333	\$0,333	\$0,387	\$0,387	\$0,389	\$3,662
<b>Total Other Expenditure Adjustments</b>	<b>\$0,226</b>	<b>\$0,216</b>	<b>\$0,193</b>	<b>\$0,252</b>	<b>\$0,274</b>	<b>\$0,340</b>	<b>\$0,333</b>	<b>\$0,333</b>	<b>\$0,333</b>	<b>\$0,387</b>	<b>\$0,387</b>	<b>\$0,389</b>	<b>\$3,662</b>
<b>Total Expenditures</b>	<b>\$144,582</b>	<b>\$199,229</b>	<b>\$144,454</b>	<b>\$180,914</b>	<b>\$167,807</b>	<b>\$174,937</b>	<b>\$191,928</b>	<b>\$173,218</b>	<b>\$243,968</b>	<b>\$186,526</b>	<b>\$175,640</b>	<b>\$264,128</b>	<b>\$2,247,331</b>
<b>Net Cash Balance</b>	<b>(\$105,943)</b>	<b>(\$140,121)</b>	<b>(\$89,713)</b>	<b>(\$148,674)</b>	<b>(\$112,987)</b>	<b>(\$117,526)</b>	<b>(\$122,084)</b>	<b>(\$102,246)</b>	<b>(\$177,969)</b>	<b>(\$109,288)</b>	<b>(\$101,054)</b>	<b>(\$190,255)</b>	<b>(\$1,517,859)</b>
Cash Timing and Availability Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$105,943)</b>	<b>(\$140,121)</b>	<b>(\$89,713)</b>	<b>(\$148,674)</b>	<b>(\$112,987)</b>	<b>(\$117,526)</b>	<b>(\$122,084)</b>	<b>(\$102,246)</b>	<b>(\$177,969)</b>	<b>(\$109,288)</b>	<b>(\$101,054)</b>	<b>(\$190,255)</b>	<b>(\$1,517,859)</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
 Favorable/(Unfavorable)  
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	(\$0.643)	\$0.103	\$1.189	(\$0.629)	(\$1.343)	\$0.280	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300	(\$1.338)	(\$0.882)
Other Operating Revenue	(1.723)	0.446	(2.184)	(0.778)	8.325	(1.565)	(1.573)	(1.564)	(2.152)	(1.573)	(1.564)	(2.482)	(8.390)
Capital and Other Reimbursements	(3.721)	20.843	(5.428)	(20.938)	(9.976)	(7.291)	3.231	(3.978)	(1.076)	7.545	2.437	(0.275)	(18.627)
<b>Total Receipts</b>	<b>(\$6.087)</b>	<b>\$21.391</b>	<b>(\$6.424)</b>	<b>(\$22.345)</b>	<b>(\$2.994)</b>	<b>(\$8.577)</b>	<b>\$1.958</b>	<b>(\$5.243)</b>	<b>(\$2.928)</b>	<b>\$6.271</b>	<b>\$1.173</b>	<b>(\$4.095)</b>	<b>(\$27.899)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$5.502	\$2.979	\$3.508	(\$1.711)	\$6.374	\$6.001	(\$1.331)	\$4.080	(\$40.666)	\$3.649	\$4.039	(\$13.864)	(\$21.440)
Overtime	0.011	1.755	2.930	(3.461)	0.531	4.017	(3.679)	4.375	(16.419)	(1.099)	4.192	(3.083)	(9.932)
Health and Welfare	0.054	0.898	0.713	0.000	0.000	(0.992)	0.000	0.000	0.000	0.000	0.000	12.660	13.333
OPEB Current Payments	0.043	0.239	0.244	0.000	0.000	(0.526)	0.000	0.000	0.000	0.000	0.000	4.361	4.361
Pension	0.199	0.328	(0.306)	(0.034)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.187
Other Fringe Benefits	(0.266)	(51.465)	0.064	(3.552)	0.474	1.488	(3.309)	0.857	(7.250)	(3.968)	0.385	(17.964)	(84.506)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$5.543</b>	<b>(\$45.265)</b>	<b>\$7.152</b>	<b>(\$8.759)</b>	<b>\$7.380</b>	<b>\$9.987</b>	<b>(\$8.319)</b>	<b>\$9.311</b>	<b>(\$64.335)</b>	<b>(\$1.417)</b>	<b>\$8.616</b>	<b>(\$17.891)</b>	<b>(\$97.997)</b>
<b>Non-Labor:</b>													
Electric Power	\$0.196	\$0.011	\$0.974	(\$0.095)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.000)	\$0.000	(\$0.085)	\$0.000
Fuel	0.376	0.557	(0.919)	(0.069)	(0.069)	(0.069)	0.032	0.032	0.032	0.032	0.032	0.032	0.000
Insurance	0.063	1.936	8.626	2.008	(2.641)	(0.218)	1.772	(1.274)	0.544	(1.023)	2.572	0.606	12.971
Claims	0.045	0.458	(0.187)	0.241	0.241	0.241	0.241	0.241	0.241	0.241	0.391	0.381	2.775
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.433	3.977	(11.296)	(0.399)	(1.380)	(1.747)	(0.399)	(0.399)	0.101	0.101	0.101	(0.032)	(6.939)
Professional Services Contracts	1.162	0.827	0.176	2.127	2.127	(2.200)	2.127	(0.433)	2.127	(0.433)	2.127	(0.433)	9.301
Materials and Supplies	(1.717)	(23.275)	2.239	2.107	1.712	5.092	0.795	7.834	2.371	(2.019)	(3.035)	3.226	(4.670)
Other Business Expenses	(0.339)	(0.312)	(1.792)	(0.403)	(0.258)	0.393	(0.258)	(0.258)	0.393	(0.258)	(0.258)	0.393	(2.955)
<b>Total Non-Labor Expenditures</b>	<b>\$4.219</b>	<b>(\$15.821)</b>	<b>(\$2.179)</b>	<b>\$5.516</b>	<b>(\$0.267)</b>	<b>\$1.491</b>	<b>\$4.311</b>	<b>\$5.743</b>	<b>\$5.810</b>	<b>(\$4.359)</b>	<b>\$1.931</b>	<b>\$4.088</b>	<b>\$10.483</b>
<b>Other Expenditure Adjustments:</b>													
Other	(\$0.226)	(\$0.216)	(\$0.193)	(\$0.252)	(\$0.274)	(\$0.340)	(\$0.333)	(\$0.333)	(\$0.333)	(\$0.387)	(\$0.387)	(\$0.389)	(\$3.662)
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.226)</b>	<b>(\$0.216)</b>	<b>(\$0.193)</b>	<b>(\$0.252)</b>	<b>(\$0.274)</b>	<b>(\$0.340)</b>	<b>(\$0.333)</b>	<b>(\$0.333)</b>	<b>(\$0.333)</b>	<b>(\$0.387)</b>	<b>(\$0.387)</b>	<b>(\$0.389)</b>	<b>(\$3.662)</b>
<b>Total Expenditures</b>	<b>\$9.536</b>	<b>(\$61.302)</b>	<b>\$4.780</b>	<b>(\$3.494)</b>	<b>\$6.839</b>	<b>\$11.139</b>	<b>(\$4.340)</b>	<b>\$14.722</b>	<b>(\$58.859)</b>	<b>(\$6.163)</b>	<b>\$10.160</b>	<b>(\$14.193)</b>	<b>(\$91.176)</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>\$3.449</b>	<b>(\$39.911)</b>	<b>(\$1.644)</b>	<b>(\$25.840)</b>	<b>\$3.844</b>	<b>\$2.562</b>	<b>(\$2.383)</b>	<b>\$9.479</b>	<b>(\$61.787)</b>	<b>\$0.109</b>	<b>\$11.333</b>	<b>(\$18.288)</b>	<b>(\$119.075)</b>
Depreciation	\$34.874	\$34.874	\$45.309	\$36.320	\$36.320	\$36.320	\$35.089	\$35.089	\$35.089	\$35.089	\$35.089	\$35.089	\$434.553
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	107.000	107.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(6.200)	(6.200)
Environmental Remediation	0.167	0.167	0.893	0.086	0.086	0.086	0.086	0.086	0.086	0.086	0.086	0.086	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$38.489</b>	<b>(\$4.870)</b>	<b>\$44.559</b>	<b>\$10.567</b>	<b>\$40.251</b>	<b>\$38.968</b>	<b>\$32.793</b>	<b>\$44.654</b>	<b>(\$26.612)</b>	<b>\$35.284</b>	<b>\$46.508</b>	<b>\$117.687</b>	<b>\$418.278</b>
CRR_Cash_Timing	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Conversion Adjustments</b>	<b>\$38.489</b>	<b>(\$4.870)</b>	<b>\$44.559</b>	<b>\$10.567</b>	<b>\$40.251</b>	<b>\$38.968</b>	<b>\$32.793</b>	<b>\$44.654</b>	<b>(\$26.612)</b>	<b>\$35.284</b>	<b>\$46.508</b>	<b>\$117.687</b>	<b>\$418.278</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>RIDERSHIP</b>													
Monthly Ridership	0.549	0.505	0.670	0.654	0.638	1.306	1.637	1.653	1.719	2.074	1.984	2.019	15.408
Weekly Ridership	0.039	0.030	0.043	0.041	0.045	0.067	0.112	0.121	0.094	0.112	0.076	0.112	0.891
<b>Total Commutation</b>	<b>0.588</b>	<b>0.534</b>	<b>0.713</b>	<b>0.696</b>	<b>0.683</b>	<b>1.373</b>	<b>1.749</b>	<b>1.774</b>	<b>1.812</b>	<b>2.187</b>	<b>2.060</b>	<b>2.131</b>	<b>16.299</b>
One-way Full Fare	0.125	0.110	0.144	0.156	0.183	0.289	0.393	0.415	0.374	0.442	0.422	0.413	3.468
One-way Off-Peak	0.573	0.530	0.708	0.785	0.994	0.503	0.797	0.767	0.701	0.796	0.814	0.922	8.890
All Other	0.444	0.413	0.527	0.563	0.651	0.324	0.446	0.433	0.430	0.511	0.499	0.524	5.763
<b>Total Non-Commutation</b>	<b>1.142</b>	<b>1.053</b>	<b>1.379</b>	<b>1.504</b>	<b>1.828</b>	<b>1.116</b>	<b>1.636</b>	<b>1.615</b>	<b>1.505</b>	<b>1.748</b>	<b>1.735</b>	<b>1.859</b>	<b>18.121</b>
<b>Total Ridership</b>	<b>1.730</b>	<b>1.587</b>	<b>2.092</b>	<b>2.200</b>	<b>2.511</b>	<b>2.489</b>	<b>3.384</b>	<b>3.389</b>	<b>3.317</b>	<b>3.935</b>	<b>3.795</b>	<b>3.991</b>	<b>34.420</b>
<b>FAREBOX REVENUE</b>													
<b>Baseline Total Farebox Revenue</b>	<b>\$14.662</b>	<b>\$12.935</b>	<b>\$16.690</b>	<b>\$17.982</b>	<b>\$21.417</b>	<b>\$21.059</b>	<b>\$29.809</b>	<b>\$29.233</b>	<b>\$28.468</b>	<b>\$33.328</b>	<b>\$32.987</b>	<b>\$33.431</b>	<b>\$292.003</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	237	236	236	256	256	256	258	258	258	258	258	258
Professional/Technical/Clerical	87	88	87	112	112	112	112	112	112	112	112	112
Operational Hourlies	108	107	108	104	104	104	104	104	104	104	104	104
<b>Total Administration Headcount</b>	<b>432</b>	<b>431</b>	<b>431</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>474</b>	<b>474</b>	<b>474</b>	<b>474</b>	<b>474</b>	<b>474</b>
<b>Operations</b>												
Managers/Supervisors	296	297	299	353	354	354	352	352	352	355	355	355
Professional/Technical/Clerical	96	94	94	125	126	126	126	126	126	126	125	125
Operational Hourlies	2,206	2,197	2,186	2,242	2,220	2,245	2,246	2,256	2,260	2,274	2,274	2,275
<b>Total Operations Headcount</b>	<b>2,598</b>	<b>2,588</b>	<b>2,579</b>	<b>2,720</b>	<b>2,700</b>	<b>2,725</b>	<b>2,724</b>	<b>2,734</b>	<b>2,738</b>	<b>2,755</b>	<b>2,754</b>	<b>2,755</b>
<b>Maintenance</b>												
Managers/Supervisors	773	773	771	902	900	898	897	896	894	893	892	894
Professional/Technical/Clerical	227	224	223	249	240	241	240	250	250	250	248	250
Operational Hourlies	3,106	3,082	3,073	3,017	3,006	3,029	3,029	3,032	3,044	3,025	3,035	3,030
<b>Total Maintenance Headcount</b>	<b>4,106</b>	<b>4,079</b>	<b>4,067</b>	<b>4,168</b>	<b>4,146</b>	<b>4,168</b>	<b>4,167</b>	<b>4,178</b>	<b>4,188</b>	<b>4,168</b>	<b>4,176</b>	<b>4,174</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	135	134	133	152	152	152	152	152	152	152	152	152
Professional/Technical/Clerical	44	43	43	65	65	65	65	65	65	65	65	65
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>179</b>	<b>177</b>	<b>176</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>												
Managers/Supervisors	1,441	1,440	1,439	1,663	1,662	1,660	1,659	1,658	1,656	1,658	1,657	1,659
Professional, Technical, Clerical	454	449	447	550	543	544	543	553	552	552	550	552
Operational Hourlies	5,420	5,386	5,367	5,363	5,329	5,378	5,380	5,392	5,408	5,403	5,413	5,409
<b>Total Positions</b>	<b>7,315</b>	<b>7,275</b>	<b>7,253</b>	<b>7,576</b>	<b>7,534</b>	<b>7,581</b>	<b>7,581</b>	<b>7,603</b>	<b>7,616</b>	<b>7,613</b>	<b>7,620</b>	<b>7,620</b>





**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive VP	1	1	1	0	0	0	0	0	0	0	0	0
Enterprise Asset Management	5	5	5	6	6	6	6	6	6	6	6	6
Sr Vice President - Engineering	1	1	1	2	2	2	2	2	2	2	2	2
Labor Relations	14	14	14	14	14	14	14	14	14	14	14	14
Procurement & Logistics (excl. Stores)	51	51	50	56	56	56	56	56	56	56	56	56
Human Resources	32	31	32	35	35	35	35	35	35	35	35	35
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	13	13	13	12	12	12	12	12	12	12	12	12
President	7	7	6	8	8	8	8	8	8	8	8	8
VP & CFO	2	2	2	2	2	2	2	2	2	2	2	2
Controller	41	41	41	42	42	42	42	42	42	42	42	42
Management and Budget	13	13	13	16	16	16	16	16	16	16	16	16
BPM, Controls, & Compliance	4	4	4	4	4	4	4	4	4	4	4	4
Market Dev. & Public Affairs	65	64	65	65	65	65	65	65	65	65	65	65
Gen. Counsel & Secretary	26	26	26	29	29	29	29	29	29	29	29	29
Diversity Management	3	3	3	3	3	3	3	3	3	3	3	3
Security	11	11	11	15	15	15	15	15	15	15	15	15
System Safety	39	39	39	46	46	46	46	46	46	46	46	46
Training	65	65	65	68	68	68	68	68	68	68	68	68
Service Planning	26	27	27	28	28	28	28	28	28	28	28	28
Rolling Stock Programs	9	9	9	17	17	17	17	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2	4	4	4	4	4	4
<b>Total Administration Headcount</b>	<b>432</b>	<b>431</b>	<b>431</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>474</b>	<b>474</b>	<b>474</b>	<b>474</b>	<b>474</b>	<b>474</b>
<b>Operations</b>												
Train Operations	2,286	2,278	2,271	2,352	2,337	2,347	2,346	2,344	2,345	2,378	2,376	2,377
Customer Service	312	310	308	368	363	378	378	390	393	377	377	378
<b>Total Operations Headcount</b>	<b>2,598</b>	<b>2,588</b>	<b>2,579</b>	<b>2,720</b>	<b>2,700</b>	<b>2,725</b>	<b>2,724</b>	<b>2,734</b>	<b>2,738</b>	<b>2,755</b>	<b>2,754</b>	<b>2,755</b>
<b>Maintenance</b>												
Engineering	1,949	1,934	1,928	1,977	1,975	1,982	1,981	1,982	1,980	1,981	1,979	1,979
Equipment	2,059	2,047	2,041	2,096	2,076	2,091	2,091	2,101	2,113	2,092	2,102	2,100
Procurement (Stores)	98	98	98	95	95	95	95	95	95	95	95	95
<b>Total Maintenance Headcount</b>	<b>4,106</b>	<b>4,079</b>	<b>4,067</b>	<b>4,168</b>	<b>4,146</b>	<b>4,168</b>	<b>4,167</b>	<b>4,178</b>	<b>4,188</b>	<b>4,168</b>	<b>4,176</b>	<b>4,174</b>
<b>Engineering/Capital</b>												
Department of Project Management	117	116	116	144	144	144	144	144	144	144	144	144
Special Projects	48	47	47	59	59	59	59	59	59	59	59	59
Positive Train Control	14	14	13	14	14	14	14	14	14	14	14	14
<b>Total Engineering/Capital Headcount</b>	<b>179</b>	<b>177</b>	<b>176</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>
<b>Total Positions</b>	<b>7,315</b>	<b>7,275</b>	<b>7,253</b>	<b>7,576</b>	<b>7,534</b>	<b>7,581</b>	<b>7,581</b>	<b>7,603</b>	<b>7,616</b>	<b>7,613</b>	<b>7,620</b>	<b>7,620</b>
<i>Non-Reimbursable</i>	6,173	6,195	6,084	6,228	6,215	6,199	6,206	6,181	6,270	6,259	6,307	6,389
<i>Reimbursable</i>	1,142	1,080	1,169	1,348	1,320	1,382	1,375	1,422	1,346	1,354	1,313	1,231
<b>Total Full-Time</b>	<b>7,315</b>	<b>7,275</b>	<b>7,253</b>	<b>7,576</b>	<b>7,534</b>	<b>7,581</b>	<b>7,581</b>	<b>7,603</b>	<b>7,616</b>	<b>7,613</b>	<b>7,620</b>	<b>7,620</b>
<i>Total Full-Time-Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

# Staff Summary



<b>Subject</b> FALL TRACKWORK PROGRAMS						<b>Date</b> August 26, 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	LI COMM	9/13/21				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 Concrete Tie and Rail Replacement on the Atlantic Branch, Switch Maintenance and Track Surfacing on the Montauk Branch and Track Surfacing on the Hempstead Branch.

**TRACKWORK PROGRAMS**

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

- **Atlantic Branch – Jamaica to Valley Stream – Concrete Tie and Rail Replacement** – On the weekends of September 25-26, October 2-3, October 9-10, and October 16-17, both main tracks will be out of service on the Atlantic Branch between Jamaica and Valley Stream while new 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 both main tracks out of service on the Atlantic Branch between Jamaica and Valley Stream, bus service will replace train service between Jamaica and Locust Manor, Laurelton, and Rosedale. Additionally, schedule adjustments will be required on the West Hempstead, Far Rockaway, Long Beach and Babylon Branches, with connecting Montauk Branch service adjusted accordingly.
  
- **Montauk Branch – Southampton – Switch Maintenance and Track Surfacing** – On Tuesday, October 12<sup>th</sup>, Wednesday, October 13<sup>th</sup>, and Thursday, October 14<sup>th</sup>, the single main track on the Montauk Branch will be out of service on middays between Speonk and Montauk as switch maintenance and track surfacing is performed at Southampton, with additional work making use of the outage.

- **Temporary Service Adjustments:** With the single main track out of service on middays, bus service will replace train service between Speonk and Montauk.
  
- **Hempstead Branch – Hollis and Queens Village – Track Surfacing** – On Monday, October 18<sup>th</sup> through Friday October 22<sup>nd</sup> and Monday, October 25<sup>th</sup> through Friday, October 29<sup>th</sup> one of the four main tracks will be out of service at Hollis and Queens Village on middays while track surfacing is performed.
  - **Temporary Service Adjustments:** With one of the four main tracks out of service on middays, bus service will replace eastbound train service at Hollis and Queens Village on October 18<sup>th</sup> through October 22<sup>nd</sup> and bus service will replace westbound train service at Queens Village and Hollis on October 25<sup>th</sup> through October 29<sup>th</sup>.

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.

# MTA Long Island Rail Road (LIRR)

## **EEO Report – 2<sup>nd</sup> Quarter 2021**

September 13, 2021



# Executive Summary

## ■ EEO

As of **June 30, 2021**, LIRR's workforce included 7,486 total employees. This represents a 1% decrease from the second quarter 2020 (2Q20) workforce.

- Females represent 14% (1075) of our workforce, a decrease by 1% when compared to 2Q20, due to hiring activity restrictions combined with attrition.
- Minorities represent 37% (2,773) of our workforce, remaining constant, when compared to 2Q20, despite hiring activity restrictions and attrition.

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



# Executive Summary

MTA LIRR conducted a **utilization analysis**\* of females and minorities in its workforce as of June 30, 2021. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

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

## Minorities:

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



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

# Executive Summary

## ■ Diversity Initiatives to increase representation

### ■ Initiatives & events to **address** underrepresentation of **females** and **minorities**

- HR participated in the Queens Borough President Virtual Career Fair, providing this immensely diverse population with information about entry-level positions at LIRR.
- LIRR celebrated Asian American and Pacific Islander (AAPI) Heritage Month in May with a joint virtual celebration with Metro-North. The event, titled “Celebrating Asians in Motion,” was hosted by President Eng and Metro-North President Catherine Rinaldi and featured employees of AAPI descent from both railroads. Highlighted were the diversity of their family histories, cultural backgrounds and professional experiences at MTA.

In addition, LIRR employees were educated about the history of AAPI Heritage Month via educational materials featured in LIRR’s edition of MTA Today and displayed throughout our facilities. Of note, was an article featuring an employee of AAPI descent who has made significant contributions to LIRR and the MTA overall.

- LIRR celebrated LGBTQIA+ Pride Month and Juneteenth in June via a series of articles featured in the LIRR edition of MTA Today. A highlight was an article featuring several LIRR employees of African descent who explained what the designation of Juneteenth as a holiday meant to them personally and the significance of this holiday in their own lives.
- ### ■ Initiatives to **increase** representation for **veterans** and **persons with disabilities**
- LIRR continues to partner with MTA’s Director-Veterans Recruitment and Staffing Initiatives to promote employment opportunities for veterans.
  - LIRR continues to convene an ADA Taskforce, which includes the NYC Mayor’s Office for People with Disabilities.



# MTA LIRR

# Workforce

as of June 30, 2021





# Definitions of EEO Job Categories

## **Officials & Administrators**

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

## **Professionals**

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

## **Technicians**

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

## **Protective Services**

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

## **Paraprofessionals**

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

## **Administrative Support**

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

## **Skilled Craft**

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

## **Service Maintenance**

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



# MTA LIRR Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>1,365</b>		492	36%	873	64%	176	13%	143	10%	89	7%	7	1%	0	0%	77	6%	90	7%
F	245	18%	127	9%	118	9%	58	4%	29	2%	23	2%	0	0%	0	0%	17	1%	6	7%
M	1,120	82%	365	27%	755	55%	118	9%	114	8%	66	5%	7	1%	0	0%	60	4%	84	93%
<b>Professionals</b>	<b>326</b>		150	46%	176	54%	48	15%	35	11%	51	16%	0	0%	1	0%	15	5%	18	6%
F	49	15%	25	8%	24	7%	6	2%	3	1%	12	4%	0	0%	1	0%	3	1%	0	0%
M	277	85%	125	38%	152	47%	42	13%	32	10%	39	12%	0	0%	0	0%	12	4%	18	100%
<b>Technicians</b>	<b>13</b>		7	54%	6	46%	2	15%	2	15%	1	8%	1	8%	0	0%	1	8%	1	8%
F	1	8%	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	12	92%	6	46%	6	46%	1	8%	2	15%	1	8%	1	8%	0	0%	1	8%	1	0%
<b>Protective Services</b>	<b>0</b>		0		0		0		0		0		0		0		0		0	
F	0		0		0		0		0		0		0		0		0		0	0%
M	0		0		0		0		0		0		0		0		0		0	0%
<b>Paraprofessionals</b>	<b>0</b>		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Administrative Support</b>	<b>367</b>		181	49%	186	51%	110	30%	40	11%	14	4%	2	1%	0	0%	15	4%	12	3%
F	183	50%	112	31%	71	19%	72	20%	23	6%	9	2%	1	0%	0	0%	7	2%	2	17%
M	184	50%	69	19%	115	31%	38	10%	17	5%	5	1%	1	0%	0	0%	8	2%	10	83%
<b>Skilled Craft</b>	<b>4,543</b>		1519	33%	3,024	67%	689	15%	516	11%	144	3%	8	0%	2	0%	160	4%	340	7%
F	445	10%	200	4%	245	5%	129	3%	40	1%	16	0%	0	0%	0	0%	15	0%	10	3%
M	4,098	90%	1319	29%	2,779	61%	560	12%	476	10%	128	3%	8	0%	2	0%	145	3%	330	97%
<b>Service Maintenance</b>	<b>872</b>		424	49%	448	51%	240	28%	129	15%	20	2%	4	0%	1	0%	30	3%	44	5%
F	152	17%	105	12%	47	5%	69	8%	27	3%	0	0%	1	0%	0	0%	8	1%	3	7%
M	720	83%	319	37%	401	46%	171	20%	102	12%	20	2%	3	0%	1	0%	22	3%	41	93%
<b>Total</b>	<b>7,486</b>		<b>2,773</b>	<b>37%</b>	<b>4,713</b>	<b>63%</b>	<b>1,265</b>	<b>17%</b>	<b>865</b>	<b>12%</b>	<b>319</b>	<b>4%</b>	<b>22</b>	<b>0%</b>	<b>4</b>	<b>0%</b>	<b>298</b>	<b>4%</b>	<b>505</b>	<b>7%</b>



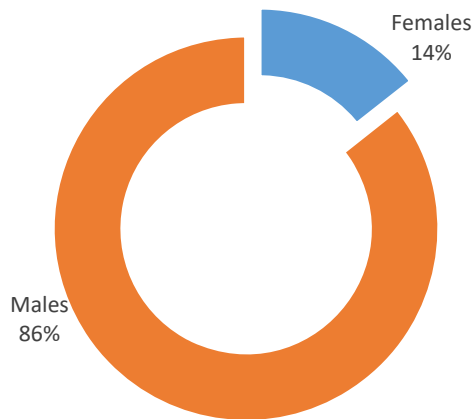
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

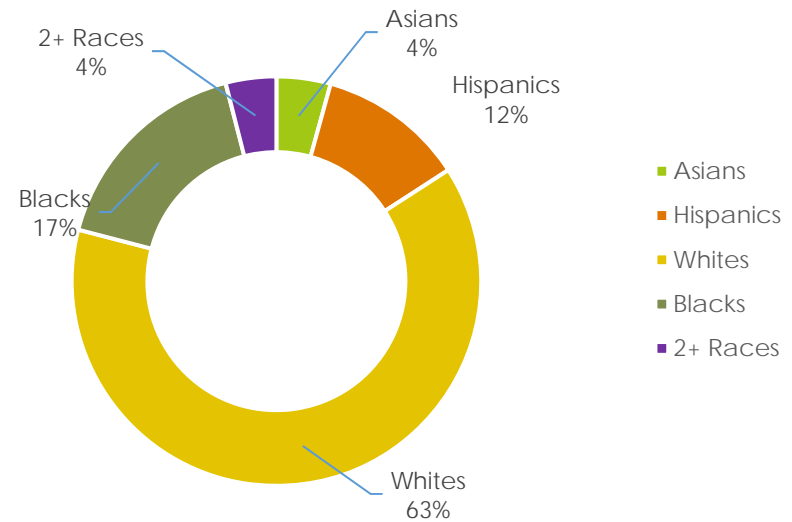
Note: All percentages have been rounded up to the nearest whole number.

# MTA LIRR Workforce

### Workforce by Gender



### Workforce by Race/Ethnicity



LIRR's workforce consists of 7,486 employees

- ❑ 14% females, 37% minorities, and 7% veterans.
- ❑ The percentage of females has decreased by 1% when compared to 2Q20.
- ❑ The percentage of minorities has remained constant when compared to 2Q20.



# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **June 30, 2021** workforce percentages for females and minorities to the 2021 80 percent estimated availability of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provides: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) shaded/bolded areas that represent below 80 percent of the Census availability or underutilization.



# MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	5%	4%	2%	2%	2%	2%	0%	0%	0%	0%	1%	1%	27%	9%
	M	6%	9%	5%	8%	5%	5%	0%	1%	0%	0%	1%	4%		
Professionals	F	10%	2%	6%	1%	5%	4%	0%	0%	0%	0%	2%	1%	20%	7%
	M	6%	13%	4%	10%	8%	12%	0%	0%	0%	0%	1%	4%		
Technicians	F	5%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%
	M	0%	8%	0%	15%	5%	8%	0%	8%	0%	0%	5%	8%		
Protective Services	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	13%	20%	9%	6%	2%	2%	0%	0%	0%	0%	2%	2%	15%	19%
	M	11%	10%	4%	5%	6%	1%	1%	0%	0%	0%	5%	2%		
Skilled Craft	F	1%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	15%	5%
	M	23%	12%	13%	10%	9%	3%	0%	0%	1%	0%	4%	3%		
Service Maintenance	F	7%	8%	5%	3%	0%	0%	0%	0%	0%	0%	0%	1%	11%	5%
	M	26%	20%	16%	12%	4%	2%	0%	0%	0%	0%	1%	3%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Est Avail - Based on 2021 estimated availability

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

The shaded areas represent underutilization.



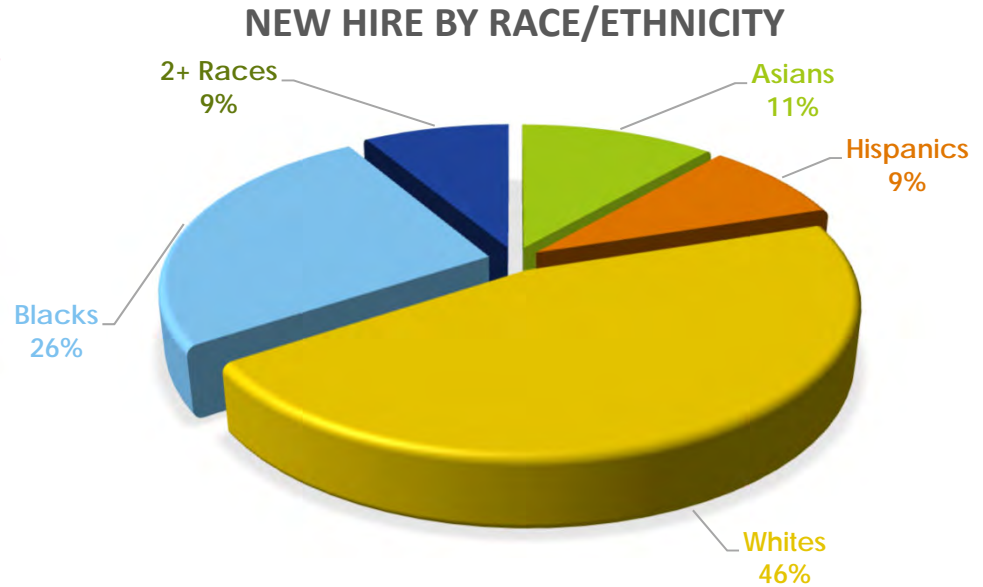
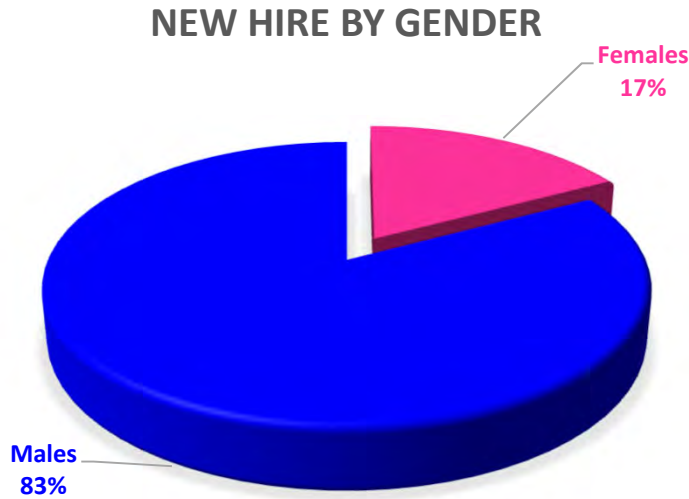
# MTA LIRR

## **New Hires and Veterans**

**January 1, 2021 – June 30, 2021**



# MTA LIRR New Hires and Veterans



LIRR added 35 employees, none of whom were a veteran.

- 17% of the new hires were females.
- 54% of the new hires were minorities.



# MTA LIRR

## **Complaints and Lawsuits**

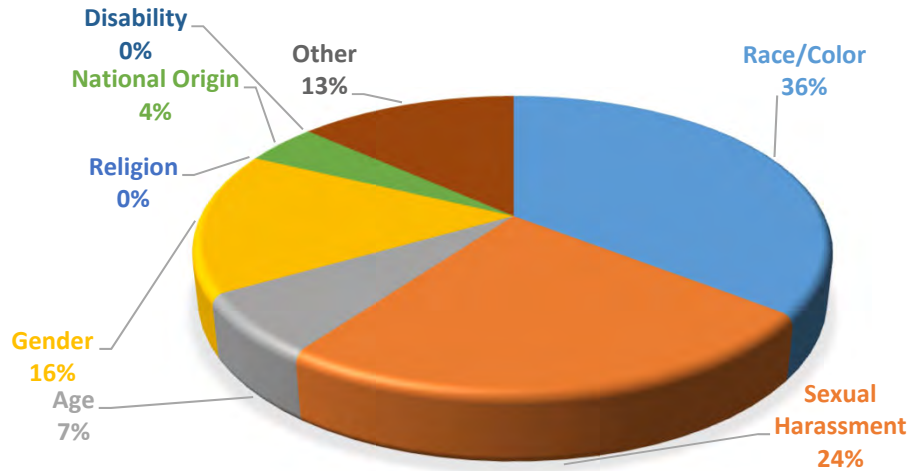
**January 1, 2021 – June 30, 2021**



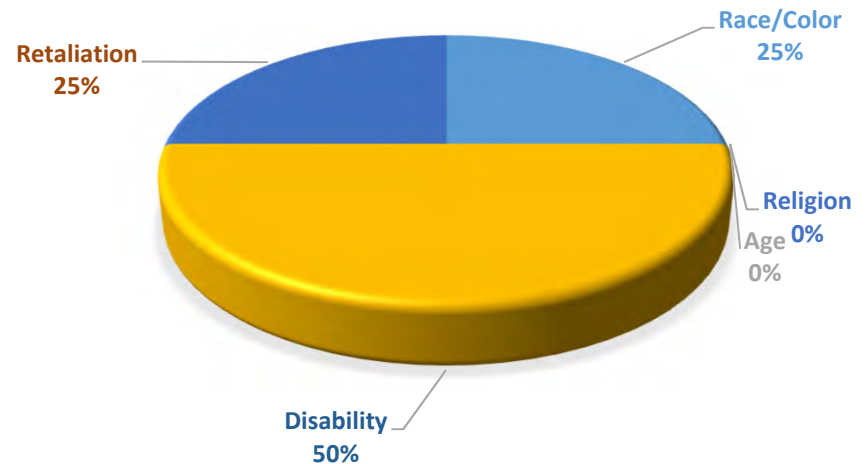


# MTA LIRR Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



LIRR handled 29 EEO complaints, citing 53 separate allegations.

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

LIRR handled 10 EEO lawsuits, citing 25 separate allegations.

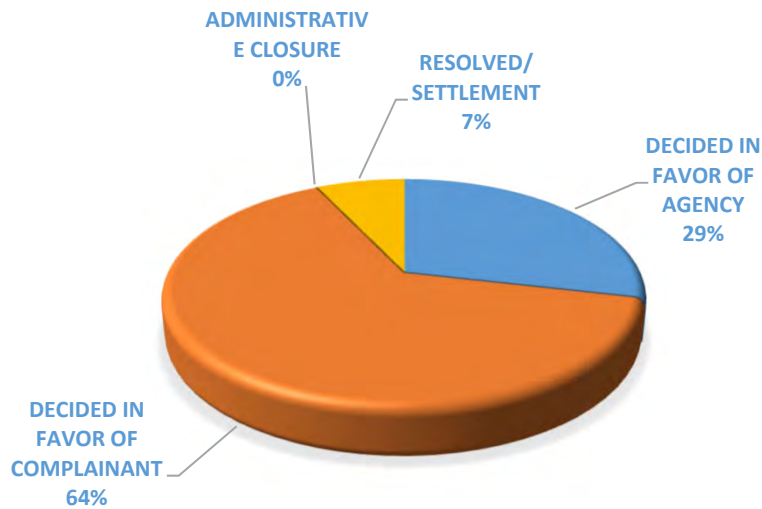
- ❑ The most frequently cited basis for lawsuits was Other, followed by Race/Color, Disability, and Retaliation.



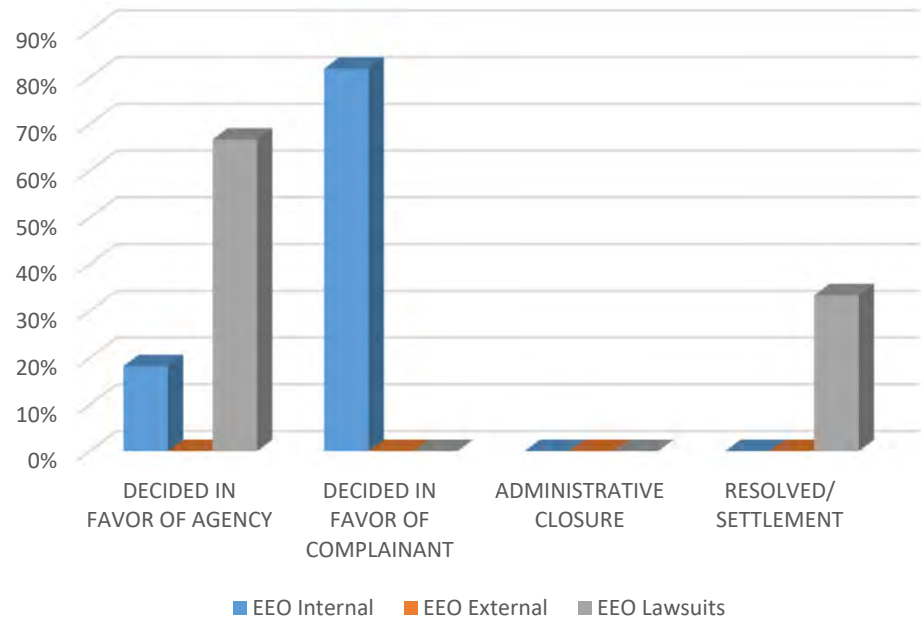
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period.  
 "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Sexual Orientation, Military status, Marital Status, etc.).

# MTA LIRR EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



LIRR disposed of 11 internal EEO complaints and 3 EEO lawsuits.

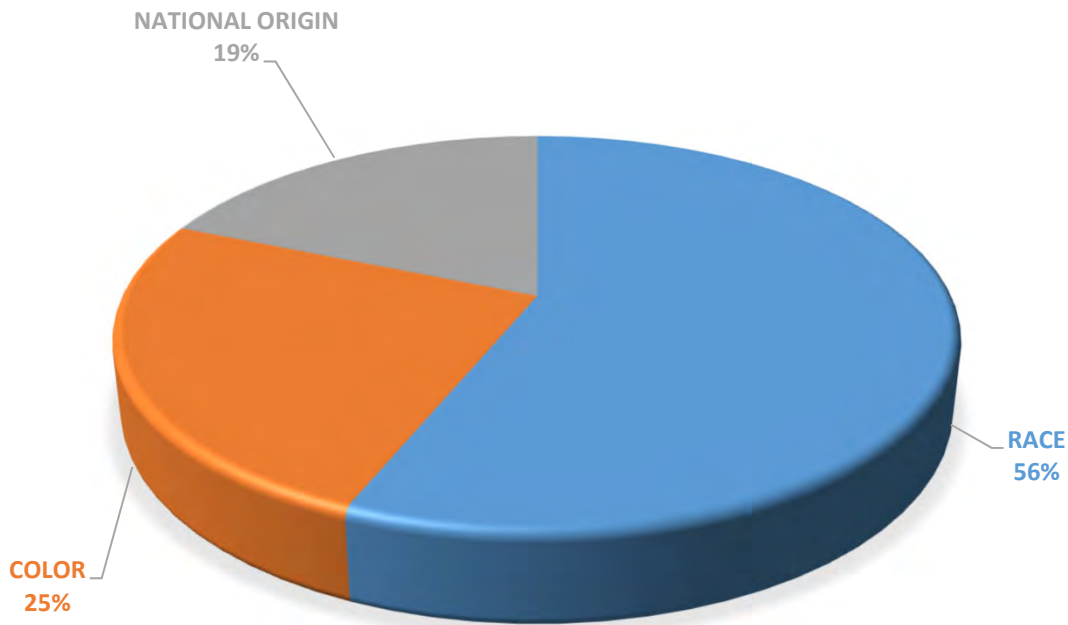
- ❑ 29% of complaints/lawsuits were decided in favor of the agency.
- ❑ 64% of complaints/lawsuits were decided in favor of the complainant.
- ❑ 7% of complaints/lawsuits were resolved/settled.



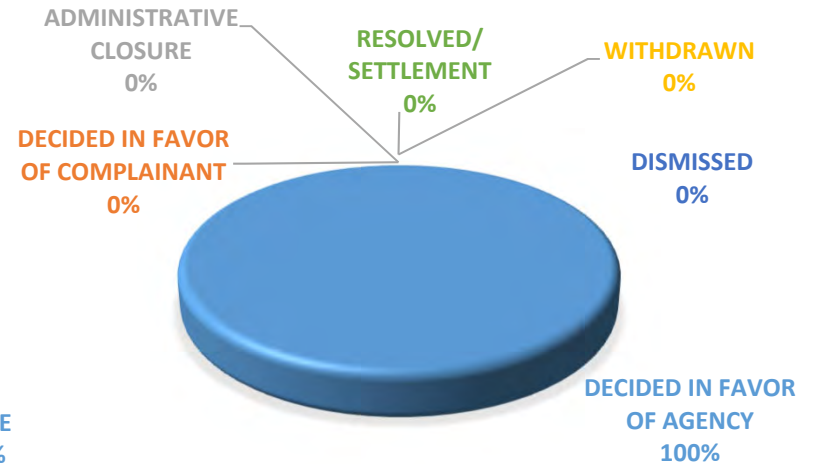
# MTA LIRR

## Title VI Discrimination Complaints, Lawsuits and Dispositions

TITLE VI  
DISCRIMINATION COMPLAINTS



TITLE VI DISPOSITIONS



LIRR handled 5 Title VI complaints, citing 7 separate allegations and no Title VI lawsuits. The agency disposed of 5 Title VI complaints.

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





**Metro-North Railroad**

# **Information Items**



**July Financial Plan - 2021 Mid-Year Forecast**  
**BY MONTH**

**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$10.969	\$10.167	\$13.266	\$15.100	\$19.353	\$18.713	\$26.018	\$25.370	\$25.569	\$29.998	\$30.151	\$30.541	\$255.216
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.784	1.814	2.850	2.266	2.384	2.283	2.431	2.390	2.357	2.476	2.522	2.595	29.150
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$13.753</b>	<b>\$11.981</b>	<b>\$16.116</b>	<b>\$17.366</b>	<b>\$21.737</b>	<b>\$20.996</b>	<b>\$28.449</b>	<b>\$27.760</b>	<b>\$27.926</b>	<b>\$32.474</b>	<b>\$32.672</b>	<b>\$33.137</b>	<b>\$284.367</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$42.651	\$41.579	\$44.920	\$43.259	\$42.607	\$43.396	\$46.611	\$45.193	\$44.544	\$43.390	\$46.513	\$50.350	\$535.013
Overtime	6.401	7.139	6.728	6.947	7.025	7.181	7.996	7.314	7.218	6.693	7.769	7.870	86.281
Health and Welfare	8.022	7.947	11.073	9.510	8.496	8.788	9.638	9.207	9.117	8.697	9.635	10.664	110.796
OPEB Current Payment	3.437	3.341	3.322	3.322	3.322	3.322	3.322	3.322	3.322	3.322	3.322	3.322	40.000
Pensions	9.589	9.453	9.614	14.062	9.671	9.845	10.635	10.246	10.082	9.781	10.574	11.366	124.917
Other Fringe Benefits	9.491	9.960	10.553	10.591	10.460	10.654	11.374	11.003	10.889	10.577	11.336	12.779	129.667
Reimbursable Overhead	(3.721)	(4.061)	(5.869)	(6.203)	(5.690)	(6.436)	(6.027)	(6.231)	(5.801)	(5.654)	(5.091)	(4.276)	(65.059)
<b>Total Labor Expenses</b>	<b>\$75.870</b>	<b>\$75.359</b>	<b>\$80.341</b>	<b>\$81.489</b>	<b>\$75.893</b>	<b>\$76.750</b>	<b>\$83.549</b>	<b>\$80.054</b>	<b>\$79.371</b>	<b>\$76.805</b>	<b>\$84.058</b>	<b>\$92.075</b>	<b>\$961.614</b>
<b>Non-Labor:</b>													
Electric Power	\$4.550	\$3.019	\$5.825	\$3.881	\$3.983	\$3.922	\$4.421	\$4.722	\$4.855	\$4.767	\$4.921	\$4.941	\$53.807
Fuel	1.313	1.072	2.017	1.577	1.385	1.225	1.375	1.391	1.445	1.723	1.701	1.857	18.082
Insurance	1.507	1.495	1.114	1.423	1.456	1.472	1.459	1.459	1.459	1.459	1.637	1.640	17.582
Claims	0.027	0.013	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	(0.035)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.268	7.950	9.666	10.725	10.325	9.818	10.155	9.178	9.320	9.210	10.482	15.214	120.219
Professional Service Contracts	2.341	2.281	3.070	3.191	3.139	3.456	3.386	3.390	3.365	3.604	3.518	3.912	38.653
Materials & Supplies	6.253	5.368	8.971	9.202	9.452	9.234	9.433	9.488	9.512	9.399	9.488	9.395	105.195
Other Business Expenses	0.564	3.694	0.064	1.207	1.426	0.961	1.166	1.467	1.406	1.374	1.376	1.851	16.557
<b>Total Non-Labor</b>	<b>\$24.822</b>	<b>\$24.890</b>	<b>\$30.837</b>	<b>\$31.317</b>	<b>\$31.277</b>	<b>\$30.199</b>	<b>\$31.505</b>	<b>\$31.206</b>	<b>\$31.475</b>	<b>\$31.647</b>	<b>\$33.234</b>	<b>\$38.684</b>	<b>\$371.094</b>
<b>Other Expenses Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$100.692</b>	<b>\$100.249</b>	<b>\$111.179</b>	<b>\$112.806</b>	<b>\$107.170</b>	<b>\$106.949</b>	<b>\$115.054</b>	<b>\$111.260</b>	<b>\$110.846</b>	<b>\$108.452</b>	<b>\$117.293</b>	<b>\$130.759</b>	<b>\$1,332.709</b>
Depreciation	\$20.212	\$20.177	\$20.174	\$31.159	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$278.231
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	(3.755)	0.000	0.000	5.671	0.000	0.000	5.671	0.000	0.000	5.671	13.258
Environmental Remediation	(0.015)	0.492	(0.417)	0.000	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	4.000
GASB75 Adjustment	0.000	0.000	0.144	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	69.996	70.140
<b>Total Expenses</b>	<b>\$120.889</b>	<b>\$120.917</b>	<b>\$127.324</b>	<b>\$143.965</b>	<b>\$130.976</b>	<b>\$136.426</b>	<b>\$138.860</b>	<b>\$135.067</b>	<b>\$140.323</b>	<b>\$132.258</b>	<b>\$141.099</b>	<b>\$230.232</b>	<b>\$1,698.337</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$107.136)</b>	<b>(\$108.937)</b>	<b>(\$111.209)</b>	<b>(\$126.599)</b>	<b>(\$109.239)</b>	<b>(\$115.430)</b>	<b>(\$110.411)</b>	<b>(\$107.307)</b>	<b>(\$112.397)</b>	<b>(\$99.784)</b>	<b>(\$108.427)</b>	<b>(\$197.095)</b>	<b>(\$1,413.970)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.212	\$20.177	\$20.174	\$31.159	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$278.231
Operating Capital	(0.463)	(0.877)	(7.196)	(3.696)	(4.995)	(9.150)	(2.222)	(2.352)	(5.959)	(2.637)	(2.578)	(10.460)	(52.585)
Other Cash Adjustments	(2.549)	(49.438)	6.697	18.783	6.915	7.677	(6.065)	11.583	(6.433)	(6.384)	9.582	33.374	23.742
<b>Total Cash Conversion Adjustments</b>	<b>\$17.200</b>	<b>(\$30.138)</b>	<b>\$19.675</b>	<b>\$46.246</b>	<b>\$25.233</b>	<b>\$21.840</b>	<b>\$15.027</b>	<b>\$32.545</b>	<b>\$10.922</b>	<b>\$14.293</b>	<b>\$30.318</b>	<b>\$46.227</b>	<b>\$249.387</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$89.936)</b>	<b>(\$139.075)</b>	<b>(\$91.534)</b>	<b>(\$80.353)</b>	<b>(\$84.006)</b>	<b>(\$93.590)</b>	<b>(\$95.384)</b>	<b>(\$74.762)</b>	<b>(\$101.475)</b>	<b>(\$85.491)</b>	<b>(\$78.109)</b>	<b>(\$150.868)</b>	<b>(\$1,164.583)</b>



**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$10.969	\$10.167	\$13.266	\$15.100	\$19.353	\$18.713	\$26.018	\$25.370	\$25.569	\$29.998	\$30.151	\$30.541	\$255.216
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.784	1.814	2.850	2.266	2.384	2.283	2.431	2.390	2.357	2.476	2.522	2.595	29.150
Capital and Other Reimbursements													
MNR - MTA	7.111	5.718	9.591	12.279	10.900	12.743	11.288	11.455	11.320	11.220	11.565	10.607	125.796
MNR - CDOT	5.783	6.469	11.417	10.305	16.951	15.658	15.042	14.952	15.740	12.733	10.512	15.940	151.503
MNR - Other	0.619	2.291	1.055	0.955	0.944	1.022	1.013	1.008	0.955	0.899	0.916	1.016	12.694
<b>Total Revenue</b>	<b>\$27.266</b>	<b>\$26.459</b>	<b>\$38.179</b>	<b>\$40.904</b>	<b>\$50.532</b>	<b>\$50.419</b>	<b>\$55.793</b>	<b>\$55.175</b>	<b>\$55.942</b>	<b>\$57.326</b>	<b>\$55.664</b>	<b>\$60.700</b>	<b>\$574.360</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$45.654	\$45.087	\$49.903	\$48.446	\$47.333	\$48.716	\$51.574	\$50.310	\$49.386	\$48.131	\$50.751	\$54.017	\$589.307
Overtime	8.145	8.876	9.581	9.867	9.788	10.192	10.968	10.300	9.942	9.178	10.157	9.802	116.796
Health and Welfare	9.031	9.102	12.790	11.280	10.130	10.621	11.361	10.972	10.768	10.302	11.092	11.907	129.354
OPEB Current Payment	3.437	3.341	3.322	3.322	3.322	3.322	3.322	3.322	3.322	3.322	3.322	3.322	40.000
Pensions	10.447	10.416	11.033	15.533	11.025	11.352	12.066	11.711	11.457	11.097	11.776	12.388	140.302
Other Fringe Benefits	10.304	10.886	11.916	12.005	11.763	12.112	12.752	12.414	12.205	11.848	12.490	13.755	144.450
Reimbursable Overhead	(0.081)	(0.060)	(0.194)	(0.251)	(0.209)	(0.242)	(0.210)	(0.258)	(0.258)	(0.224)	(0.180)	(0.140)	(2.307)
<b>Total Labor</b>	<b>\$86.935</b>	<b>\$87.647</b>	<b>\$98.351</b>	<b>\$100.201</b>	<b>\$93.152</b>	<b>\$96.074</b>	<b>\$101.834</b>	<b>\$98.771</b>	<b>\$96.822</b>	<b>\$93.655</b>	<b>\$99.408</b>	<b>\$105.050</b>	<b>\$1,157.900</b>
<b>Non-Labor:</b>													
Electric Power	\$4.690	\$3.019	\$5.825	\$3.881	\$3.983	\$3.922	\$4.421	\$4.722	\$4.855	\$4.767	\$4.921	\$4.941	\$53.947
Fuel	1.313	1.072	2.017	1.577	1.385	1.225	1.375	1.391	1.445	1.723	1.701	1.857	18.082
Insurance	1.621	1.615	1.311	1.601	1.617	1.652	1.624	1.629	1.606	1.603	1.770	1.750	19.397
Claims	0.027	0.013	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	(0.035)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.381	9.192	10.430	11.049	12.346	12.928	13.230	11.574	12.025	11.330	12.953	18.205	143.643
Professional Service Contracts	2.344	2.555	4.175	4.418	7.624	7.403	7.721	7.720	7.295	7.517	5.830	7.890	72.492
Materials & Supplies	8.312	5.904	10.957	12.299	14.321	12.095	10.917	11.291	13.296	11.226	12.214	16.814	139.647
Other Business Expenses	0.584	3.710	0.064	1.207	1.426	0.961	1.166	1.467	1.406	1.374	1.376	1.851	16.594
<b>Total Non-Labor</b>	<b>\$27.270</b>	<b>\$27.080</b>	<b>\$34.890</b>	<b>\$36.143</b>	<b>\$42.813</b>	<b>\$40.299</b>	<b>\$40.564</b>	<b>\$39.904</b>	<b>\$42.040</b>	<b>\$39.649</b>	<b>\$40.877</b>	<b>\$53.272</b>	<b>\$464.802</b>
<b>Other Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$114.205</b>	<b>\$114.728</b>	<b>\$133.242</b>	<b>\$136.345</b>	<b>\$135.965</b>	<b>\$136.372</b>	<b>\$142.398</b>	<b>\$138.675</b>	<b>\$138.862</b>	<b>\$133.304</b>	<b>\$140.285</b>	<b>\$158.322</b>	<b>\$1,622.702</b>
Depreciation	\$20.212	\$20.177	\$20.174	\$31.159	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$278.231
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	(3.755)	0.000	0.000	5.671	0.000	0.000	5.671	0.000	0.000	5.671	13.258
Environmental Remediation	(0.015)	0.492	(0.417)	0.000	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	4.000
GASB75 Adjustment	0.000	0.000	0.144	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	69.996	70.140
<b>Total Expenses</b>	<b>\$134.402</b>	<b>\$135.396</b>	<b>\$149.387</b>	<b>\$167.503</b>	<b>\$159.771</b>	<b>\$165.850</b>	<b>\$166.204</b>	<b>\$162.481</b>	<b>\$168.339</b>	<b>\$157.110</b>	<b>\$164.091</b>	<b>\$257.795</b>	<b>\$1,988.330</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$107.136)</b>	<b>(\$108.937)</b>	<b>(\$111.209)</b>	<b>(\$126.599)</b>	<b>(\$109.239)</b>	<b>(\$115.430)</b>	<b>(\$110.411)</b>	<b>(\$107.307)</b>	<b>(\$112.397)</b>	<b>(\$99.784)</b>	<b>(\$108.427)</b>	<b>(\$197.095)</b>	<b>(\$1,413.970)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.212	\$20.177	\$20.174	\$31.159	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$278.231
Operating Capital	(0.463)	(0.877)	(7.196)	(3.696)	(4.995)	(9.150)	(2.222)	(2.352)	(5.959)	(2.637)	(2.578)	(10.460)	(52.585)
Other Cash Adjustments	(2.549)	(49.438)	6.697	18.783	6.915	7.677	(6.065)	11.583	(6.433)	(6.384)	9.582	33.374	23.742
<b>Total Cash Conversion Adjustments</b>	<b>\$17.200</b>	<b>(\$30.138)</b>	<b>\$19.675</b>	<b>\$46.246</b>	<b>\$25.233</b>	<b>\$21.840</b>	<b>\$15.027</b>	<b>\$32.545</b>	<b>\$10.922</b>	<b>\$14.293</b>	<b>\$30.318</b>	<b>\$46.227</b>	<b>\$249.387</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$89.936)</b>	<b>(\$139.075)</b>	<b>(\$91.534)</b>	<b>(\$80.353)</b>	<b>(\$84.006)</b>	<b>(\$93.590)</b>	<b>(\$95.384)</b>	<b>(\$74.762)</b>	<b>(\$101.475)</b>	<b>(\$85.491)</b>	<b>(\$78.109)</b>	<b>(\$150.868)</b>	<b>(\$1,164.583)</b>



**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$9.807	\$9.706	\$13.717	\$14.738	\$19.215	\$18.606	\$25.852	\$25.213	\$25.409	\$29.781	\$29.930	\$30.642	\$252.616
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.257	5.620	7.673	5.029	4.500	5.293	4.819	4.506	4.755	4.592	4.637	3.430	59.111
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	2.888	5.281	6.681	9.626	10.900	12.743	11.288	11.455	11.320	11.220	11.565	20.829	125.796
MNR - CDOT	16.053	4.160	3.132	20.455	16.951	15.658	15.042	14.952	15.740	12.733	10.512	6.115	151.503
MNR - Other	1.733	0.668	2.201	0.548	0.944	1.022	1.013	1.008	0.955	0.899	0.916	0.786	12.694
<b>Total Receipts</b>	<b>\$34.738</b>	<b>\$25.435</b>	<b>\$33.404</b>	<b>\$50.396</b>	<b>\$52.510</b>	<b>\$53.323</b>	<b>\$58.015</b>	<b>\$57.134</b>	<b>\$58.180</b>	<b>\$59.225</b>	<b>\$57.559</b>	<b>\$61.802</b>	<b>\$601.720</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$43.477	\$42.173	\$43.068	\$51.454	\$44.523	\$43.668	\$58.008	\$45.197	\$55.843	\$53.487	\$45.761	\$62.870	\$589.530
Overtime	8.196	8.440	7.171	9.167	9.329	9.265	12.462	9.397	11.367	10.800	9.317	13.864	118.775
Health and Welfare	10.849	10.921	10.787	11.313	11.034	11.559	12.312	11.925	11.696	11.192	12.014	14.820	140.421
OPEB Current Payment	3.409	3.409	3.419	3.579	3.322	3.322	3.322	3.322	3.322	3.322	3.322	3.229	40.000
Pensions	11.430	11.431	11.423	11.458	11.891	12.891	11.891	11.891	11.891	11.891	11.891	11.891	141.867
Other Fringe Benefits	10.986	56.527	10.403	17.260	10.799	10.593	14.118	10.883	13.548	12.726	10.992	20.589	199.424
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	(0.000)	0.001	0.001
<b>Total Labor</b>	<b>\$88.347</b>	<b>\$132.901</b>	<b>\$86.271</b>	<b>\$104.231</b>	<b>\$90.898</b>	<b>\$91.298</b>	<b>\$112.113</b>	<b>\$92.614</b>	<b>\$107.667</b>	<b>\$103.419</b>	<b>\$93.297</b>	<b>\$126.963</b>	<b>\$1,230.020</b>
<b>Non-Labor:</b>													
Electric Power	\$4.960	\$4.350	\$6.398	\$4.736	\$4.254	\$4.194	\$4.687	\$4.989	\$5.122	\$5.032	\$5.186	\$3.264	\$57.172
Fuel	0.887	1.057	2.113	1.113	1.385	1.225	1.375	1.391	1.445	1.723	1.701	2.666	18.082
Insurance	(0.000)	0.000	0.000	(0.000)	2.821	1.409	1.621	0.883	0.507	2.346	2.856	8.556	20.999
Claims	0.105	0.118	0.071	0.120	0.111	0.111	0.111	0.111	1.380	0.111	0.111	0.313	2.771
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.690	9.398	14.512	6.956	12.346	22.716	11.341	9.446	18.670	9.738	11.147	16.611	154.570
Professional Service Contracts	4.079	1.561	1.165	2.227	6.452	8.134	6.686	6.839	7.116	7.077	5.129	27.063	83.528
Materials & Supplies	11.165	9.143	10.246	8.973	14.263	13.252	11.495	11.615	13.830	11.416	12.388	23.499	151.286
Other Business Expenditures	3.441	5.982	4.162	2.393	3.986	4.575	3.970	4.008	3.917	3.855	3.853	3.734	47.875
<b>Total Non-Labor</b>	<b>\$36.327</b>	<b>\$31.609</b>	<b>\$38.667</b>	<b>\$26.518</b>	<b>\$45.618</b>	<b>\$55.615</b>	<b>\$41.287</b>	<b>\$39.281</b>	<b>\$51.988</b>	<b>\$41.297</b>	<b>\$42.371</b>	<b>\$85.706</b>	<b>\$536.284</b>
<b>Other Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$124.674</b>	<b>\$164.510</b>	<b>\$124.938</b>	<b>\$130.749</b>	<b>\$136.516</b>	<b>\$146.913</b>	<b>\$153.399</b>	<b>\$131.896</b>	<b>\$159.655</b>	<b>\$144.716</b>	<b>\$135.668</b>	<b>\$212.670</b>	<b>\$1,766.304</b>
<b>Net Cash Deficit</b>	<b>(\$89.936)</b>	<b>(\$139.075)</b>	<b>(\$91.534)</b>	<b>(\$80.353)</b>	<b>(\$84.006)</b>	<b>(\$93.590)</b>	<b>(\$95.384)</b>	<b>(\$74.762)</b>	<b>(\$101.475)</b>	<b>(\$85.491)</b>	<b>(\$78.109)</b>	<b>(\$150.868)</b>	<b>(\$1,164.583)</b>
MTA Subsidy	\$50.451	\$100.967	\$27.149	\$54.449	\$60.960	\$69.016	\$71.918	\$52.164	\$78.016	\$65.256	\$55.821	\$153.922	\$840.090
CDOT Subsidy	36.569	0.000	64.385	25.904	23.046	24.574	23.466	22.598	23.459	20.235	22.289	37.970	324.493

**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	(\$1.162)	(\$0.461)	\$0.451	(\$0.362)	(\$0.138)	(\$0.107)	(\$0.166)	(\$0.157)	(\$0.160)	(\$0.217)	(\$0.221)	\$0.100	(\$2.600)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.473	3.806	4.823	2.763	2.116	3.010	2.388	2.116	2.398	2.116	2.116	0.834	29.961
Capital and Other Reimbursements													
MNR - MTA	(4.223)	(0.437)	(2.910)	(2.653)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.223	(0.000)
MNR - CDOT	10.270	(2.309)	(8.285)	10.150	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(9.825)	(0.000)
MNR - Other	1.114	(1.623)	1.146	(0.407)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.230)	0.000
<b>Total Receipts</b>	<b>\$7.472</b>	<b>(\$1.024)</b>	<b>(\$4.775)</b>	<b>\$9.492</b>	<b>\$1.978</b>	<b>\$2.904</b>	<b>\$2.222</b>	<b>\$1.959</b>	<b>\$2.238</b>	<b>\$1.899</b>	<b>\$1.895</b>	<b>\$1.102</b>	<b>\$27.360</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$2.177	\$2.914	\$6.835	(\$3.008)	\$2.810	\$5.048	(\$6.434)	\$5.113	(\$6.457)	(\$5.356)	\$4.990	(\$8.854)	(\$0.224)
Overtime	(0.051)	0.436	2.410	0.700	0.459	0.927	(1.494)	0.904	(1.424)	(1.622)	0.840	(4.062)	(1.980)
Health and Welfare	(1.818)	(1.819)	2.003	(0.033)	(0.905)	(0.938)	(0.951)	(0.953)	(0.929)	(0.890)	(0.922)	(2.913)	(11.068)
OPEB Current Payment	0.028	(0.068)	(0.097)	(0.257)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.393	0.000
Pensions	(0.983)	(1.015)	(0.390)	4.075	(0.865)	(1.538)	0.176	(0.180)	(0.434)	(0.793)	(0.114)	0.498	(1.565)
Other Fringe Benefits	(0.682)	(45.641)	1.513	(5.255)	0.964	1.520	(1.366)	1.530	(1.343)	(0.878)	1.498	(6.834)	(54.974)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.081)	(0.060)	(0.194)	(0.251)	(0.209)	(0.242)	(0.210)	(0.258)	(0.258)	(0.224)	(0.180)	(0.142)	(2.309)
<b>Total Labor</b>	<b>(\$1.412)</b>	<b>(\$45.254)</b>	<b>\$12.080</b>	<b>(\$4.030)</b>	<b>\$2.254</b>	<b>\$4.776</b>	<b>(\$10.279)</b>	<b>\$6.156</b>	<b>(\$10.845)</b>	<b>(\$9.764)</b>	<b>\$6.111</b>	<b>(\$21.914)</b>	<b>(\$72.120)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.270)	(\$1.331)	(\$0.573)	(\$0.855)	(\$0.271)	(\$0.271)	(\$0.267)	(\$0.267)	(\$0.267)	(\$0.265)	(\$0.265)	\$1.676	(3.226)
Fuel	0.426	0.015	(0.096)	0.464	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.810)	(0.000)
Insurance	1.621	1.615	1.311	1.601	(1.205)	0.244	0.003	0.746	1.098	(0.743)	(1.086)	(6.806)	(1.602)
Claims	(0.078)	(0.105)	0.040	(0.009)	0.000	0.000	0.000	0.000	(1.269)	0.000	0.000	(0.349)	(1.771)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(3.309)	(0.206)	(4.082)	4.093	0.000	(9.788)	1.889	2.128	(6.645)	1.592	1.806	1.594	(10.927)
Professional Service Contracts	(1.735)	0.994	3.010	2.191	1.173	(0.731)	1.035	0.881	0.179	0.439	0.701	(19.172)	(11.035)
Materials & Supplies	(2.853)	(3.239)	0.711	3.326	0.058	(1.157)	(0.578)	(0.324)	(0.534)	(0.191)	(0.174)	(6.685)	(11.639)
Other Business Expenditures	(2.857)	(2.272)	(4.098)	(1.186)	(2.560)	(3.613)	(2.804)	(2.541)	(2.510)	(2.481)	(2.477)	(1.883)	(31.282)
<b>Total Non-Labor</b>	<b>(\$9.057)</b>	<b>(\$4.529)</b>	<b>(\$3.777)</b>	<b>\$9.625</b>	<b>(\$2.805)</b>	<b>(\$15.317)</b>	<b>(\$0.722)</b>	<b>\$0.623</b>	<b>(\$9.948)</b>	<b>(\$1.648)</b>	<b>(\$1.494)</b>	<b>(\$32.434)</b>	<b>(\$71.482)</b>
<b>Other Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$2.996)</b>	<b>(\$50.807)</b>	<b>\$3.529</b>	<b>\$15.087</b>	<b>\$1.427</b>	<b>(\$7.637)</b>	<b>(\$8.779)</b>	<b>\$8.739</b>	<b>(\$18.556)</b>	<b>(\$9.513)</b>	<b>\$6.511</b>	<b>(\$53.246)</b>	<b>(\$116.241)</b>
Depreciation Adjustment	\$20.212	\$20.177	\$20.174	\$31.159	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$23.314	\$278.231
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	(3.755)	0.000	0.000	5.671	0.000	0.000	5.671	0.000	0.000	5.671	13.258
Environmental Remediation	(0.015)	0.492	(0.417)	0.000	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	4.000
GASB75 Adjustment	0.000	0.000	0.144	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	69.996	70.140
<b>Total Cash Conversion Adjustments</b>	<b>\$17.200</b>	<b>(\$30.138)</b>	<b>\$19.675</b>	<b>\$46.246</b>	<b>\$25.233</b>	<b>\$21.840</b>	<b>\$15.027</b>	<b>\$32.545</b>	<b>\$10.922</b>	<b>\$14.293</b>	<b>\$30.318</b>	<b>\$46.227</b>	<b>\$249.387</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Ridership/(Utilization)**  
**in millions**

<b>Farebox Revenue by Line &amp; Type</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
Harlem Line - Commutation Revenue	1.014	0.993	1.108	1.150	1.251	1.210	1.682	1.640	1.653	1.939	1.949	1.975	17.565
Harlem Line - Non-Commutation Revenue	2.136	1.957	2.689	3.086	4.028	3.895	5.415	5.280	5.322	6.243	6.275	6.357	52.683
<b>Total</b>	<b>\$3.150</b>	<b>\$2.949</b>	<b>\$3.798</b>	<b>\$4.235</b>	<b>\$5.279</b>	<b>\$5.105</b>	<b>\$7.097</b>	<b>\$6.920</b>	<b>\$6.975</b>	<b>\$8.183</b>	<b>\$8.225</b>	<b>\$8.331</b>	<b>\$70.248</b>
Hudson Line - Commutation Revenue	0.729	0.758	0.788	0.804	0.892	0.862	1.199	1.169	1.178	1.382	1.389	1.407	12.559
Hudson Line - Non-Commutation Revenue	2.060	1.821	2.613	3.030	3.942	3.812	5.300	5.167	5.208	6.110	6.141	6.221	51.426
<b>Total</b>	<b>\$2.789</b>	<b>\$2.580</b>	<b>\$3.401</b>	<b>\$3.835</b>	<b>\$4.834</b>	<b>\$4.674</b>	<b>\$6.498</b>	<b>\$6.336</b>	<b>\$6.386</b>	<b>\$7.492</b>	<b>\$7.531</b>	<b>\$7.628</b>	<b>\$63.984</b>
New Haven Line - Commutation Revenue	1.120	1.087	1.194	1.196	1.444	1.397	1.942	1.893	1.908	2.239	2.250	2.279	19.950
New Haven Line - Non-Commutation Revenue	3.602	3.264	4.599	5.477	7.384	7.140	9.928	9.680	9.756	11.446	11.504	11.653	95.433
<b>Total</b>	<b>\$4.722</b>	<b>\$4.351</b>	<b>\$5.792</b>	<b>\$6.674</b>	<b>\$8.829</b>	<b>\$8.537</b>	<b>\$11.869</b>	<b>\$11.574</b>	<b>\$11.665</b>	<b>\$13.685</b>	<b>\$13.755</b>	<b>\$13.933</b>	<b>\$115.384</b>
<b>Total Commutation (East of Hudson)</b>	<b>2.863</b>	<b>2.838</b>	<b>3.090</b>	<b>3.151</b>	<b>3.587</b>	<b>3.469</b>	<b>4.823</b>	<b>4.703</b>	<b>4.740</b>	<b>5.561</b>	<b>5.589</b>	<b>5.661</b>	<b>50.074</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b>7.798</b>	<b>7.042</b>	<b>9.901</b>	<b>11.593</b>	<b>15.354</b>	<b>14.846</b>	<b>20.642</b>	<b>20.128</b>	<b>20.286</b>	<b>23.799</b>	<b>23.921</b>	<b>24.231</b>	<b>199.542</b>
<b>Total Farebox Revenue (East of Hudson)</b>	<b>\$10.661</b>	<b>\$9.879</b>	<b>\$12.991</b>	<b>\$14.744</b>	<b>\$18.942</b>	<b>\$18.315</b>	<b>\$25.465</b>	<b>\$24.830</b>	<b>\$25.026</b>	<b>\$29.360</b>	<b>\$29.510</b>	<b>\$29.892</b>	<b>\$249.615</b>
West of Hudson	0.308	0.288	0.275	0.356	0.411	0.398	0.553	0.539	0.544	0.638	0.641	0.649	5.601
<b>Total Farebox Revenue</b>	<b>\$10.969</b>	<b>\$10.167</b>	<b>\$13.266</b>	<b>\$15.100</b>	<b>\$19.353</b>	<b>\$18.713</b>	<b>\$26.018</b>	<b>\$25.370</b>	<b>\$25.569</b>	<b>\$29.998</b>	<b>\$30.151</b>	<b>\$30.541</b>	<b>\$255.216</b>
<b>Ridership by Line &amp; Type</b>													
Harlem Line Ridership - Commutation	0.170	0.164	0.214	0.213	0.212	0.193	0.275	0.267	0.262	0.329	0.300	0.309	2.907
Harlem Line Ridership - Non-Commutation	0.278	0.261	0.352	0.392	0.490	0.445	0.634	0.617	0.606	0.760	0.693	0.714	6.241
<b>Total</b>	<b>0.447</b>	<b>0.425</b>	<b>0.566</b>	<b>0.605</b>	<b>0.702</b>	<b>0.638</b>	<b>0.909</b>	<b>0.885</b>	<b>0.868</b>	<b>1.088</b>	<b>0.993</b>	<b>1.023</b>	<b>9.148</b>
Hudson Line Ridership - Commutation	0.092	0.090	0.113	0.113	0.112	0.102	0.145	0.141	0.139	0.174	0.159	0.163	1.544
Hudson Line Ridership - Non-Commutation	0.199	0.182	0.256	0.292	0.372	0.338	0.482	0.469	0.460	0.577	0.526	0.542	4.696
<b>Total</b>	<b>0.291</b>	<b>0.272</b>	<b>0.369</b>	<b>0.405</b>	<b>0.484</b>	<b>0.440</b>	<b>0.627</b>	<b>0.610</b>	<b>0.599</b>	<b>0.751</b>	<b>0.685</b>	<b>0.706</b>	<b>6.240</b>
New Haven Line Ridership - Commutation	0.190	0.184	0.235	0.232	0.252	0.229	0.327	0.318	0.312	0.391	0.357	0.368	3.394
New Haven Line Ridership - Non-Commutation	0.426	0.390	0.535	0.611	0.788	0.716	1.021	0.994	0.975	1.222	1.115	1.149	9.944
<b>Total</b>	<b>0.616</b>	<b>0.574</b>	<b>0.771</b>	<b>0.844</b>	<b>1.041</b>	<b>0.946</b>	<b>1.348</b>	<b>1.312</b>	<b>1.287</b>	<b>1.614</b>	<b>1.472</b>	<b>1.516</b>	<b>13.338</b>
<b>Total Commutation (East of Hudson)</b>	<b>0.451</b>	<b>0.438</b>	<b>0.562</b>	<b>0.558</b>	<b>0.576</b>	<b>0.524</b>	<b>0.746</b>	<b>0.726</b>	<b>0.713</b>	<b>0.894</b>	<b>0.815</b>	<b>0.840</b>	<b>7.844</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b>0.903</b>	<b>0.833</b>	<b>1.143</b>	<b>1.296</b>	<b>1.650</b>	<b>1.500</b>	<b>2.137</b>	<b>2.080</b>	<b>2.041</b>	<b>2.559</b>	<b>2.334</b>	<b>2.405</b>	<b>20.881</b>
<b>Total Ridership (East of Hudson)</b>	<b>1.354</b>	<b>1.271</b>	<b>1.706</b>	<b>1.854</b>	<b>2.227</b>	<b>2.024</b>	<b>2.884</b>	<b>2.806</b>	<b>2.754</b>	<b>3.453</b>	<b>3.149</b>	<b>3.244</b>	<b>28.726</b>
West of Hudson Ridership	0.032	0.031	0.033	0.034	0.035	0.032	0.045	0.044	0.043	0.054	0.049	0.051	0.484
<b>Total Ridership</b>	<b>1.387</b>	<b>1.302</b>	<b>1.738</b>	<b>1.888</b>	<b>2.262</b>	<b>2.055</b>	<b>2.929</b>	<b>2.850</b>	<b>2.797</b>	<b>3.507</b>	<b>3.199</b>	<b>3.295</b>	<b>29.210</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
President	2	2	2	2	2	2	2	2	2	2	2	2
Labor Relations	10	10	10	10	10	10	10	10	10	10	10	10
Safety	52	49	49	49	58	58	58	58	58	58	58	73
Security	18	17	17	17	17	17	17	17	17	17	18	22
Office of the Executive VP	7	6	6	6	6	6	6	6	6	6	6	8
Corporate & Public Affairs	15	15	15	13	13	13	13	13	13	13	13	13
Customer Service	45	45	44	43	43	44	44	45	45	45	45	47
Legal	9	9	9	9	9	9	9	9	9	9	9	9
Claims	5	5	5	5	5	5	5	5	5	5	5	5
Environmental Compliance & Svce	0	0	0	0	0	0	0	0	0	0	0	0
VP Human Resources	36	34	34	34	34	34	34	34	34	34	34	35
Training	74	73	73	73	73	73	73	73	73	73	73	93
Employee Relations & Diversity	4	4	4	4	4	4	4	4	4	4	4	4
VP Planning	1	1	1	1	1	1	1	1	1	1	1	2
Operations Planning & Analysis	0	0	0	0	0	0	0	0	0	0	0	0
Capital Planning & Programming	10	10	10	10	10	10	10	10	10	10	10	10
Long Range Planning	5	5	5	5	5	5	5	5	5	5	5	5
VP Finance & Info Systems	0	0	0	0	0	0	0	0	0	0	0	0
Controller	63	63	63	54	54	54	54	54	54	54	54	56
Information Technology & Project Mgmt	0	0	0	0	0	0	0	0	0	0	0	0
Budget	16	15	16	16	16	16	16	16	16	16	16	16
Procurement & Material Management	20	20	20	20	20	20	20	20	20	20	20	28
Corporate	0	0	0	0	0	0	0	0	0	0	0	(12)
<b>Total Administration</b>	<b>391</b>	<b>383</b>	<b>383</b>	<b>371</b>	<b>380</b>	<b>381</b>	<b>381</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>383</b>	<b>426</b>
<b>Operations</b>												
Operations Support	56	57	59	58	49	49	49	49	49	49	49	60
Rolling Stock & EAM	14	14	14	14	14	14	14	14	14	14	14	29
Transportation	1,611	1,602	1,600	1,603	1,606	1,611	1,619	1,620	1,629	1,628	1,628	1,673
Customer Service	352	348	348	359	360	374	377	377	377	377	377	405
Metro-North West	25	27	27	27	27	27	27	27	27	27	27	35
Corporate	0	0	0	0	0	0	0	0	0	0	0	(68)
<b>Total Operations</b>	<b>2,058</b>	<b>2,048</b>	<b>2,048</b>	<b>2,061</b>	<b>2,056</b>	<b>2,075</b>	<b>2,086</b>	<b>2,087</b>	<b>2,096</b>	<b>2,095</b>	<b>2,095</b>	<b>2,134</b>
<b>Maintenance</b>												
Maintenance of Equipment	1,535	1,526	1,512	1,512	1,520	1,524	1,551	1,571	1,573	1,608	1,636	1,821
Maintenance of Way	2,076	2,063	2,063	2,054	2,058	2,055	2,055	2,058	2,072	2,080	2,101	2,355
Procurement & Material Management	111	112	111	111	111	111	111	111	111	111	111	134
Corporate	0	0	0	0	0	0	0	0	0	0	0	(137)
<b>Total Maintenance</b>	<b>3,722</b>	<b>3,701</b>	<b>3,686</b>	<b>3,677</b>	<b>3,689</b>	<b>3,690</b>	<b>3,717</b>	<b>3,740</b>	<b>3,756</b>	<b>3,799</b>	<b>3,848</b>	<b>4,173</b>
<b>Engineering/Capital</b>												
Construction Management	19	19	19	19	19	19	19	19	19	19	19	29
Engineering & Design	54	54	54	54	54	54	54	54	54	54	54	70
<b>Total Engineering/Capital</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>99</b>
<b>Total Positions</b>	<b>6,245</b>	<b>6,204</b>	<b>6,190</b>	<b>6,182</b>	<b>6,198</b>	<b>6,219</b>	<b>6,257</b>	<b>6,282</b>	<b>6,307</b>	<b>6,349</b>	<b>6,399</b>	<b>6,832</b>
<i>Non-Reimbursable</i>	5,571	5,680	5,504	5,413	5,439	5,443	5,480	5,500	5,583	5,640	5,748	6,132
<i>Reimbursable</i>	674	523	686	769	759	776	777	782	724	709	651	700
<i>Total Full-Time</i>	6,244	6,203	6,189	6,181	6,197	6,218	6,256	6,281	6,306	6,348	6,398	6,831
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	133	130	130	129	131	132	132	133	133	133	134	147
Professional/Technical/Clerical	258	253	253	242	249	249	249	249	249	249	249	279
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>391</b>	<b>383</b>	<b>383</b>	<b>371</b>	<b>380</b>	<b>381</b>	<b>381</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>383</b>	<b>426</b>
	0	0	0	0	0	0	0	0	0	0	0	0
<b>Operations</b>												
Managers/Supervisors	236	236	234	236	235	242	243	244	245	244	244	265
Professional/Technical/Clerical	248	249	250	261	257	258	260	260	260	260	260	236
Operational Hourlies	1,574	1,563	1,564	1,564	1,564	1,575	1,583	1,583	1,591	1,591	1,591	1,633
<b>Total Operations</b>	<b>2,058</b>	<b>2,048</b>	<b>2,048</b>	<b>2,061</b>	<b>2,056</b>	<b>2,075</b>	<b>2,086</b>	<b>2,087</b>	<b>2,096</b>	<b>2,095</b>	<b>2,095</b>	<b>2,134</b>
	-	-	-	-	-	-	-	-	-	-	-	-
<b>Maintenance</b>												
Managers/Supervisors	634	632	628	628	629	634	640	646	651	651	654	712
Professional/Technical/Clerical	478	476	477	477	479	483	487	490	492	495	497	611
Operational Hourlies	2,611	2,592	2,581	2,572	2,581	2,573	2,590	2,604	2,613	2,653	2,697	2,850
<b>Total Maintenance</b>	<b>3,722</b>	<b>3,701</b>	<b>3,686</b>	<b>3,677</b>	<b>3,689</b>	<b>3,690</b>	<b>3,717</b>	<b>3,740</b>	<b>3,756</b>	<b>3,799</b>	<b>3,848</b>	<b>4,173</b>
	-	-	-	-	-	-	-	-	-	-	-	-
<b>Engineering/Capital</b>												
Managers/Supervisors	27	27	27	27	27	27	27	27	27	27	27	46
Professional/Technical/Clerical	46	46	46	46	46	46	46	46	46	46	46	53
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>99</b>
	-	-	-	-	-	-	-	-	-	-	-	-
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional/Technical/Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Positions</b>												
Managers/Supervisors	1,030	1,024	1,019	1,020	1,022	1,035	1,042	1,050	1,056	1,055	1,059	1,170
Professional/Technical/Clerical	1,030	1,024	1,026	1,026	1,031	1,036	1,042	1,045	1,047	1,050	1,052	1,179
Operational Hourlies	4,185	4,155	4,145	4,136	4,145	4,148	4,173	4,187	4,204	4,244	4,288	4,483
<b>Total Positions</b>	<b>6,245</b>	<b>6,204</b>	<b>6,190</b>	<b>6,182</b>	<b>6,198</b>	<b>6,219</b>	<b>6,257</b>	<b>6,282</b>	<b>6,307</b>	<b>6,349</b>	<b>6,399</b>	<b>6,832</b>

# METRO-NORTH RAILROAD MNR

## **EEO Report – 2<sup>nd</sup> Quarter 2021**

**September 13, 2021**



# Executive Summary

## ■ EEO

As of **June 30, 2021**, MNR's workforce included **6,170** total employees. This represents a 6% decrease from the second quarter 2020 (2Q20) workforce.

- Females represent 12% (768) of our workforce, a decrease of 1%, when compared to 2Q20 due to limited recruitment activity and attrition.
- Females were hired above their current representation because of HR outreach efforts and career fairs targeting females.
- Minorities represent 39% (2,433) of our workforce, remaining constant, when compared to 2Q20 due to limited hiring activity.
- Minorities were hired above their current representation partially due to high minority hiring rates in the Officials & Administrators and Skilled Craft EEO categories.



# Executive Summary

MNR conducted a **utilization analysis**\* of females and minorities in its workforce as of June 30, 2021. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## **Females:**

- ❑ Officials & Administrators – Blacks
- ❑ Technicians – Asians

## **Minorities:**

- ❑ Officials & Administrators – Blacks and Hispanics
- ❑ Professionals – Blacks and 2+ Races
- ❑ Technicians – Hispanics and Asians
- ❑ Administrative Support – Hispanics
- ❑ Skilled Craft – AI/AN
- ❑ Service Maintenance – Blacks and Hispanics

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





# Executive Summary

## ■ Diversity Initiatives to increasing representation

- Initiatives/challenges to address underrepresentation for females and minorities.
  - **Women** To increase representation in the Metro-North workforce, HR participated in the following women focused events: Closing the Equity Gap: It's Really a Network Gap Webinar; and City and State NY Women in Government Talk Series.
  - **Minority** Metro-North celebrated Asian American Pacific Islander (AAPI) Heritage Month in May to recognize and honor AAPI employees' heritage, culture, and contributions to Metro-North and the country. The Metro-North edition of *MTA Today* featured articles on MNR employees of AAPI descent highlighting their journey to the United States and Metro-North and also discussed their unique experiences and cultures. Metro-North and LIRR jointly organized *Celebrating Asians in Motion*, a virtual event hosted by President Catherine Rinaldi and LIRR Phillip Eng to celebrate Asian American Pacific Islanders employees and their contributions to the agencies and the Transportation Industry.
  - **Veteran** HR participated in the following events focused on veterans: Pace University Multi-University Student Veteran Job Fair; Military Spouse Employment Partnership - MTA, Microsoft International presentation on LinkedIn, Resume Writing and Maximizing Microsoft Teams; Veterans Job Mission Meeting; Capital Region Military Task Force Meeting; NYC Recruitment Battalion (NYCRB) COL Whitney Jensen Briefing; Military Spouses - Why NOW is the BEST Time To Add Them to Your Talent Strategy; US Chamber of Commerce's Hiring Our Heroes Virtual Hiring Fair - First Responders/Security; NYC Transit Veteran ERG Memorial Day Ceremony.
  - **Persons with disability** HR participated in the following web events: the Viscardi Center Office Hours; NYU Business Advisory Council.



MNR's

# Workforce

as of June 30, 2021



# Definitions of EEO Job Categories

## **Officials & Administrators**

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

## **Professionals**

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

## **Technicians**

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

## **Protective Services**

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

## **Paraprofessionals**

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

## **Administrative Support**

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

## **Skilled Craft**

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

## **Service Maintenance**

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



# MNR's Workforce

JOB CATEGORY	TOTAL		Minorities		Est Avail %	WHITES		Est Avail %	BLACKS		Est Avail %	HISPANICS		Est Avail %	ASIANS		Est Avail %	AI/AN*		Est Avail %	NHOPI**		Est Avail %	2+ RACES		Est Avail %	VETERANS		PWD***	
	#	%	#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%	#	%
<b>Officials &amp; Administrators</b>	<b>711</b>		<b>270</b>	<b>38%</b>	<b>30%</b>	<b>441</b>	<b>62%</b>	<b>50%</b>	<b>97</b>	<b>14%</b>	<b>14%</b>	<b>64</b>	<b>9%</b>	<b>8%</b>	<b>69</b>	<b>10%</b>	<b>5%</b>	<b>2</b>	<b>0%</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0%</b>	<b>38</b>	<b>5%</b>	<b>4%</b>	<b>50</b>	<b>7%</b>	<b>12</b>	<b>2%</b>
F	165	23%	97	14%	10%	68	10%	7%	31	4%	5%	25	4%	2%	30	4%	2%	1	0%	0%	0	0%	0%	10	1%	1%	3	6%	2	17%
M	546	77%	173	24%	20%	373	52%	43%	66	9%	9%	39	5%	6%	39	5%	3%	1	0%	0%	0	0%	0%	28	4%	3%	47	94%	10	83%
<b>Professionals</b>	<b>227</b>		<b>117</b>	<b>52%</b>	<b>35%</b>	<b>110</b>	<b>48%</b>	<b>45%</b>	<b>46</b>	<b>20%</b>	<b>16%</b>	<b>31</b>	<b>14%</b>	<b>10%</b>	<b>27</b>	<b>12%</b>	<b>6%</b>	<b>1</b>	<b>0%</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0%</b>	<b>12</b>	<b>5%</b>	<b>3%</b>	<b>4</b>	<b>2%</b>	<b>2</b>	<b>1%</b>
F	73	32%	50	22%	14%	23	10%	9%	29	13%	7%	12	5%	4%	7	3%	2%	1	0%	0%	0	0%	0%	1	0%	1%	0	0%	1	50%
M	154	68%	67	30%	21%	87	38%	35%	17	7%	9%	19	8%	6%	20	9%	4%	0	0%	0%	0	0%	0%	11	5%	3%	4	100%	1	50%
<b>Technicians</b>	<b>131</b>		<b>57</b>	<b>44%</b>	<b>32%</b>	<b>74</b>	<b>56%</b>	<b>48%</b>	<b>29</b>	<b>22%</b>	<b>15%</b>	<b>12</b>	<b>9%</b>	<b>10%</b>	<b>9</b>	<b>7%</b>	<b>3%</b>	<b>1</b>	<b>1%</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0%</b>	<b>6</b>	<b>5%</b>	<b>3%</b>	<b>19</b>	<b>15%</b>	<b>2</b>	<b>2%</b>
F	12	9%	8	6%	4%	4	3%	3%	5	4%	2%	2	2%	1%	0	0%	1%	0	0%	0%	0	0%	0%	1	1%	0%	1	5%	0	0%
M	119	91%	49	37%	28%	70	53%	45%	24	18%	13%	10	8%	9%	9	7%	3%	1	1%	0%	0	0%	0%	5	4%	3%	18	95%	2	0%
<b>Protective Services</b>																														
F																														
M																														
<b>Paraprofessionals</b>	<b>11</b>		<b>3</b>	<b>27%</b>	<b>20%</b>	<b>8</b>	<b>73%</b>	<b>60%</b>	<b>1</b>	<b>9%</b>	<b>7%</b>	<b>1</b>	<b>9%</b>	<b>7%</b>	<b>0</b>	<b>0%</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0%</b>	<b>1</b>	<b>9%</b>	<b>7%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
F	6	55%	2	18%	13%	4	36%	33%	1	9%	7%	1	9%	7%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	5	45%	1	9%	7%	4	36%	27%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	9%	7%	0	0%	0	0%
<b>Administrative Support</b>	<b>316</b>		<b>183</b>	<b>58%</b>	<b>43%</b>	<b>133</b>	<b>42%</b>	<b>37%</b>	<b>109</b>	<b>34%</b>	<b>25%</b>	<b>46</b>	<b>15%</b>	<b>12%</b>	<b>9</b>	<b>3%</b>	<b>2%</b>	<b>1</b>	<b>0%</b>	<b>0%</b>	<b>1</b>	<b>0%</b>	<b>0%</b>	<b>17</b>	<b>5%</b>	<b>4%</b>	<b>15</b>	<b>5%</b>	<b>7</b>	<b>2%</b>
F	122	39%	95	30%	15%	27	9%	4%	59	19%	9%	20	6%	3%	5	2%	1%	1	0%	0%	1	0%	0%	9	3%	1%	1	7%	2	29%
M	194	61%	88	28%	29%	106	34%	33%	50	16%	16%	26	8%	9%	4	1%	1%	0	0%	0%	0	0%	0%	8	3%	3%	14	93%	5	71%
<b>Skilled Craft</b>	<b>3,181</b>		<b>1,082</b>	<b>34%</b>	<b>29%</b>	<b>2,099</b>	<b>66%</b>	<b>51%</b>	<b>538</b>	<b>17%</b>	<b>15%</b>	<b>338</b>	<b>11%</b>	<b>9%</b>	<b>47</b>	<b>1%</b>	<b>1%</b>	<b>15</b>	<b>0%</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>0%</b>	<b>144</b>	<b>5%</b>	<b>3%</b>	<b>299</b>	<b>9%</b>	<b>28</b>	<b>1%</b>
F	57	2%	36	1%	1%	21	1%	1%	28	1%	1%	5	0%	0%	1	0%	0%	0	0%	0%	0	0%	0%	2	0%	0%	5	2%	1	4%
M	3,124	98%	1,046	33%	28%	2,078	65%	50%	510	16%	14%	333	10%	9%	46	1%	1%	15	0%	1%	0	0%	0%	142	4%	3%	294	98%	27	96%
<b>Service Maintenance</b>	<b>1,593</b>		<b>721</b>	<b>45%</b>	<b>41%</b>	<b>872</b>	<b>55%</b>	<b>37%</b>	<b>399</b>	<b>25%</b>	<b>22%</b>	<b>216</b>	<b>14%</b>	<b>16%</b>	<b>29</b>	<b>2%</b>	<b>2%</b>	<b>4</b>	<b>0%</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0%</b>	<b>73</b>	<b>5%</b>	<b>3%</b>	<b>68</b>	<b>4%</b>	<b>13</b>	<b>1%</b>
F	333	21%	213	13%	7%	120	8%	2%	137	9%	5%	49	3%	3%	5	0%	0%	1	0%	0%	0	0%	0%	21	1%	1%	7	10%	5	38%
M	1,260	79%	508	32%	34%	752	47%	34%	262	16%	17%	167	10%	13%	24	2%	1%	3	0%	0%	0	0%	0%	52	3%	3%	61	90%	8	0%
<b>Total</b>	<b>6,170</b>		<b>2,433</b>	<b>39%</b>		<b>3,737</b>	<b>61%</b>		<b>1,219</b>	<b>20%</b>		<b>708</b>	<b>11%</b>		<b>190</b>	<b>3%</b>		<b>24</b>	<b>0%</b>		<b>1</b>	<b>0%</b>		<b>291</b>	<b>5%</b>		<b>455</b>	<b>7%</b>	<b>64</b>	<b>1%</b>



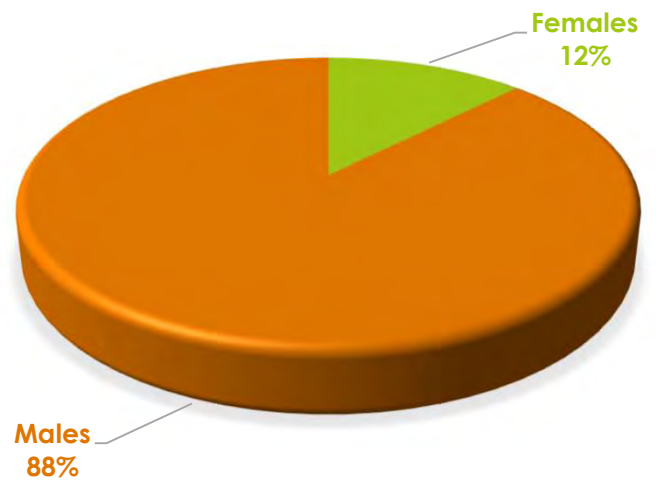
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

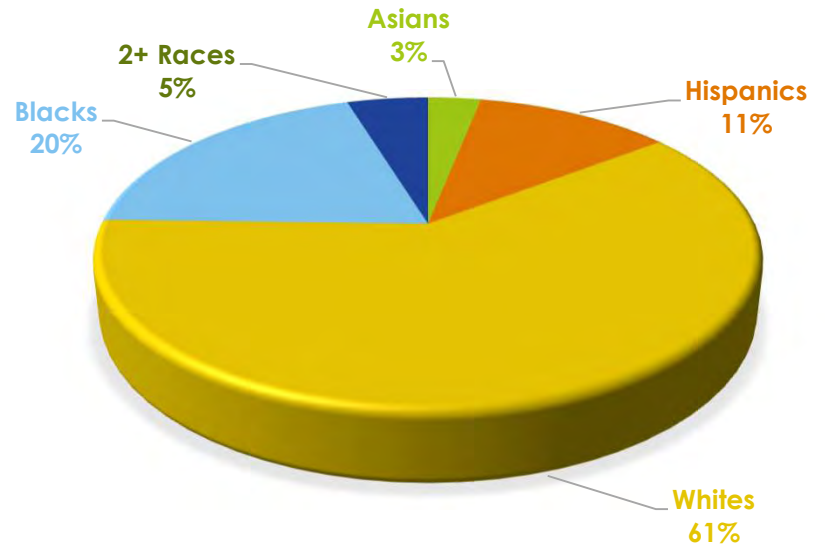
Note: All percentages have been rounded up to the nearest whole number.

# MNR's Workforce

### WORKFORCE BY GENDER



### WORKFORCE BY RACE/ETHNICITY



MNR's workforce consists of **6,170** employees

- ❑ 12% females, 39% minorities, and 7% veterans.
- ❑ The percentage of females employed decreased when compared to 2Q20.
- ❑ The percentage of minorities employed as it relates to race and ethnicity remained constant when compared to 2Q20.



# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **June 30, 2021** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

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



# MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	5%	4%	2%	4%	2%	4%	0%	0%	0%	0%	1%	1%	7%	10%
	M	9%	9%	6%	5%	3%	5%	0%	0%	0%	0%	3%	4%		
Professionals	F	7%	13%	4%	5%	2%	3%	0%	0%	0%	0%	1%	0%	9%	10%
	M	9%	7%	6%	8%	4%	9%	0%	0%	0%	0%	3%	5%		
Technicians	F	2%	4%	1%	2%	1%	0%	0%	0%	0%	0%	0%	1%	3%	3%
	M	13%	18%	9%	8%	3%	7%	0%	1%	0%	0%	3%	4%		
Protective Services	F														
	M														
Paraprofessionals	F	7%	9%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	33%	36%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	9%		
Administrative Support	F	9%	19%	3%	6%	1%	2%	0%	0%	0%	0%	1%	3%	4%	9%
	M	16%	16%	9%	8%	1%	1%	0%	0%	0%	0%	3%	3%		
Skilled Craft	F	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	14%	16%	9%	10%	1%	1%	1%	0%	0%	0%	3%	4%		
Service Maintenance	F	5%	9%	3%	3%	0%	0%	0%	0%	0%	0%	1%	1%	2%	8%
	M	17%	16%	13%	10%	1%	2%	0%	0%	0%	0%	3%	3%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

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



# MNR'S

## **New Hires and Veterans**

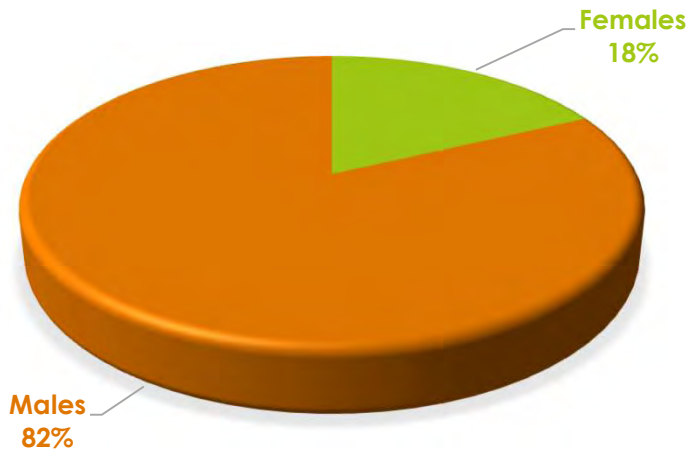
**January 1, 2021 – June 30, 2021**



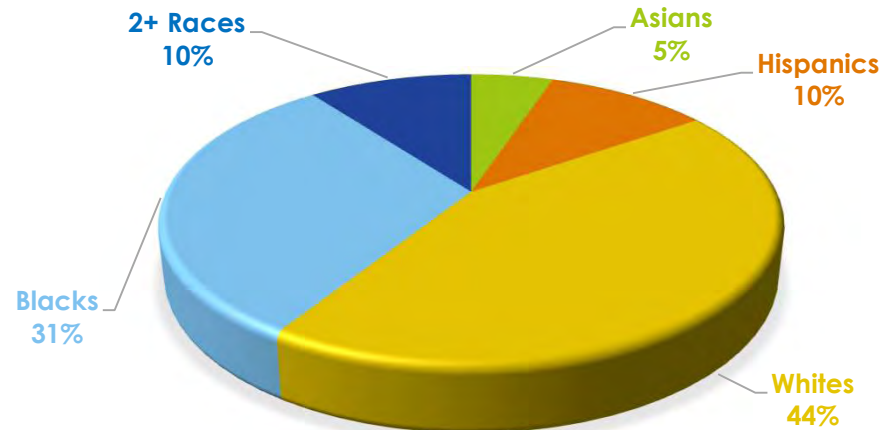


# MNR's New Hires and Veterans

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



We added 39 employees including 3 veterans

- ❑ 18% females of which 0% were female veterans.
- ❑ Females were hired at a higher percentage when compared to their current representation in the workforce.
- ❑ 56% minorities of which 0% were minority veterans.
- ❑ Minorities were hired at a higher percentage when compared to their current representation in the workforce.



# MNR'S

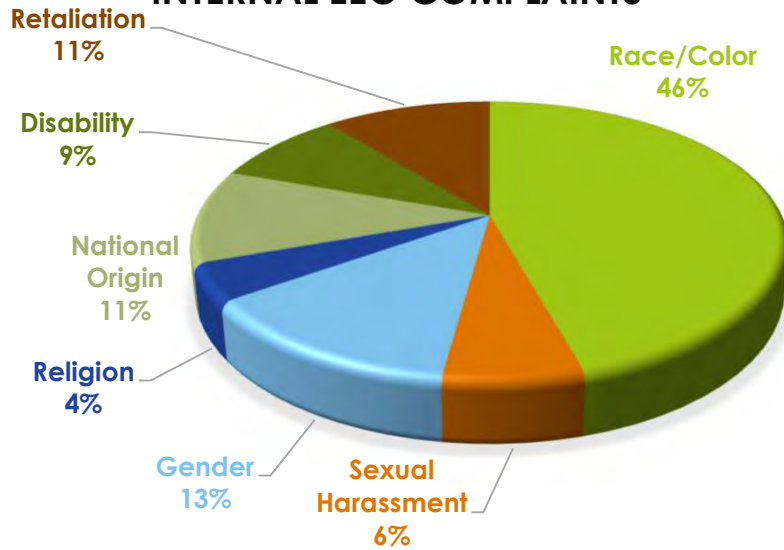
## **Complaints and Lawsuits**

**January 1, 2021 – June 30, 2021**

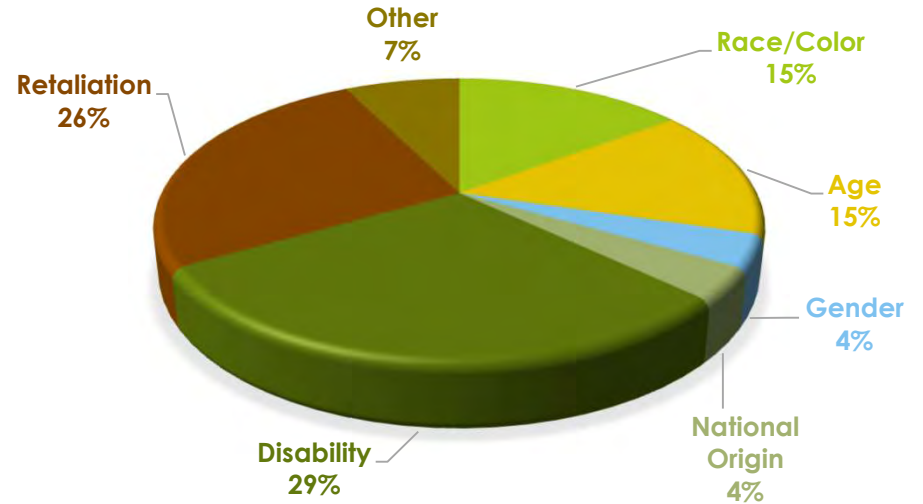


# MNR's Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



MNR handled 51 EEO complaints, citing 73 separate allegations, and 10 lawsuits.

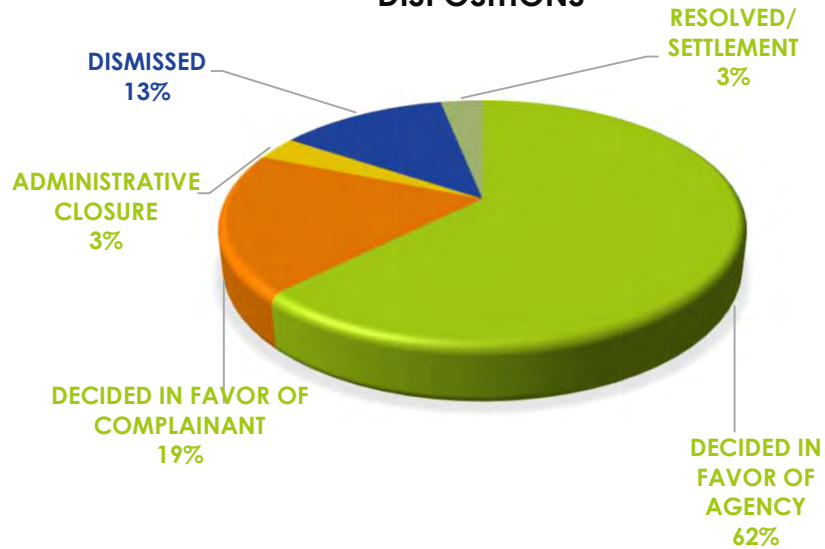
- ☐ Handled 35 internal complaints.
- ☐ Handled 16 external complaints.
- ☐ The most frequently cited basis internally was race/color and externally was disability.



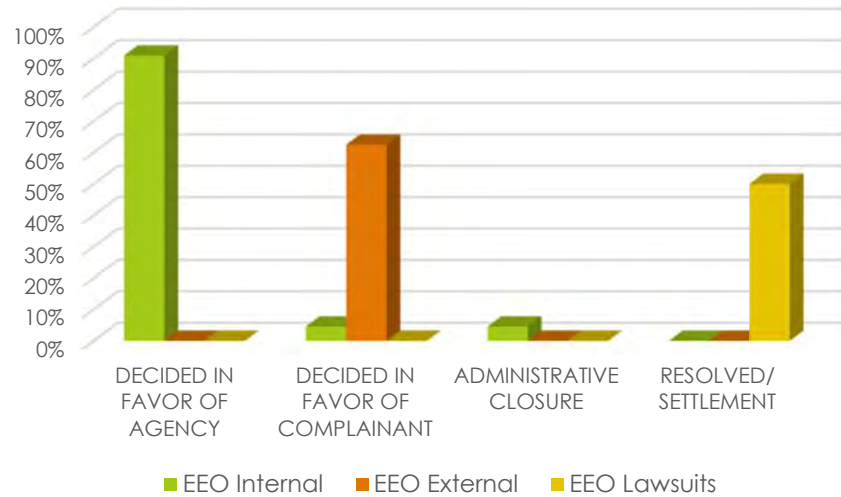
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MNR's EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



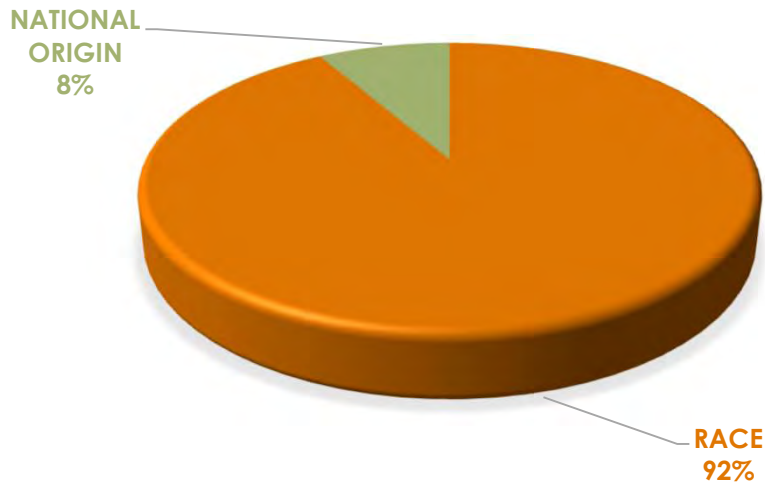
MNR disposed 30 EEO complaints and 2 EEO lawsuits.

- ❑ 62% complaints/lawsuits decided in favor of the agency.
- ❑ 19% complaints/lawsuits decided in favor of the complainant.
- ❑ 13% of complaints/lawsuits were dismissed.
- ❑ 3% complaints/lawsuits were administrative closures.
- ❑ 3% complaints/lawsuits were resolved/settled.

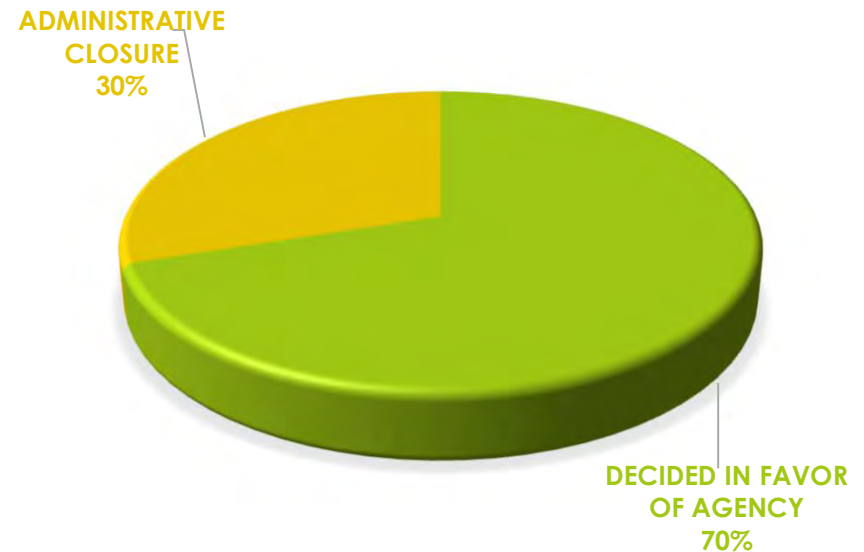


# MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

## TITLE VI DISCRIMINATION COMPLAINTS



## TITLE VI DISPOSITIONS



MNR handled 12 Title VI Complaints, citing 12 separate allegations and 0 Title VI lawsuits. Agency disposed of 10 complaints and 0 lawsuits.

- 70% complaints/lawsuits decided in favor of the agency.
- 30% complaints/lawsuits were administrative closures.
- 0% complaints/lawsuits decided in favor of the complainant.
- 0% complaints/lawsuits were resolved/settled.





**Metro-North Railroad**

# Procurements

**Subject** Request for Authorization to Award Various Procurements

**Department** Procurement and Material Management

**Department Head Name**  
Anthony Gardner, Senior Director *AG*

**Department Head Signature**

**Project Manager Name**

**Date** September 3, 2021

**Vendor Name** Various

**Contract Number** Various

**Contract Manager Name** Various

**Table of Contents Ref #**

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	9-13-21	x		
2	MTA Board Mtg.	9-15-21	x		

Internal Approvals			
	Approval		Approval
X	President	<i>AG</i>	
X	V.P. & General Counsel	<i>AG</i>	

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

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

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

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

**MNR proposes to award competitive procurements in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$5,324,852
• Arrow Rail Link Service, Inc. \$5,324,852		
SUB TOTAL:	1	\$5,324,852

**MNR presents the following procurement actions for Ratification:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
SUB TOTAL:		
TOTAL:	1	\$5,324,852

The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible and are in compliance with State laws and regulations concerning procurements.

**BUDGET IMPACT:** The purchases/contracts will result in obligating MNR operating and capital funds in the amount listed. Funds are available in the current MNR operating/capital budgets for this purpose.

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



## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

**SEPTEMBER 2021**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**H. Modifications to Personal/Miscellaneous Service Contracts**

**(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed monetary or durational threshold required for Board approval)**

1. **Arrow Rail Link Service, Inc.**                      **\$5,324,852**                      **Staff Summary Attached**  
**Hudson Rail Link Bus Service to and from Metro-North's Spuyten Duyvil and Riverdale Stations on the Hudson Line**

In July 2016, the MTA Board approved the competitively solicited contract ("Contract") awarded by Metro-North Railroad to Arrow Rail Link Service, Inc. ("Arrow") for fixed route, scheduled feeder bus service (known as the Hudson Rail Link Bus Service ("HRL Bus Service") to and from Metro-North's Spuyten Duyvil and Riverdale Stations located in the west Bronx on the Hudson Line. The Contract was approved for a four (4) year base term, ending as of June 30, 2020. Metro-North has the right to exercise up to two (2), three (3)-year renewal options, subject to Board approval.

Due to the COVID-19 pandemic (New York State on Pause Executive Order) in March 2020 ("Pandemic"), Metro-North train service was reduced as a result of a decline in ridership. Given the critical need for the continuation of transportation services during the Pandemic, MTA/MNR leadership authorized the short-term extension of the Hudson Rail Link Service Contract on an incremental basis to enable essential workers to commute to and from work during the Pandemic ("Interim Extension Period"). The extensions during the Interim Extension Period totaled \$3,436,000.

Since Metro-North train service has increased to meet increasing ridership, Metro-North requests MTA Board approval to exercise the remaining two (2)-years of the first three (3)-year renewal option totaling \$5,324,852 to Arrow for continued HRL Bus Service.

The contract modification in the amount of \$5,324,852 is to be funded by the Metro-North Operating Budget.

**Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts**

Item Number: H

<b>Vendor Name (&amp; Location)</b> Arrow Rail Link Service, Inc. 50 Snediker Ave Brooklyn, NY 11207	<b>Contract Number</b> 52537	<b>AWO/Modification #</b> 6
<b>Description</b> Hudson Rail Link Bus Service to and from Metro-North's Spuyten Duyvil and Riverdale Stations on the Hudson Line.	<b>Original Amount:</b> \$ 8,561,334	
<b>Contract Term (including Options, if any)</b> Four Years with Two 3-Year Renewal Options	<b>Prior Modifications:</b> \$ 3,438,000	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Prior Budgetary Increases:</b> \$ 0,00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$11,999,334	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b> \$5,324,852	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 44.38%	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Anthony Gardner, Senior Director, Procurement & Material Management	<b>% of Modifications (including This Request) to Original Amount:</b> 102.35%	

**I. PURPOSE/RECOMMENDATION:**

In July 2016, the MTA Board approved the competitively solicited contract ("Contract") awarded by Metro-North Railroad to Arrow Rail Link Service, Inc. ("Arrow") for fixed route, scheduled feeder bus service (known as the Hudson Rail Link Bus Service ("HRL Bus Service") to and from Metro-North's Spuyten Duyvil and Riverdale Stations located in the west Bronx on the Hudson Line. The Contract was approved for a four (4) year base term, ending as of June 30, 2020. Metro-North has the right to exercise up to two (2), three (3)-year renewal options, subject to Board approval.

Due to the COVID-19 pandemic (New York State on Pause Executive Order) in March 2020 ("Pandemic"), Metro-North train service was reduced as a result of a decline in ridership. Given the critical need for the continuation of transportation services during the Pandemic, MTA/MNR leadership authorized the short-term extension of the Hudson Rail Link Service Contract on an incremental basis to enable essential workers to commute to and from work during the Pandemic ("Interim Extension Period"). The extensions during the Interim Extension Period totaled \$3,436,000.

Since Metro-North train service has increased to meet increasing ridership, Metro-North requests MTA Board approval to exercise the remaining two (2)-years of the first three (3)-year renewal option totaling \$5,324,852 to Arrow for continued HRL Bus Service.

**II. DISCUSSION:**

The HRL Bus Service, in operation for more than twenty-five years, currently uses a fleet of sixteen (16) Metro-North-owned buses Monday through Friday during peak and off-peak times that are coordinated to meet southbound and northbound Metro-North trains.

Passengers rely on the HRL Bus Service due to difficult station access in the geographically challenged area (walking is difficult due to the steep terrain at both stations) and limited amount of available parking at these

**Schedule H: Modifications to Personal Service and  
Miscellaneous Service Contracts**

stations. Prior to the Pandemic, the service typically provided approximately 1,600 commuter rides daily. During the Pandemic, bus service was modified to meet the adjusted hourly Metro-North trains. HRL Bus Service must now increase to meet trains under the August 29, 2021 expanded schedule and will continue to increase as additional trains return to service.

Metro-North completed a responsibility review of Arrow as defined in the All-Agency Responsibility Guidelines in connection with this option exercise recommendation. No significant adverse information (SAI) has been found related to Arrow, and Arrow has been found to be a responsible vendor.

The contract resulting from this procurement is currently being evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Metro-North will be working with the vendor(s) to include applicable cybersecurity requirements prior to issuance of the notice of award.

**III. IMPACT ON FUNDING:**

The contract modification in the amount of \$5,324,852 is to be funded by the Metro-North Operating Budget.

**IV. ALTERNATIVES:**

None recommended. A new solicitation is unlikely to result in better pricing and will delay Metro-North's ability to continue uninterrupted HRL Bus Service for its Riverdale and Spuyten Duyvil customers.

**V. RECOMMENDATION:**

It is hereby recommended that the MTA Board approve Metro-North's exercise of the remaining two (2) years of the first 3-year renewal option under the Contract, for continued HRL Bus Service for its Riverdale and Spuyten Duyvil customers in this geographically challenged area on the Hudson Line.

**PROCUREMENT PACKAGE**  
**September 2021**

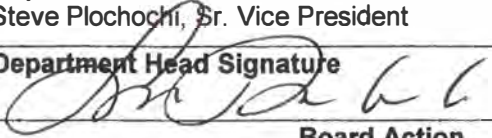






The photo depicts Long Island Rail Road's new Morris Park Locomotive Shop. The new shop replaces the existing 130-year-old Locomotive Round House and was done as a design-build project under Contract 6241.

PROCUREMENTS

The Procurement Agenda this month includes three procurement actions for a proposed expenditure of \$6.6M

**Staff Summary**

<b>Subject</b> Request for Authorization to Award Various Procurement Actions					
<b>Department</b> Contracts					
<b>Department Head Name &amp; Title</b> Steve Plochocki, Sr. Vice President					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	MNR & LIRR Joint Committee	9/13/21	X		
2	Board	9/15/21	X		

<b>Date:</b> September 7, 2021			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	Deputy Chief Development Officer, Delivery		President
	Deputy Chief Development Officer, Development		Executive Vice President & General Counsel

**PURPOSE**

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

**DISCUSSION**

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
I. Modifications to Purchase and Public Work Contracts	1	\$ 2,250,000
SUBTOTAL	1	\$ 2,250,000

MTA Construction & Development proposes Ratifications in the following category:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
K. Ratification of Completed Procurement Actions Contracts	2	\$ 4,351,500
SUBTOTAL	2	\$ 4,351,500
TOTAL	3	\$ 6,601,500

**Budget Impact:**

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

**Recommendation:**

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

**MTA Construction & Development**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.



**SEPTEMBER 2021**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule I. Modifications to Purchase and Public Work Contracts**

(Staff Summaries required for all items greater than \$1M)

- |           |  |                     |                                      |
|-----------|--|---------------------|--------------------------------------|
| <b>1.</b> | <b>E-J Electric Installation Co.<br/>Contract No. CS084.63</b> | <b>\$ 2,250,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|--|---------------------|--------------------------------------|

MTA Construction & Development requests that the Board approve contract modification No. 63 to adjust Contract Milestones, resolve Impact Cost claims, and direct the Contractor to provide for acceleration of work necessary to ensure timely commencement of revenue service.

Schedule I: Modifications to Purchase and Public Work Contracts

Item No. 1

<b>Vendor Name (&amp; Location)</b> E-J Electric Installation Co. (Long Island City, NY)	<b>Contract Number</b> CS084	<b>AWO/Modification #</b> 63
<b>Description</b> Traction Power Systems Package No. 4	<b>Original Amount:</b>	\$ 71,248,884
<b>Contract Term (including Options, if any)</b> 52 Months	<b>Prior Modifications:</b>	\$ 22,000,714
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Exercised Options:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 93,249,598
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b>	\$ 2,250,000
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	2.4%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, R. Troup.	<b>% of Modifications (including This Request) to Original Amount:</b>	34%

**Discussion:**

This contract provides the Traction Power System for the East Side Access Project. MTA Construction & Development (“C&D”) requests that the Board approve contract modification No. 63 to adjust Contract Milestones, resolve Impact Cost claims, and direct the Contractor to provide for acceleration of work necessary to ensure timely commencement of revenue service as set forth in detail below.

This Contract has experienced delays that are, at least in part, Excusable and entitle the Contractor to an extension of time to achieve critical milestones. Significant factors contributing to the delay were the Contractor’s delayed access to a power substation as a result of the need to correct prior contractor errors; design errors (for which errors and omissions will be pursued where warranted) and unavailability of force account support. The Contractor’s claim for Excusable and Compensable delays would result in the Contractor completing critical Work after the deadline necessary to ensure timely commencement of ESA revenue service. In order to meet the schedule established for ESA revenue service by the end of 2022, the Contractor must complete all local testing of Traction Power Substations (Contract Milestone 6) no later than September 10, 2021, so that Integrated System Testing (“IST”) can be commenced. Likewise, the Contractor must also complete all work in the ESA tunnels no later than December 1, 2021, so that operating personnel can begin the process of training to operate trains in the ESA territory.

In order to adjust the schedules for critical milestones to ensure they are in line with the established ESA revenue service date for the end of 2022, the contractor’s work must be accelerated. This Modification will extend Milestone No. 6 to September 10, 2021 (254 calendar days from the current Contractual completion date of December 30, 2020), the date required for CS179 to commence IST, and will extend Milestone No. 7 – Substantial Completion to December 31, 2021 (241 calendar days from the current Contractual date for Substantial Completion which is May 4, 2021). This Modification will also introduce a new Milestone (7A) that will require that all Work needed for LIRR access to the Tunnels be completed by December 1, 2021, with only minor Work not affecting access to the tunnels being performed for Substantial Completion. The Contractor will be required to accelerate the Work to meet these critical milestones, which will also be addressed in this Modification.

The Contractor’s proposal, to resolve all claims for Impact Costs and acceleration was \$2,736,079. Negotiations resulted in the agreed upon cost of \$2,250,000, of which \$442,500 is for the Contractor’s acceleration of Work which, if the Contractor is late in meeting the milestones, will be reduced or eliminated, depending upon how late the Work is. This sum is deemed to be fair and reasonable.

In connection with previous contracts awarded to E-J Electric Installation Company (“E-J”), E-J was found to be responsible, notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in August 2018. No new significant adverse information has been found relating to E-J and E-J has been found to be responsible.

SEPTEMBER 2021

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

2. Tutor Perini Corporation \$ 2,176,500 *Staff Summary Attached*  
Contract No. CS179.436

MTA Construction & Development requests the Board ratify contract modification No. 436 to have the Contractor: (i) install Positive Train Control (“PTC”) communication equipment furnished by the Long Island Railroad (“LIRR”) in designated Communication Rooms and interface and connect the PTC equipment to the ESA Backbone Communication System (“BCS”); (ii) install a PTC workstation in the ESA Train Operations Center and furnish and install power panels, conduits, cables and connections as necessary; and (iii) provide support to LIRR during integrated testing of the PTC system throughout the ESA operations area.

3. RCC/AMCC JV \$ 2,175,000 *Staff Summary Attached*  
Contract No. 6241.9

MTA Construction and Development requests the Board ratify contract modification No. 9 for upgrades to the fire supply system and concrete slab replacement.

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

Contract Number	AWO/Modification #
CS179	436
<b>Original Amount:</b>	\$ 333,588,000
<b>Prior Modifications:</b>	\$ 187,904,753
<b>Exercised Options:</b>	\$ 216,800,001
<b>Current Amount:</b>	\$ 738,292,754
<b>This Request</b>	\$ 2,176,500
<b>% of This Request to Current Amount:</b>	0.3%
<b>% of Modifications (including This Request) to Original Amount:</b>	57%

**Discussion:**

Contract CS179 provides systems for the East Side Access (“ESA”) project. MTA Construction and Development requests the Board ratify contract modification No. 436 to have the Contractor: (i) install Positive Train Control (“PTC”) communication equipment furnished by the Long Island Railroad (“LIRR”) in designated Communication Rooms and interface and connect the PTC equipment to the ESA Backbone Communication System (“BCS”); (ii) install a PTC workstation in the ESA Train Operations Center and furnish and install power panels, conduits, cables and connections as necessary; and (iii) provide support to LIRR during integrated testing of the PTC system throughout the ESA operations area.

PTC is a system for monitoring and controlling train movements that can prevent accidents and allow the more efficient operation of trains. The LIRR, in accordance with a Federal mandate, is implementing PTC technology across all systems utilizing the services of a third-party Systems Integration contractor, Bombardier/Siemens JV. The LIRR will furnish the equipment for installation in the ESA tunnels and adjacent areas. The CS179 Contractor will install the LIRR furnished equipment in designated Communication Rooms, allocate a portion of existing BCS fiber for PTC, furnish and install fiber optic patch cables between existing Racks and PTC Racks, furnish and install additional fiber optic cables, associated conduits and innerduct for PTC, modify the configuration of the existing BCS system to implement ESA PTC Virtual Private Local Area Network Service for transport of PTC data between ESA and existing PTC head ends located at the Jamaica Control Center and the Hillside Facility respectively, and support LIRR as needed during PTC testing.

The Contractor’s proposal for this Modification was \$3,708,187. The parties agreed to \$2,176,500 for the direct cost of all work under this Modification, which is deemed to be fair and reasonable. The parties also agreed that this Modification will not extend Substantial Completion. The entire cost of this change will be funded from a capital rebalancing plan to fund the PTC needs for LIRR, Metro North Railroad and ESA. The budget modification to reallocate funds to ESA will occur after the issuance of the Notice To Proceed for this work on ESA. In the interim, this work will be funded from Program Contingency, to later be replenished as part of the capital rebalancing plan.

To avoid delay to the Contract Schedule, the President approved a retroactive memorandum and on March 24, 2021 the Contractor was directed to proceed with the early engineering associated with this Modification, up to a Not-To-Exceed (“NTE”) value of \$400,000. To prevent any stoppage of work while a Modification is presented to the Board, the President approved a second retroactive memorandum to expand the scope of the authorized Work and to increase the authorized NTE amount and on August 20, 2021 the Contractor was directed to proceed with the full scope of the change at the negotiated amount of \$2,176,500.

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

<b>Vendor Name (Location)</b> RCC/AMCC JV (Patterson, New Jersey)
<b>Description</b> Morris Park Locomotive Shop & Employee Facility
<b>Contract Term (including Options, if any)</b> 660 Calendar Days
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery – Mark Roche

<b>Contract Number</b> 6241	<b>AWO/Mod. #s</b> 9
<b>Original Amount:</b>	\$ 89,859,236.00
<b>Prior Modifications:</b>	\$ 4,864,481.85
<b>Exercised Options:</b>	\$ 0
<b>Current Amount:</b>	\$ 94,723,717.85
<b>This Request:</b>	\$ 2,175,000.00
<b>% of This Request to Current Amt.:</b>	2.3%
<b>% of Modifications (including This Request) to Original Amount:</b>	7.8%

**Discussion**

This Contract is for the design-build services for a new locomotive repair shop at the Long Island Rail Road (“LIRR”) Morris Park facility. MTA Construction and Development (“C&D”) requests that the Board ratify contract modification No. 9 for upgrades to the fire supply system and concrete slab replacement.

The new locomotive repair shop replaces the existing 130-year-old Morris Park Round House (Locomotive Repair shop), which has outlived its useful life and requires excessive maintenance to keep it operational. The new facility will be better equipped to maintain the LIRR’s current fleet of diesel locomotives. Customer service will be enhanced through better locomotive reliability and on-time performance. The new locomotive shop is located at the LIRR’s Morris Park Facility which previously housed other repair shops that were relocated to the Hillside Maintenance Complex in the early 1990’s. These shops were subsequently raised leaving the floor slabs and associated foundations in place.

This modification will cover the following additional work:

Upgrades to the Morris Park Fire Supply and Hydrant Installations

In order to achieve the proper sprinkler volume and pressure to meet current safety standards for both the new locomotive shop and the existing Morris Park Yard facilities, new water service and upgrades to the watermain and hydrant system was required. The New York City Department of Environmental Protection (“DEP”) connection point specified in the Contract was evaluated and determined to be deteriorated to such a point that it could not support the required volume and pressure. Consequently, a new connection from the DEP water main at an alternate location in the street to the new onsite LIRR fire pump house, had to be designed and installed. In addition to the required new connection, additional lines and fire hydrants were installed, and two existing hydrants were relocated to strategic areas in the yard to improve the Fire Department of New York’s access throughout the Morris Park Yard. This work included excavation of the main access roadway, removal and disposal of asphalt and concrete (from the previous shops) and asphalt roadway restoration.

Concrete Replacement

The original design of the new Morris Park Locomotive shop utilized existing concrete floor slabs from the previous buildings for parking and storage areas for the new shop as well as adjacent facilities. Due to the rerouting of utilities, such as the water/fire supply line detailed above, extensive repair work to the slab was required. The remainder of the existing concrete slab was also found to be in a deteriorated condition, causing employee safety concerns. Therefore, the C&D project team decided that the best course of action was to remove the entire concrete slab and resurface the area utilizing asphalt. Asphalt pavement minimized the disruption to LIRR operations and allowed LIRR employees to use the roadway within a few hours rather than be displaced for days. Also, utilizing asphalt proved to be more cost effective than utilizing concrete.

To meet the demands of the aggressive schedule needed to complete this Work and prevent a potential compensable delay claim, on February 12, 2019 the Contractor was directed to proceed with the design and construction for the fire supply work and on July 20, 2020 for the concrete replacement work.

The Contractor submitted a net cost proposal for this Work of \$3,424,651. Negotiations resulted in the agreed price of \$2,175,000 which is considered to be fair and reasonable.



# Long Island Rail Road

## August 2021 Performance Summary

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Robert Free, Senior Vice President – Operations



**Hurricane Henri:** As our region braced for the heavy rain and strong winds coming from Hurricane Henri, the Long Island Rail Road prepared by suspending service east of Patchogue on the Montauk branch as well as to and from Greenport on August 21, 2021. As a result, property damage was minimal and regular service resumed promptly.



# Long Island Rail Road

## August 2021 Performance Summary

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### Highlights

On-Time Performance (OTP) for the month of August closed at **97.1%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is **96.3%**, which is an increase of **0.6** percentage points as compared to last year.

### Branch Performances

All eleven branches on the Long Island Rail Road operated at or above goal for the month of August as well as year to date.

### Delays

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

The most significant event was the trespasser strike at Floral Park Station on August 10<sup>th</sup>. The incident affected 47 trains, delayed our customers an average of 39.7 minutes, and reduced our monthly OTP by 0.3%

### Consist Compliance

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

### Equipment Performance

All LIRR fleets are operating above their goals YTD through July. The entire fleet YTD MDBF is 206,244 with a goal of 170,000 with the year to date performance continuing to remain above its 5-year average. However, for the month of July the fleet MDBF was 146,333 which fell short of the goal.



**OPERATING REPORT  
FOR MONTH OF AUGUST 2021**

**Performance Summary**

			2021 Data			2020 Data	
			Annual Goal	August	YTD thru August	August	YTD thru August
<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>97.1%</b>	<b>96.3%</b>	<b>93.3%</b>	<b>95.7%</b>
		AM Peak		96.2%	96.3%	93.1%	94.0%
		PM Peak		98.4%	97.6%	91.6%	93.1%
		<b>Total Peak</b>		<b>97.2%</b>	<b>96.9%</b>	<b>92.4%</b>	<b>93.6%</b>
		Off Peak Weekday		97.0%	95.7%	92.4%	95.9%
		Weekend		97.1%	96.9%	95.9%	97.0%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>98.8%</b>	<b>97.2%</b>	<b>94.6%</b>	<b>96.3%</b>
		AM Peak		99.0%	96.4%	94.4%	94.6%
		PM Peak		99.2%	98.8%	93.5%	94.3%
		<b>Total Peak</b>		<b>99.1%</b>	<b>97.6%</b>	<b>94.0%</b>	<b>94.5%</b>
		Off Peak Weekday		98.6%	97.5%	93.7%	97.0%
		Weekend		98.9%	96.3%	97.0%	96.7%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.3%</b>	<b>98.3%</b>	<b>96.8%</b>	<b>97.9%</b>
		AM Peak		98.0%	98.8%	95.7%	96.2%
		PM Peak		100.0%	99.5%	93.7%	96.6%
	<b>Total Peak</b>		<b>98.9%</b>	<b>99.1%</b>	<b>94.7%</b>	<b>96.4%</b>	
	Off Peak Weekday		97.7%	97.6%	96.6%	98.0%	
	Weekend		99.3%	99.1%	99.1%	98.8%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>96.2%</b>	<b>95.7%</b>	<b>92.3%</b>	<b>94.8%</b>	
	AM Peak		94.6%	95.4%	92.2%	93.8%	
	PM Peak		96.4%	97.4%	89.8%	87.8%	
	<b>Total Peak</b>		<b>95.5%</b>	<b>96.4%</b>	<b>91.0%</b>	<b>90.9%</b>	
	Off Peak Weekday		96.1%	94.6%	90.9%	95.1%	
	Weekend		96.9%	97.1%	95.0%	96.7%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>97.9%</b>	<b>96.9%</b>	<b>95.1%</b>	<b>96.3%</b>	
	AM Peak		96.8%	98.1%	96.3%	96.2%	
	PM Peak		99.2%	98.3%	92.6%	90.5%	
	<b>Total Peak</b>		<b>97.9%</b>	<b>98.2%</b>	<b>94.6%</b>	<b>93.5%</b>	
	Off Peak Weekday		97.5%	95.6%	93.8%	96.4%	
	Weekend		99.4%	98.3%	98.1%	97.7%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>98.4%</b>	<b>97.7%</b>	<b>95.1%</b>	<b>96.0%</b>	
	AM Peak		98.6%	98.6%	96.5%	95.8%	
	PM Peak		100.0%	99.1%	94.3%	93.7%	
	<b>Total Peak</b>		<b>99.2%</b>	<b>98.8%</b>	<b>95.5%</b>	<b>94.8%</b>	
	Off Peak Weekday		98.5%	97.3%	94.4%	96.0%	
	Weekend		97.5%	97.2%	95.9%	97.0%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>92.5%</b>	<b>93.3%</b>	<b>87.8%</b>	<b>93.7%</b>	
	AM Peak		94.2%	95.3%	83.0%	89.0%	
	PM Peak		94.7%	95.9%	88.1%	93.8%	
	<b>Total Peak</b>		<b>94.4%</b>	<b>95.5%</b>	<b>85.1%</b>	<b>91.1%</b>	
	Off Peak Weekday		94.8%	93.8%	84.5%	94.8%	
	Weekend		87.2%	91.2%	94.1%	92.8%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>95.8%</b>	<b>95.6%</b>	<b>93.3%</b>	<b>95.5%</b>	
	AM Peak		93.6%	96.3%	95.2%	94.5%	
	PM Peak		97.7%	98.2%	89.3%	93.2%	
	<b>Total Peak</b>		<b>95.5%</b>	<b>97.1%</b>	<b>92.9%</b>	<b>94.0%</b>	
	Off Peak Weekday		93.6%	93.8%	91.7%	95.3%	
	Weekend		98.4%	97.6%	97.8%	97.9%	
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>94.5%</b>	<b>93.6%</b>	<b>89.5%</b>	<b>92.5%</b>	
	AM Peak		94.8%	95.1%	91.2%	90.8%	
	PM Peak		98.1%	94.6%	83.7%	87.2%	
	<b>Total Peak</b>		<b>96.4%</b>	<b>94.8%</b>	<b>87.4%</b>	<b>89.1%</b>	
	Off Peak Weekday		92.8%	91.7%	86.8%	91.7%	
	Weekend		95.6%	96.0%	99.4%	97.7%	



<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>98.2%</b>	<b>95.9%</b>	<b>92.7%</b>	<b>96.8%</b>
	AM Peak		96.0%	93.4%	96.5%	95.8%
	PM Peak		99.6%	95.1%	91.9%	95.7%
	<b>Total Peak</b>		<b>97.9%</b>	<b>94.3%</b>	<b>94.0%</b>	<b>95.8%</b>
	Off Peak Weekday		98.1%	95.4%	93.6%	96.9%
	Weekend		99.0%	98.2%	90.0%	97.4%
	<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>96.2%</b>	<b>95.5%</b>	<b>91.6%</b>
	AM Peak		92.6%	94.9%	87.2%	91.0%
	PM Peak		97.7%	97.5%	90.8%	93.3%
	<b>Total Peak</b>		<b>94.8%</b>	<b>96.1%</b>	<b>88.8%</b>	<b>92.0%</b>
	Off Peak Weekday		96.3%	94.3%	90.2%	93.8%
	Weekend		97.8%	97.3%	97.5%	97.4%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>98.8%</b>	<b>98.7%</b>	<b>96.4%</b>	<b>97.1%</b>
	AM Peak		98.9%	98.6%	92.9%	93.9%
	PM Peak		98.2%	98.4%	95.2%	96.4%
	<b>Total Peak</b>		<b>98.5%</b>	<b>98.5%</b>	<b>94.2%</b>	<b>95.3%</b>
	Off Peak Weekday		99.0%	98.7%	96.3%	97.2%
	Weekend		98.8%	99.0%	98.9%	98.7%
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>18,059</b>	<b>141,274</b>	<b>19,480</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-14.6	-13.0	-13.8	-11.8
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			107	865	171	974
<b>Trains Canceled</b>			25	350	559	804
<b>Trains Terminated</b>			24	300	49	214
<b>Percent of Scheduled Trips Completed</b>			99.7%	99.5%	96.9%	99.3%
<b>Consist Compliance</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		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
		Jul	August	YTD Thru August	August	YTD Thru August	
Engineering (Scheduled)	4.5%	36	24	297	38	305	(8)
Engineering (Unscheduled)	18.4%	59	97	757	106	1,081	(324)
Maintenance of Equipment	9.1%	87	48	564	53	688	(124)
Transportation	4.0%	13	21	113	15	229	(116)
Capital Projects	7.2%	81	38	850	113	627	223
Weather and Environmental	4.2%	86	22	430	779	1,074	(644)
Police	18.4%	56	97	616	64	633	(17)
Customers	12.5%	100	66	509	29	922	(413)
Special Events	9.7%	66	51	158	-	33	125
Other	8.1%	41	43	601	65	522	79
3rd Party Operations	4.0%	45	21	361	38	429	(68)
<b>Total:</b>	<b>100.0%</b>	670	528	5,256	1,300	6,543	(1,287)

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
3-Aug	Tue	Bridge strike east of Jamaica	10						2			12		
10-Aug	Tue	Trespasser strike at Floral Park Station	19	6	2				12	6	2	31	12	4
18-Aug	Wed	Track condition in Queens Interlocking				5		4	6	1		11	1	4
28-Aug	Sat	Signal trouble due to severe lightning storm							11			11		
<b>TOTAL FOR MONTH</b>			<b>29</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>31</b>	<b>7</b>	<b>2</b>	<b>65</b>	<b>13</b>	<b>8</b>
												<b>86</b>		

# Long Island Rail Road

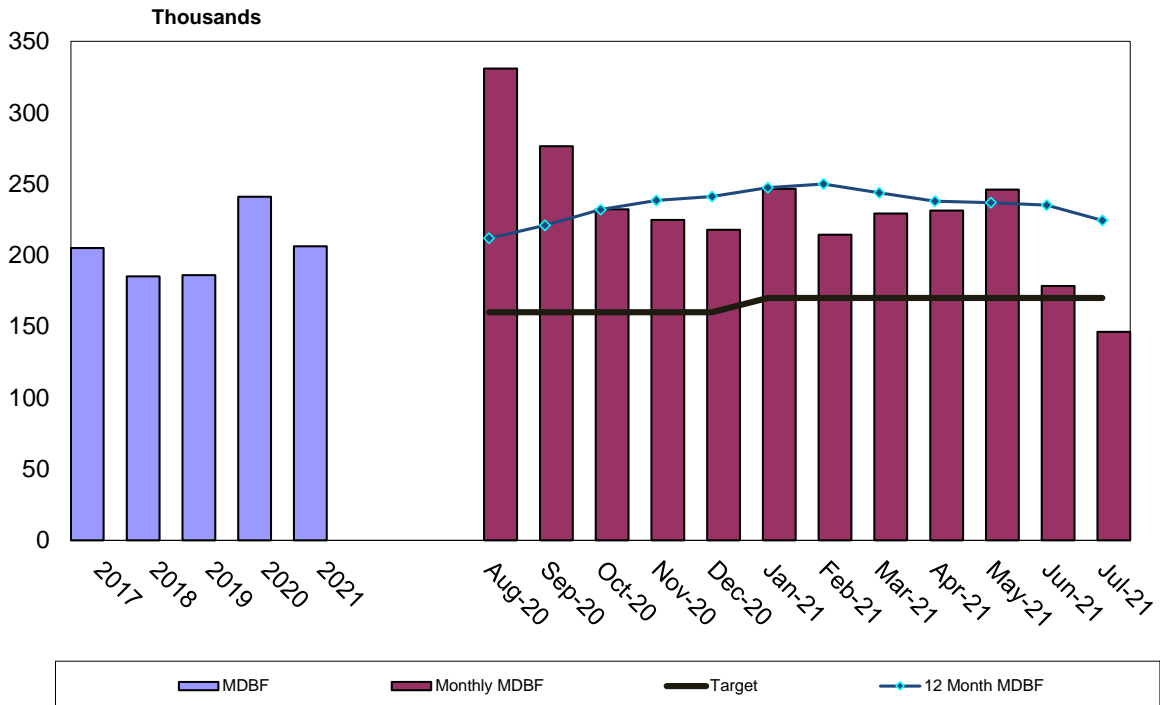
## MEAN DISTANCE BETWEEN FAILURES - JULY 2021

	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month Rolling Avg MDBF (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
<b>Mean Distance Between Failures</b>	M-3	138	60,000	0	0	0	-	36,037	0	76,144
	M-7	836	360,000	297,743	14	394,033	418,486	529,742	10	470,910
	M-9	98	180,000	439,603	1	182,560	220,153	297,304	0	234,290
	C-3	134	103,000	64,833	10	144,748	127,881	90,300	8	132,772
	DE	24	19,000	15,602	5	14,222	16,849	13,994	6	21,192
	DM	21	19,000	11,424	7	20,783	23,349	19,183	4	24,968
	Diesel	179	51,000	36,650	22	58,983	62,259	49,061	18	70,074
	<b>Fleet</b>	<b>1,251</b>	<b>170,000</b>	<b>146,333</b>	<b>37</b>	<b>206,244</b>	<b>224,371</b>	<b>232,638</b>	<b>28</b>	<b>234,479</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 fleet was not used during entire 2021 M-T-D.

### ALL FLEETS Mean Distance Between Failure 2017 - 2021





# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF AUGUST 2021

### Standee Report

#### East Of Jamaica

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF AUGUST 2021

### Standee Report

#### West Of Jamaica

			2021 Data	
			August	
			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>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>System Wide PEAK</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 AUGUST 2021**

<b>Elevator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>August</b>	<b>Year to Date</b>	<b>August</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	99.5%	99.3%	98.2%	99.3%
	<b>Far Rockaway Branch</b>	99.8%	99.1%	99.7%	99.5%
	<b>Hempstead Branch</b>	99.7%	99.4%	99.7%	99.5%
	<b>Long Beach Branch</b>	99.8%	99.3%	99.7%	99.6%
	<b>Port Jefferson Branch</b>	99.4%	99.2%	99.4%	98.8%
	<b>Port Washington Branch</b>	98.8%	99.1%	96.5%	98.9%
	<b>Ronkonkoma Branch</b>	99.6%	99.3%	99.0%	98.6%
	<b>City Terminal Branch</b>	98.4%	96.5%	98.3%	98.8%
	<b>Overall Average</b>	99.3%	98.6%	98.5%	98.9%

<b>Escalator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>August</b>	<b>Year to Date</b>	<b>August</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	97.2%	97.2%	95.2%	97.6%
	<b>Far Rockaway Branch</b>	98.7%	88.3%	99.0%	98.4%
	<b>Hempstead Branch</b>	98.2%	98.1%	94.8%	98.4%
	<b>Long Beach Branch</b>	98.9%	98.4%	99.1%	93.7%
	<b>Port Jefferson Branch</b>	99.4%	97.0%	96.9%	98.2%
	<b>City Terminal Branch</b>	91.4%	93.3%	93.0%	93.6%
	<b>Overall Average</b>	95.6%	95.2%	94.8%	95.9%



# Long Island Rail Road

## July 2021 Performance Summary

Robert Free, Senior Vice President – Operations



**Citi Field:** Employees and leadership from the Long Island Rail Road were among those honored at a New York Mets game on July 23, 2021 which recognized organizations that have gone above and beyond throughout the pandemic.





# Long Island Rail Road

## July 2021 Performance Summary

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### Highlights

On-Time Performance (OTP) for the month of July closed at **96.3%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is **96.2%**, which is an increase of **0.2** percentage points as compared to last year.

### Branch Performances

Nine out of eleven branches on the Long Island Rail Road operated at or above goal for the month of July. All branches are above goal year to date.

### Delays

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

The most significant event was Tropical Storm Elsa which impacted train service over 2 days. The incident affected 64 trains, delayed our customers an average of 10.6 minutes, and reduced our monthly OTP by 0.4%

### Consist Compliance

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

### Equipment Performance

The LIRR fleet MDBF operated at 178,413 in June and exceeded the goal. The year to date performance also continued to remain above its 5-year averages.



**OPERATING REPORT  
FOR MONTH OF JULY 2021**

**Performance Summary**

			2021 Data			2020 Data	
			Annual Goal	July	YTD thru July	July	YTD thru July
<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>96.3%</b>	<b>96.2%</b>	<b>96.2%</b>	<b>96.0%</b>
		AM Peak		97.6%	96.3%	96.6%	94.2%
		PM Peak		97.4%	97.4%	94.9%	93.4%
		<b>Total Peak</b>		<b>97.5%</b>	<b>96.8%</b>	<b>95.8%</b>	<b>93.8%</b>
		Off Peak Weekday		95.4%	95.5%	95.9%	96.3%
		Weekend		96.9%	96.8%	97.4%	97.1%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>97.0%</b>	<b>97.0%</b>	<b>97.6%</b>	<b>96.6%</b>
		AM Peak		98.2%	96.0%	98.6%	94.6%
		PM Peak		98.9%	98.7%	96.4%	94.5%
		<b>Total Peak</b>		<b>98.6%</b>	<b>97.3%</b>	<b>97.6%</b>	<b>94.5%</b>
		Off Peak Weekday		96.8%	97.3%	97.7%	97.4%
		Weekend		96.2%	96.0%	97.2%	96.6%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.4%</b>	<b>98.3%</b>	<b>98.0%</b>	<b>98.1%</b>
		AM Peak		98.4%	98.9%	98.3%	96.3%
		PM Peak		99.3%	99.4%	97.1%	97.2%
		<b>Total Peak</b>		<b>98.8%</b>	<b>99.1%</b>	<b>97.7%</b>	<b>96.7%</b>
		Off Peak Weekday		97.9%	97.5%	98.0%	98.2%
	Weekend		98.9%	99.0%	98.3%	98.8%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>96.2%</b>	<b>95.6%</b>	<b>94.4%</b>	<b>95.1%</b>	
	AM Peak		97.4%	95.5%	96.6%	94.1%	
	PM Peak		99.5%	97.5%	90.7%	87.3%	
	<b>Total Peak</b>		<b>98.4%</b>	<b>96.5%</b>	<b>93.6%</b>	<b>90.8%</b>	
	Off Peak Weekday		93.9%	94.4%	93.3%	95.6%	
	Weekend		97.9%	97.1%	97.5%	97.0%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.2%</b>	<b>96.8%</b>	<b>96.7%</b>	<b>96.4%</b>	
	AM Peak		99.3%	98.3%	97.6%	96.1%	
	PM Peak		96.8%	98.2%	96.7%	90.1%	
	<b>Total Peak</b>		<b>98.2%</b>	<b>98.2%</b>	<b>97.2%</b>	<b>93.3%</b>	
	Off Peak Weekday		94.5%	95.3%	96.5%	96.7%	
	Weekend		98.2%	98.2%	96.5%	97.7%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>97.7%</b>	<b>97.6%</b>	<b>97.6%</b>	<b>96.1%</b>	
	AM Peak		98.6%	98.6%	99.2%	95.7%	
	PM Peak		98.8%	99.0%	94.3%	93.6%	
	<b>Total Peak</b>		<b>98.7%</b>	<b>98.8%</b>	<b>96.9%</b>	<b>94.7%</b>	
	Off Peak Weekday		97.6%	97.2%	97.7%	96.1%	
	Weekend		97.0%	97.2%	98.3%	97.2%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>92.7%</b>	<b>93.4%</b>	<b>93.0%</b>	<b>94.4%</b>	
	AM Peak		96.6%	95.4%	93.2%	90.1%	
	PM Peak		93.6%	96.1%	93.6%	94.7%	
	<b>Total Peak</b>		<b>95.3%</b>	<b>95.7%</b>	<b>93.3%</b>	<b>92.2%</b>	
	Off Peak Weekday		93.9%	93.7%	93.9%	96.0%	
	Weekend		89.9%	91.7%	91.3%	92.7%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>93.5%</b>	<b>95.6%</b>	<b>95.5%</b>	<b>95.9%</b>	
	AM Peak		95.2%	96.8%	95.7%	94.4%	
	PM Peak		96.4%	98.2%	94.6%	93.8%	
	<b>Total Peak</b>		<b>95.8%</b>	<b>97.4%</b>	<b>95.2%</b>	<b>94.2%</b>	
	Off Peak Weekday		89.5%	93.9%	95.0%	95.7%	
	Weekend		97.4%	97.4%	97.3%	97.9%	
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>91.7%</b>	<b>93.4%</b>	<b>92.8%</b>	<b>92.9%</b>	
	AM Peak		96.6%	95.2%	90.1%	90.8%	
	PM Peak		88.4%	94.0%	90.1%	87.9%	
	<b>Total Peak</b>		<b>92.5%</b>	<b>94.6%</b>	<b>90.1%</b>	<b>89.4%</b>	
	Off Peak Weekday		87.0%	91.6%	92.5%	92.3%	
	Weekend		99.6%	96.1%	97.6%	97.5%	

<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>97.8%</b>	<b>95.6%</b>	<b>96.6%</b>	<b>97.4%</b>
	AM Peak		95.8%	93.0%	96.1%	95.7%
	PM Peak		98.1%	94.5%	96.2%	96.5%
	<b>Total Peak</b>		<b>97.0%</b>	<b>93.8%</b>	<b>96.2%</b>	<b>96.1%</b>
	Off Peak Weekday		97.8%	95.0%	95.5%	97.2%
	Weekend		98.5%	98.1%	99.7%	98.7%
	<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>96.5%</b>	<b>95.4%</b>	<b>95.0%</b>
	AM Peak		97.0%	95.3%	95.1%	91.7%
	PM Peak		98.4%	97.5%	94.6%	93.7%
	<b>Total Peak</b>		<b>97.6%</b>	<b>96.3%</b>	<b>94.9%</b>	<b>92.6%</b>
	Off Peak Weekday		95.3%	94.0%	93.5%	94.3%
	Weekend		97.5%	97.3%	99.3%	97.4%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>98.9%</b>	<b>98.7%</b>	<b>98.6%</b>	<b>97.2%</b>
	AM Peak		100.0%	98.6%	95.7%	94.1%
	PM Peak		97.1%	98.4%	97.4%	96.6%
	<b>Total Peak</b>		<b>98.4%</b>	<b>98.5%</b>	<b>96.6%</b>	<b>95.5%</b>
	Off Peak Weekday		99.5%	98.6%	99.3%	97.4%
	Weekend		98.3%	99.1%	99.3%	98.7%
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>18,212</b>	<b>123,215</b>	<b>20,156</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-12.9	-12.8	-12.9	-11.6
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			122	758	159	803
<b>Trains Canceled</b>			22	325	74	245
<b>Trains Terminated</b>			15	276	45	165
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.5%	99.4%	99.7%
<b>Consist Compliance</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		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
		Jun	July	YTD Thru July	July	YTD Thru July	
Engineering (Scheduled)	5.4%	51	36	273	20	267	6
Engineering (Unscheduled)	8.8%	72	59	660	197	975	(315)
Maintenance of Equipment	13.0%	94	87	516	165	635	(119)
Transportation	1.9%	9	13	92	11	214	(122)
Capital Projects	12.1%	108	81	812	75	514	298
Weather and Environmental	12.8%	3	86	408	82	295	113
Police	8.4%	112	56	519	67	569	(50)
Customers	14.9%	106	100	443	55	893	(450)
Special Events	9.9%	28	66	107	-	33	74
Other	6.1%	36	41	558	70	457	101
3rd Party Operations	6.7%	25	45	340	30	391	(51)
<b>Total:</b>	<b>100.0%</b>	644	670	4,728	772	5,243	(515)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
2-Jul	Fri	Switch trouble east of Atlantic Ave. Station	7		1				5			12		1
5-Jul	Mon	Summer Service Loading							13			13		
8-Jul	Thu	Tropical Storm Elsa				11	2		20			31	2	
9-Jul	Fri	Tropical Storm Elsa				1			13	12	5	14	12	5
9-Jul	Fri	Amtrak related signal trouble	5						6			11		
11-Jul	Sun	Signal trouble in Harold Interlocking							10	1	2	10	1	2
12-Jul	Mon	Smoke condition west of Nostrand Avenue Station							11			11		
13-Jul	Tue	Train 718 cancelled in Jamaica with equipment trouble							9		1	9		1
<b>TOTAL FOR MONTH</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>8</b>	<b>111</b>	<b>15</b>	<b>9</b>
												<b>135</b>		

# Long Island Rail Road

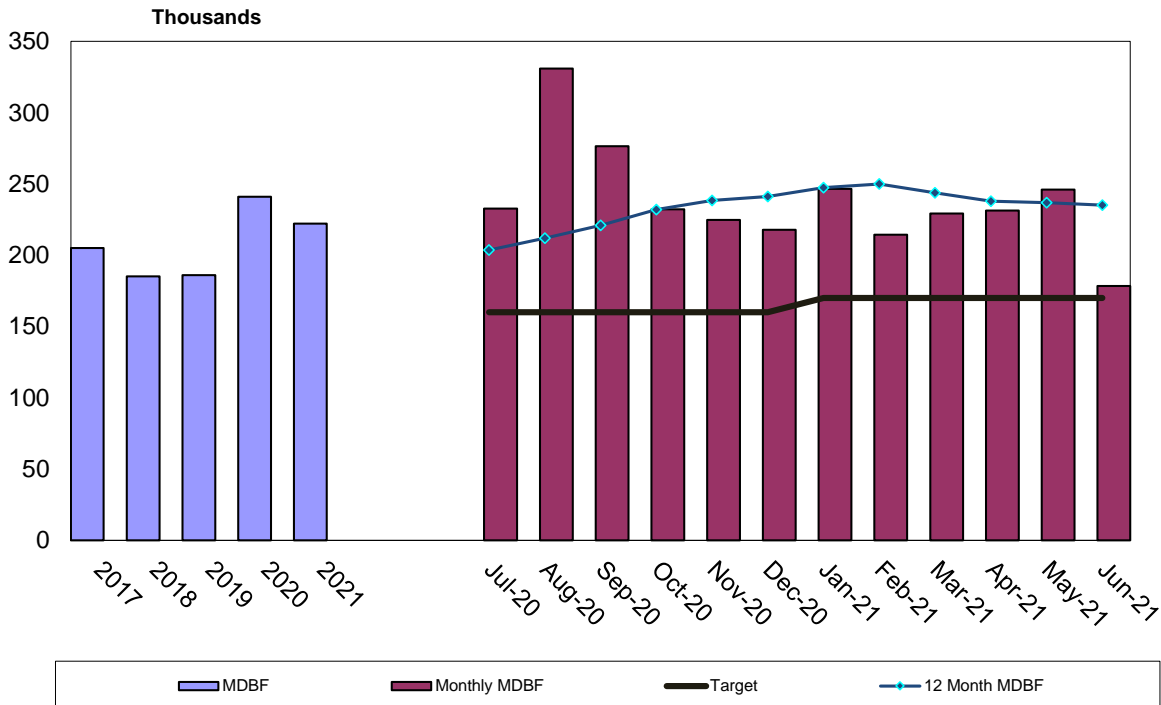
## MEAN DISTANCE BETWEEN FAILURES - JUNE 2021

	Equip- ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)	12 month MDBF Rolling Avg (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)
<b>Mean Distance Between Failures</b>	M-3	138	60,000	0	0	0	-	70,642	0	74,428
	M-7	836	360,000	567,335	7	416,882	441,090	533,629	9	460,939
	M-9	96	180,000	129,167	3	161,139	224,733	104,439	2	159,964
	C-3	134	103,000	109,991	6	184,705	133,568	60,121	11	145,840
	DE	24	19,000	8,032	9	14,006	16,654	15,459	5	23,248
	DM	21	19,000	20,727	4	24,636	25,314	22,711	3	26,620
	Diesel	179	51,000	42,902	19	66,103	64,461	42,461	19	76,274
	<b>Fleet</b>	<b>1,249</b>	<b>170,000</b>	<b>178,413</b>	<b>29</b>	<b>222,077</b>	<b>235,126</b>	<b>196,298</b>	<b>30</b>	<b>234,834</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 fleet was not used during entire 2021 M-T-D.

### ALL FLEETS Mean Distance Between Failure 2017 - 2021





# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JULY 2021

### Standee Report

#### East Of Jamaica

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JULY 2021

### Standee Report

#### West Of Jamaica

			2021 Data	
			July	
			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>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</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>System Wide PEAK</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 JULY 2021**

<b>Elevator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>July</b>	<b>Year to Date</b>	<b>July</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	99.2%	99.3%	99.5%	99.4%
	<b>Far Rockaway Branch</b>	96.5%	99.0%	99.4%	99.5%
	<b>Hempstead Branch</b>	99.3%	99.4%	98.9%	99.5%
	<b>Long Beach Branch</b>	98.7%	99.3%	99.6%	99.6%
	<b>Port Jefferson Branch</b>	99.5%	99.2%	99.3%	98.7%
	<b>Port Washington Branch</b>	99.6%	99.2%	99.4%	99.2%
	<b>Ronkonkoma Branch</b>	99.0%	99.2%	99.6%	98.5%
	<b>City Terminal Branch</b>	96.3%	96.3%	98.6%	98.9%
	<b>Overall Average</b>	98.0%	98.5%	99.3%	99.0%

<b>Escalator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>July</b>	<b>Year to Date</b>	<b>July</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	96.1%	97.2%	96.6%	97.3%
	<b>Far Rockaway Branch</b>	83.6%	86.8%	97.6%	98.6%
	<b>Hempstead Branch</b>	97.6%	98.1%	98.3%	98.9%
	<b>Long Beach Branch</b>	98.5%	98.3%	96.8%	98.0%
	<b>Port Jefferson Branch</b>	93.9%	96.6%	98.4%	98.2%
	<b>City Terminal Branch</b>	92.0%	93.4%	96.3%	97.0%
	<b>Overall Average</b>	94.5%	95.1%	96.7%	97.4%

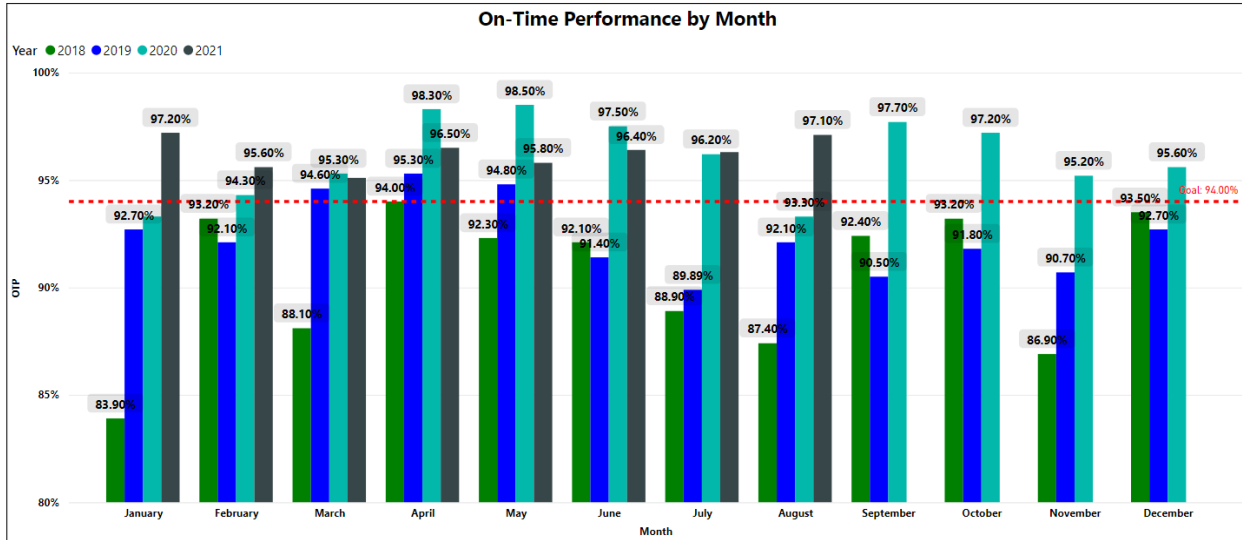
# Long Island Rail Road Performance Metrics Report



## On Time Performance

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

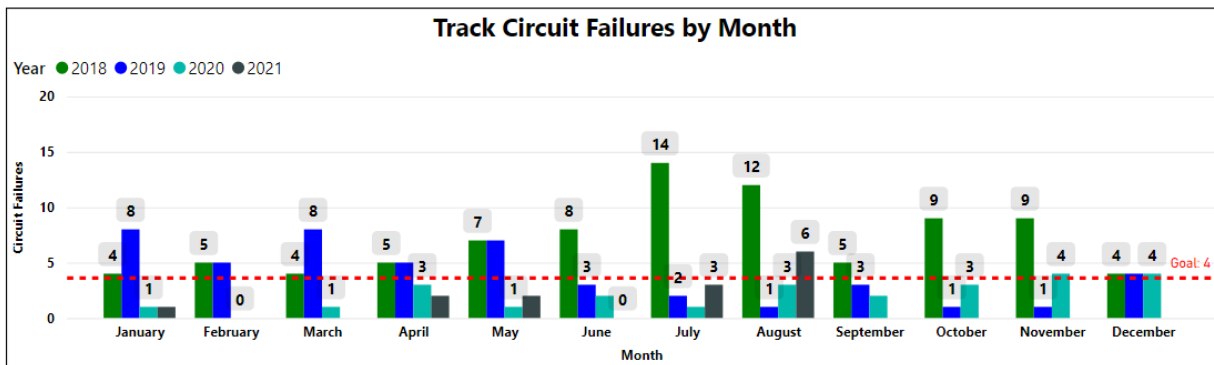
	2021		2020	
Goal	August	YTD	August	YTD
94.0%	97.1%	96.3%	93.3%	95.7%



## Number of Track Circuit Failures

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

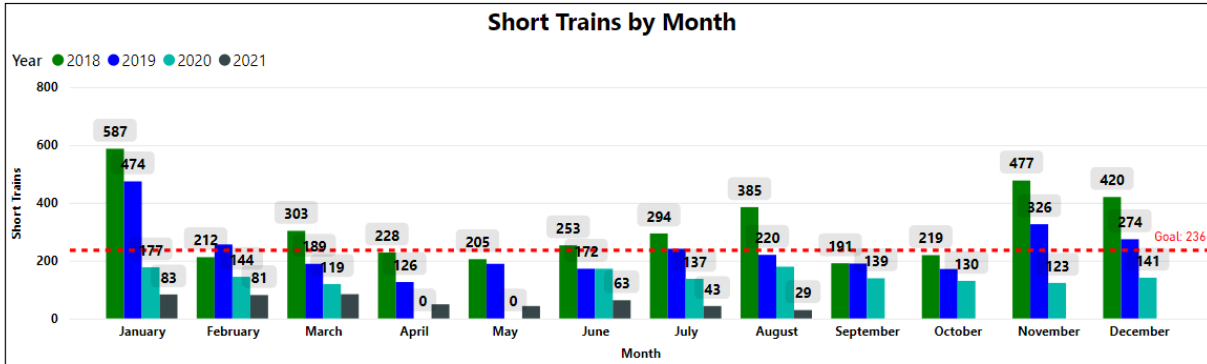
	2021		2020	
Goal	August	YTD	August	YTD
44	6	14	3	12



### Number of Short Trains\*

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

Goal	2021		2020	
	August	YTD	August	YTD
2,828 annually	29	475	139	928

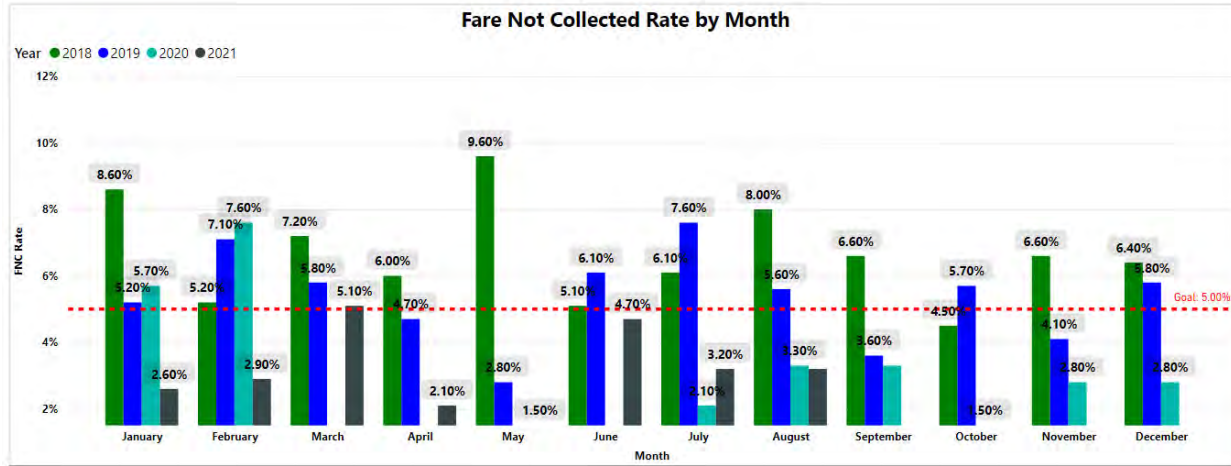


\* The LIRR did not record any short trains in April or May 2020 (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic. This renders the 2019, 2020 and 2021 YTD comparisons less meaningful.

## Fare Not Collected Rate

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

	2021		2020	
Goal	August	YTD	August	YTD
	3.2%	3.2%	3.3%	5.3%

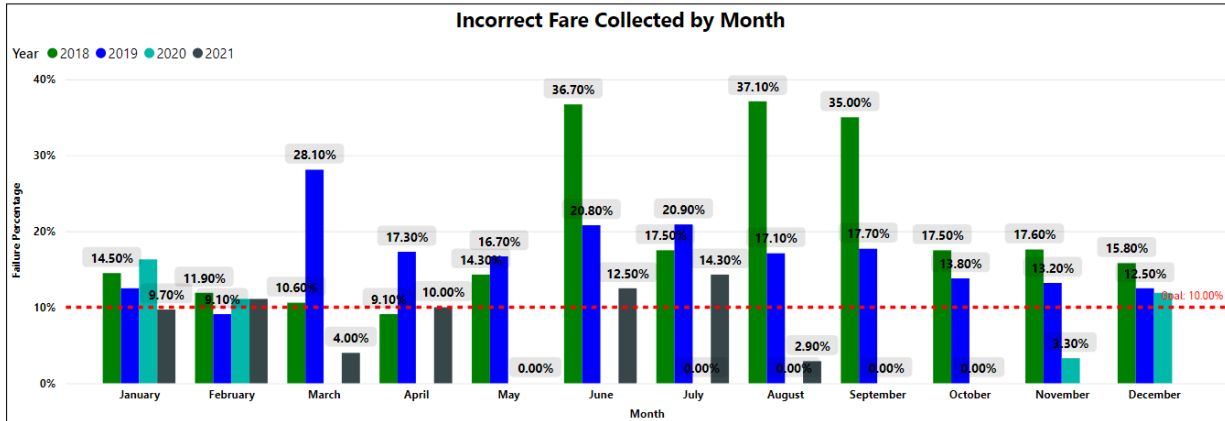


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic from March through June. In August 2021, the LIRR reported a Fare Not Collected Rate of 3.2%. This compared to a 3.3% Fare Not Collected Rate in August 2020.
- Since Auditor observations were suspended between March and June, the comparisons between 2019, 2020 and 2021 YTD are less meaningful.

## Incorrect Fare Collected Rate

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

	2021		2020	
Goal	August	YTD	August	YTD
10.0%	2.9%	8.4%	0.0%	12.0%

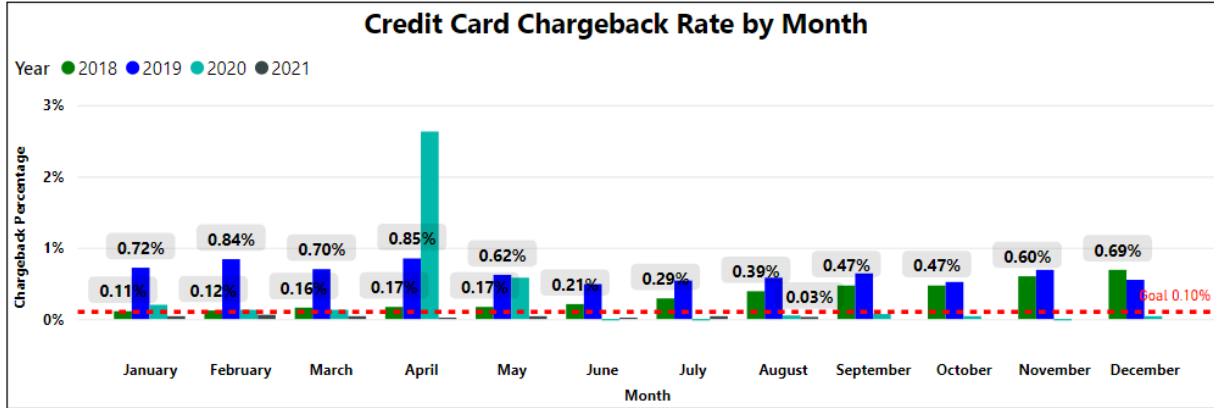


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In August 2021, the LIRR reported an Incorrect Fare Collected Rate of 2.9%. This is compared to a 0.0% Incorrect Fare Collected Rate from August 2020.
- Additionally, since no peak fares are in effect it is less likely that auditors will observe instances of incorrect fare collection, so current month and year-to-year comparisons are less meaningful.

## Credit Card Chargeback Rate

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

	2021		2020	
Goal	August	YTD	August	YTD
0.10%	0.03%	0.03%	0.05%	0.16%





# Long Island Rail Road

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## *Financial Report Highlights*

*July 2021*



**Francis Landers**

Financial Liaison Long Island Rail Road  
MTA Office of the Chief Financial Officer





# 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 Mid-Year Forecast and key financial performance indicators.

### July 2021 Highlights

- Total revenue of \$393.4 million was \$3.5 million higher than the forecast. This was primarily due to higher farebox revenue, partially offset by the timing of reimbursements for capital activity.
- Through July 2021 ridership was 16.5 million, which was (18.3)% below 2020 and (68.5)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 3.4% above the forecast. Commutation ridership of 4.8 million was (55.6)% below 2020 and (24.6)% below the forecast. Non-Commutation ridership of 11.8 million was 24.3% above 2020 and 21.8% above the forecast. Consequently, farebox revenue of \$139.8 million was \$5.2 million higher than the forecast.
- Total expenses before non-cash liability adjustments of \$1,100.0 million were \$67.0 million or 5.7% favorable to the forecast. 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, electric and insurance expenses.

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

<b><u>Category (\$ in Millions)</u></b>	<b><u>Forecast</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>
<b>Total Revenue</b>	\$389.9	\$393.4	\$3.5
<b>Total Expenses Before Non-Cash Liabilities</b>	1,167.0	1,100.0	67.0
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$777.1)</b>	<b>(\$706.6)</b>	<b>\$70.5</b>
<b>Other Non-Cash Liabilities</b>	260.7	270.0	(9.3)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$1,037.8)</b>	<b>(\$976.7)</b>	<b>\$61.1</b>
<b>Cash Adjustments</b>	200.8	226.1	25.3
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$837.0)</b>	<b>(\$750.6)</b>	<b>\$86.4</b>



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

July YTD operating results were favorable by \$61.1 or 5.9% lower than the forecast.

Non-Reimbursable revenues through July were \$6.0 favorable to the forecast. Farebox Revenue was favorable as a result of higher ridership and yield per passenger. Other Operating Revenues were favorable to forecast due to the timing of rental revenue, partially offset by lower advertising revenue. Total Non-Reimbursable expenses were \$55.1 favorable due to vacant positions and associated fringe costs, the timing of materials and maintenance services, and lower OPEB current, overtime and electric/fuel, partially offset by higher depreciation and bad debt expenses.

YTD capital and other reimbursable expenditures (and reimbursements) were \$2.5 lower than the forecast due to the timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$393.4 were \$3.5 or 0.9% favorable to the forecast.

- **Y-T-D Farebox Revenues** were \$5.2 favorable to the forecast due to higher ridership and yield per passenger. Ridership through July was 16.5 million. This was (18.3)% lower than 2020 (adjusted for the same number of calendar work days) and 3.4% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$0.8 favorable to the forecast due to the timing of rental revenue, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$2.5 unfavorable due to the timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to Date **Total Expenses** (including depreciation and other) of \$1,370.1 were favorable to the forecast by \$57.6 or 4.0%.

**Labor Expenses**, \$57.0 favorable Y-T-D.

- **Payroll**, \$17.3 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$17.3 favorable Y-T-D (primarily lower programmatic/routine maintenance, vacancy/absentee coverage, capital project activity and scheduled/unscheduled service).
- **Health & Welfare**, \$3.7 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$5.9 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$2.2 favorable Y-T-D (timing).
- **Other Fringe**, \$10.6 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions and timing of FELA indemnity reserves/payments).

**Non-Labor Expenses**, \$10.0 favorable Y-T-D.

- **Electric Power**, \$4.0 favorable Y-T-D (lower usage, partially offset by higher rates).
- **Fuel**, \$0.2 favorable Y-T-D (lower usage and rates, partially offset by the timing of accruals).
- **Insurance**, \$0.8 favorable Y-T-D (primarily force account insurance).
- **Claims**, \$0.6 favorable Y-T-D (decrease in corporate reserves).



# Long Island Rail Road

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## *Financial Report Highlights*

- **Maintenance and Other Operating Contracts**, \$3.2 favorable Y-T-D (primarily the timing of Jamaica Central Control maintenance invoices, Moynihan Train Hall one-time expenses, maintenance & repair services, hazardous waste cleanup, vehicle purchases, and expenses charged to Professional Services instead of Maintenance and Other Operating Contracts, partially offset by the timing of joint facility maintenance, vegetation management, waste maintenance and higher capital project activity).
- **Professional Services**, \$(1.5) unfavorable Y-T-D (primarily due to capital project activity and expenses charged to Professional Services instead of Maintenance and Other Operating Contracts, partially offset by the timing of rolling stock decommissioning, MTA Chargeback services, IT hardware and software costs for new facilities and rail inspections).
- **Materials and Supplies**, \$4.3 favorable Y-T-D (primarily timing of fleet maintenance and modifications and right of way initiatives, partially offset by higher capital project activity).
- **Other Business Expenses**, \$(1.7) unfavorable Y-T-D (primarily due to higher bad debt reserves and credit/debit card fees, partially offset by lower office supplies, travel and other miscellaneous expenses).

**Depreciation and Other**, \$(9.4) unfavorable Y-T-D (Primarily depreciation).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through July of \$(750.6) was \$86.4 favorable to the forecast due to higher farebox revenue, the timing of capital and other reimbursements and the timing of and lower expenditures).

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date July Farebox Operating Ratio was 23.2%, 3.7 percentage points above the forecast resulting from higher farebox revenue and lower expenses.
- The July Adjusted Farebox Operating Ratio was 27.1%, which is above the forecast due to higher farebox revenue and lower expenses.
- The July Adjusted Cost per Passenger was \$35.21, which is lower than the forecast due to higher ridership and lower expenses.
- The July Revenue per Passenger was \$8.86, which was slightly above the forecast.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY 2021**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$29.809	\$29.322	(\$0.487)	(1.6)	\$0.000	\$0.000	\$0.000	-	\$29.809	\$29.322	(\$0.487)	(1.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.199	2.254	0.055	2.5	0.000	0.000	0.000	-	2.199	2.254	0.055	2.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	35.877	34.207	(1.670)	(4.7)	35.877	34.207	(1.670)	(4.7)
<b>Total Revenue</b>	<b>\$32.009</b>	<b>\$31.576</b>	<b>(\$0.433)</b>	<b>(1.4)</b>	<b>\$35.877</b>	<b>\$34.207</b>	<b>(\$1.670)</b>	<b>(4.7)</b>	<b>\$67.886</b>	<b>\$65.783</b>	<b>(\$2.103)</b>	<b>(3.1)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$53.854	\$53.322	\$0.532	1.0	\$12.342	\$11.292	\$1.050	8.5	\$66.196	\$64.614	\$1.582	2.4
Overtime	14.522	9.952	4.570	31.5	5.730	4.705	1.025	17.9	20.252	14.657	5.595	27.6
Health and Welfare	10.218	9.255	0.963	9.4	2.990	2.769	0.220	7.4	13.208	12.025	1.184	9.0
OPEB Current Payment	6.521	5.019	1.502	23.0	0.000	0.000	0.000	-	6.521	5.019	1.502	23.0
Pensions	14.247	15.006	(0.759)	(5.3)	4.858	3.291	1.567	32.3	19.104	18.297	0.807	4.2
Other Fringe Benefits	14.986	12.036	2.950	19.7	3.057	3.007	0.050	1.6	18.043	15.043	3.000	16.6
Reimbursable Overhead	(1.588)	(3.178)	1.590	*	1.588	3.178	(1.590)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$112.760</b>	<b>\$101.413</b>	<b>\$11.347</b>	<b>10.1</b>	<b>\$30.565</b>	<b>\$28.243</b>	<b>\$2.322</b>	<b>7.6</b>	<b>\$143.325</b>	<b>\$129.656</b>	<b>\$13.669</b>	<b>9.5</b>
<i>Non-Labor:</i>												
Electric Power	\$8.377	\$7.067	\$1.310	15.6	\$0.026	\$0.028	(\$0.002)	(7.3)	\$8.403	\$7.095	\$1.308	15.6
Fuel	1.453	1.265	0.188	12.9	0.000	0.000	0.000	-	1.453	1.265	0.188	12.9
Insurance	1.650	1.679	(0.029)	(1.8)	0.746	0.502	0.244	32.7	2.397	2.182	0.215	9.0
Claims	0.381	0.431	(0.051)	(13.4)	0.000	0.000	0.000	-	0.381	0.431	(0.051)	(13.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.888	6.151	1.737	22.0	1.315	1.603	(0.288)	(21.9)	9.203	7.754	1.449	15.7
Professional Service Contracts	3.662	3.402	0.260	7.1	0.076	0.533	(0.457)	*	3.738	3.935	(0.196)	(5.3)
Materials & Supplies	14.642	4.380	10.262	70.1	3.108	3.233	(0.125)	(4.0)	17.750	7.613	10.137	57.1
Other Business Expenses	0.897	0.577	0.320	35.7	0.042	0.065	(0.024)	(57.1)	0.939	0.642	0.296	31.6
<b>Total Non-Labor Expenses</b>	<b>\$38.950</b>	<b>\$24.952</b>	<b>\$13.998</b>	<b>35.9</b>	<b>\$5.313</b>	<b>\$5.964</b>	<b>(\$0.652)</b>	<b>(12.3)</b>	<b>\$44.262</b>	<b>\$30.916</b>	<b>\$13.346</b>	<b>30.2</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>\$151.710</b>	<b>\$126.365</b>	<b>\$25.345</b>	<b>16.7</b>	<b>\$35.877</b>	<b>\$34.207</b>	<b>\$1.670</b>	<b>4.7</b>	<b>\$187.587</b>	<b>\$160.572</b>	<b>\$27.015</b>	<b>14.4</b>
Depreciation	\$35.089	\$37.290	(\$2.201)	(6.3)	\$0.000	\$0.000	\$0.000	-	\$35.089	\$37.290	(\$2.201)	(6.3)
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	0.086	0.167	(0.081)	(94.0)	0.000	0.000	0.000	-	0.086	0.167	(0.081)	(94.0)
<b>Total Expenses</b>	<b>\$186.885</b>	<b>\$163.821</b>	<b>\$23.064</b>	<b>12.3</b>	<b>\$35.877</b>	<b>\$34.207</b>	<b>\$1.670</b>	<b>4.7</b>	<b>\$222.762</b>	<b>\$198.029</b>	<b>\$24.734</b>	<b>11.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$154.877)</b>	<b>(\$132.246)</b>	<b>\$22.631</b>	<b>14.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$154.877)</b>	<b>(\$132.246)</b>	<b>\$22.631</b>	<b>14.6</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.089	\$37.290	\$2.201	6.3	\$0.000	\$0.000	\$0.000	-	35.089	\$37.290	\$2.201	6.3
Operating/Capital	(0.807)	(0.187)	0.621	76.9	0.000	0.000	0.000	-	(0.807)	(0.187)	0.621	76.9
Other Cash Adjustments	(1.489)	(5.614)	(4.125)	*	0.000	0.000	0.000	-	(1.489)	(5.614)	(4.125)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$32.793</b>	<b>\$31.489</b>	<b>(\$1.304)</b>	<b>(4.0)</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$32.793</b>	<b>\$31.489</b>	<b>(\$1.304)</b>	<b>(4.0)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$122.084)</b>	<b>(\$100.757)</b>	<b>\$21.327</b>	<b>17.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$122.084)</b>	<b>(\$100.757)</b>	<b>\$21.327</b>	<b>17.5</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**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$134.556	\$139.773	\$5.217	3.9	\$0.000	\$0.000	\$0.000	-	\$134.556	\$139.773	\$5.217	3.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	16.352	17.121	0.768	4.7	0.000	0.000	0.000	-	16.352	17.121	0.768	4.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	238.973	236.497	(2.476)	(1.0)	238.973	236.497	(2.476)	(1.0)
<b>Total Revenue</b>	<b>\$150.908</b>	<b>\$156.893</b>	<b>\$5.986</b>	<b>4.0</b>	<b>\$238.973</b>	<b>\$236.497</b>	<b>(\$2.476)</b>	<b>(1.0)</b>	<b>\$389.881</b>	<b>\$393.391</b>	<b>\$3.510</b>	<b>0.9</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$333.415	\$320.025	\$13.390	4.0	\$85.185	\$81.293	\$3.892	4.6	\$418.600	\$401.318	\$17.282	4.1
Overtime	81.304	69.183	12.121	14.9	32.959	27.779	5.180	15.7	114.263	96.962	17.301	15.1
Health and Welfare	69.794	67.099	2.695	3.9	20.012	19.017	0.996	5.0	89.807	86.116	3.691	4.1
OPEB Current Payment	41.674	35.761	5.914	14.2	0.000	0.000	0.000	-	41.674	35.761	5.914	14.2
Pensions	103.123	107.381	(4.258)	(4.1)	29.171	22.684	6.487	22.2	132.293	130.064	2.229	1.7
Other Fringe Benefits	98.100	87.821	10.279	10.5	20.946	20.655	0.291	1.4	119.046	108.477	10.570	8.9
Reimbursable Overhead	(15.417)	(22.175)	6.758	43.8	15.417	22.175	(6.758)	(43.8)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$711.994</b>	<b>\$665.095</b>	<b>\$46.899</b>	<b>6.6</b>	<b>\$203.690</b>	<b>\$193.602</b>	<b>\$10.088</b>	<b>5.0</b>	<b>\$915.684</b>	<b>\$858.697</b>	<b>\$56.987</b>	<b>6.2</b>
<i>Non-Labor:</i>												
Electric Power	\$48.490	\$44.464	\$4.026	8.3	\$0.155	\$0.168	(\$0.013)	(8.4)	\$48.645	\$44.632	\$4.013	8.2
Fuel	11.137	10.895	0.242	2.2	0.000	0.000	0.000	-	11.137	\$10.895	0.242	2.2
Insurance	11.148	11.202	(0.054)	(0.5)	4.302	3.442	0.860	20.0	15.450	\$14.644	0.806	5.2
Claims	2.397	1.788	0.608	25.4	0.000	0.000	0.000	-	2.397	\$1.788	0.608	25.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	47.588	43.488	4.099	8.6	9.486	10.426	(0.940)	(9.9)	57.074	\$53.914	3.159	5.5
Professional Service Contracts	23.451	22.726	0.725	3.1	0.823	3.051	(2.228)	*	24.274	\$25.777	(1.503)	(6.2)
Materials & Supplies	67.950	58.398	9.552	14.1	20.190	25.395	(5.205)	(25.8)	88.140	\$83.793	4.347	4.9
Other Business Expenses	3.882	5.477	(1.596)	(41.1)	0.328	0.413	(0.086)	(26.1)	4.209	\$5.891	(1.681)	(39.9)
<b>Total Non-Labor Expenses</b>	<b>\$216.041</b>	<b>\$198.438</b>	<b>\$17.603</b>	<b>8.1</b>	<b>\$35.283</b>	<b>\$42.895</b>	<b>(\$7.612)</b>	<b>(21.6)</b>	<b>\$251.324</b>	<b>\$241.334</b>	<b>\$9.991</b>	<b>4.0</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>\$928.034</b>	<b>\$863.533</b>	<b>\$64.501</b>	<b>7.0</b>	<b>\$238.973</b>	<b>\$236.497</b>	<b>\$2.476</b>	<b>1.0</b>	<b>\$1,167.008</b>	<b>\$1,100.031</b>	<b>\$66.977</b>	<b>5.7</b>
Depreciation	\$259.107	\$267.831	(8.725)	(3.4)	\$0.000	\$0.000	\$0.000	-	\$259.107	\$267.831	(8.725)	(3.4)
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	1.570	2.199	(0.629)	(40.1)	0.000	0.000	0.000	-	1.570	2.199	(0.629)	(40.1)
<b>Total Expenses</b>	<b>\$1,188.712</b>	<b>\$1,133.564</b>	<b>\$55.148</b>	<b>4.6</b>	<b>\$238.973</b>	<b>\$236.497</b>	<b>\$2.476</b>	<b>1.0</b>	<b>\$1,427.685</b>	<b>\$1,370.061</b>	<b>\$57.624</b>	<b>4.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,037.804)</b>	<b>(\$976.671)</b>	<b>\$61.133</b>	<b>5.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$1,037.804)</b>	<b>(\$976.671)</b>	<b>\$61.133</b>	<b>5.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$259.107	\$267.831	\$8.725	3.4	\$0.000	\$0.000	\$0.000	-	259.107	\$267.831	\$8.725	3.4
Operating/Capital	(5.841)	(3.020)	2.821	48.3	0.000	0.000	0.000	-	(5.841)	(3.020)	2.821	48.3
Other Cash Adjustments	(52.509)	(38.745)	13.765	26.2	0.000	0.000	0.000	-	(52.509)	(38.745)	13.765	26.2
<b>Total Cash Conversion Adjustments</b>	<b>\$200.756</b>	<b>\$226.066</b>	<b>\$25.310</b>	<b>12.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$200.756</b>	<b>\$226.066</b>	<b>\$25.310</b>	<b>12.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$837.048)</b>	<b>(\$750.604)</b>	<b>\$86.443</b>	<b>10.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$837.048)</b>	<b>(\$750.604)</b>	<b>\$86.443</b>	<b>10.3</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  
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS  
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	July 2021		Reason for Variance	Year-to-Date July 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	(0.487)	(1.6)	Lower ridership \$(0.660), partially offset by higher yield per passenger \$0.173.	5.217	3.9	Higher ridership \$4.576, and higher yield per passenger \$0.641.
Other Operating Revenue	Non Reimb.	0.055	2.5	Primarily due to timing of rental revenue, partially offset by lower advertising.	0.768	4.7	Primarily due to the timing of rental revenue, partially offset by lower advertising revenue.
Capital & Other Reimbursements	Reimb.	(1.670)	(4.7)	Timing of capital project activity and interagency reimbursements.	(2.476)	(1.0)	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	0.532	1.0	Primarily vacant positions.	13.390	4.0	Primarily vacant positions.
	Reimb.	1.050	8.5	Primarily due to timing of project activity.	3.892	4.6	Primarily due to timing of project activity.
Overtime	Non Reimb.	4.570	31.5	Lower vacancy/absentee coverage, programmatic/routine maintenance and scheduled/unscheduled service.	12.121	14.9	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service.
	Reimb.	1.025	17.9	Lower capital reimbursable activity.	5.180	15.7	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	0.963	9.4	Vacant positions.	2.695	3.9	Vacant positions.
	Reimb.	0.220	7.4	Primarily due to timing of project activity.	0.996	5.0	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.502	23.0	Fewer retirees/beneficiaries.	5.914	14.2	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(0.759)	(5.3)	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.	(4.258)	(4.1)	Primarily due to the timing of employee COVID-19 death benefits. Total pension plan contributions are on plan, however, the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	1.567	32.3	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.	6.487	22.2	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS  
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	July 2021		Reason for Variance	Year-to-Date July 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	2.950	19.7	Lower Railroad Retirement Taxes due to vacant positions and the timing of FELA indemnity reserves.	10.279	10.5	Lower Railroad Retirement Taxes due to vacant positions and the timing of FELA indemnity reserves.
	Reimb.	0.050	1.6	Primarily due to timing of project activity.	0.291	1.4	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.590	*	Primarily due to timing of project activity.	6.758	43.8	Primarily due to timing of project activity.
	Reimb.	(1.590)	*	Primarily due to timing of project activity.	(6.758)	(43.8)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.310	15.6	Primarily due to lower usage, partially offset by higher rates.	4.026	8.3	Primarily due to lower usage, partially offset by higher rates.
	Reimb.	(0.002)	(7.3)		(0.013)	(8.4)	
Fuel	Non Reimb.	0.188	12.9	Primarily due to lower usage and rates.	0.242	2.2	Primarily due to lower usage and rates, partially offset by the timing of accruals.
Insurance	Non Reimb.	(0.029)	(1.8)	Higher property insurance.	(0.054)	(0.5)	Higher property insurance, partially offset by lower liability insurance.
	Reimb.	0.244	32.7	Force Account Insurance associated with project activity.	0.860	20.0	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.051)	(13.4)	Primarily increase in Corporate Reserves.	0.608	25.4	Primarily decrease in Corporate Reserves.
Maintenance & Other Operating Contracts	Non Reimb.	1.737	22.0	Primarily due to the timing of invoices for JCC maintenance and Moynihan Train Hall one-time start-up costs, delayed vehicle purchases and security guard expenses hitting Professional Services instead of Maintenance and Other Operating Contracts, partially offset by higher joint facility maintenance.	4.099	8.6	Primarily due to the timing of JCC maintenance invoices, Moynihan Train Hall one-time start-up costs, uniform invoices, maintenance & repair services and hazardous waste cleanup, delayed vehicle purchases, lower real estate rental costs and security guard expenses hitting Professional Services instead of Maintenance and Other Operating Contracts, partially offset by higher joint facility maintenance and timing of vegetation management and waste maintenance.
	Reimb.	(0.288)	(21.9)	Primarily due to timing of project activity.	(0.940)	(9.9)	Primarily due to timing of project activity.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS  
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	July 2021		Reason for Variance	Year-to-Date July 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.260	7.1	Primarily due to the timing of rail testing, IT hardware and software costs for GCT and Midday Storage Yard offices, rolling stock decommissioning and MTA chargebacks, partially offset by security guard expenses hitting Professional Services instead of Maintenance and Other Operating Contracts.	0.725	3.1	Primarily due to the timing of rail testing, rolling stock decommissioning, IT hardware and software costs for GCT and Midday Storage Yard offices and revenue fleet inspection and testing, and MTA chargebacks, partially offset by security guard expenses hitting Professional Services instead of Maintenance and Other Operating Contracts. invoices.
	Reimb.	(0.457)	*	Primarily due to timing of project activity.	(2.228)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	10.262	70.1	Primarily the timing of modifications and RCM/RR activity for revenue fleet and right of way material, and lower miscellaneous inventory adjustments and COVID19 cleaning costs.	9.552	14.1	Primarily timing of modifications and RCM activity for revenue fleet and right of way material, and lower miscellaneous inventory adjustments and COVID19 cleaning costs.
	Reimb.	(0.125)	(4.0)	Primarily due to timing of project activity.	(5.205)	(25.8)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.320	35.7	Primarily due to the reversal of retroactive wage payments which have been reclassified to payroll and other business expenses, partially offset by higher debit/credit card fees.	(1.596)	(41.1)	Primarily due to higher bad debt reserves and credit/debit card fees, partially offset by lower travel, office supplies and other miscellaneous expenses.
	Reimb.	(0.024)	(57.1)	Primarily due to timing of project activity.	(0.086)	(26.1)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.201)	(6.3)	Based on certain capital assets being fully depreciated.	(8.725)	(3.4)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.081)	(94.0)		(0.629)	(40.1)	



Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
July 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$30.109	\$28.885	(\$1.224)	(4.1)	\$133.812	\$140.394	\$6.583	4.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.626	1.470	0.844	*	17.298	18.231	0.932	5.4
Capital & Other Reimbursements	39.109	43.946	4.837	12.4	215.693	221.435	5.742	2.7
<b>Total Receipts</b>	<b>\$69.844</b>	<b>\$74.301</b>	<b>\$4.457</b>	<b>6.4</b>	<b>\$366.803</b>	<b>\$380.061</b>	<b>\$13.257</b>	<b>3.6</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$67.527	\$62.556	\$4.971	7.4	\$397.278	\$378.708	\$18.570	4.7
Overtime	23.931	15.444	8.486	35.5	112.160	90.581	21.579	19.2
Health and Welfare	13.208	12.057	1.151	8.7	89.134	84.059	5.075	5.7
OPEB Current Payment	6.521	5.175	1.346	20.6	41.674	35.570	6.104	14.6
Pensions	19.104	18.013	1.091	5.7	132.106	126.227	5.879	4.5
Other Fringe Benefits	21.352	19.425	1.926	9.0	175.612	161.368	14.245	8.1
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>\$151.643</b>	<b>\$132.671</b>	<b>\$18.972</b>	<b>12.5</b>	<b>\$947.964</b>	<b>\$876.513</b>	<b>\$71.451</b>	<b>7.5</b>
<i>Non-Labor:</i>								
Electric Power	\$8.403	\$6.982	\$1.421	16.9	\$47.559	\$43.303	\$4.256	8.9
Fuel	1.420	2.119	(0.698)	(49.2)	11.299	11.173	0.126	1.1
Insurance	0.625	5.324	(4.700)	*	3.904	7.846	(3.943)	*
Claims	0.140	0.184	(0.044)	(31.8)	1.117	1.328	(0.211)	(18.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.602	9.390	0.212	2.2	63.884	61.962	1.922	3.0
Professional Service Contracts	1.611	1.810	(0.199)	(12.4)	17.927	20.587	(2.660)	(14.8)
Materials & Supplies	16.955	14.930	2.025	11.9	101.186	99.227	1.959	1.9
Other Business Expenses	1.196	1.224	(0.028)	(2.3)	7.178	6.790	0.388	5.4
<b>Total Non-Labor Expenditures</b>	<b>\$39.951</b>	<b>\$41.964</b>	<b>(\$2.013)</b>	<b>(5.0)</b>	<b>\$254.054</b>	<b>\$252.217</b>	<b>\$1.837</b>	<b>0.7</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$0.333	\$0.423	(\$0.090)	(26.9)	\$1.833	\$1.935	(\$0.102)	(5.6)
<b>Total Other Expenditure Adjustments</b>	<b>\$0.333</b>	<b>\$0.423</b>	<b>(\$0.090)</b>	<b>(26.9)</b>	<b>\$1.833</b>	<b>\$1.935</b>	<b>(\$0.102)</b>	<b>(5.6)</b>
<b>Total Expenditures</b>	<b>\$191.928</b>	<b>\$175.058</b>	<b>\$16.870</b>	<b>8.8</b>	<b>\$1,203.851</b>	<b>\$1,130.665</b>	<b>\$73.186</b>	<b>6.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$122.084)</b>	<b>(\$100.757)</b>	<b>\$21.327</b>	<b>17.5</b>	<b>(\$837.048)</b>	<b>(\$750.604)</b>	<b>\$86.443</b>	<b>10.3</b>
<b>MTA Subsidy</b>	<b>122.084</b>	<b>89.174</b>	<b>(32.909)</b>	<b>(27.0)</b>	<b>837.048</b>	<b>530.786</b>	<b>(306.261)</b>	<b>(36.6)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>0.000</b>	<b>(0.110)</b>	<b>(0.110)</b>	<b>*</b>	<b>0.000</b>	<b>(13.223)</b>	<b>(13.223)</b>	<b>*</b>

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	July 2021			Year-to-Date as of July 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(1.224)	(4.1)	Lower advance sales impact \$(0.874) and lower ridership \$(0.660), partially offset by higher yields \$0.173 and higher MetroCard/AirTrain sales \$0.137.	6.583	4.9	Higher ridership \$4.576, higher advance sales impact \$1.020, higher yields \$0.641 and higher MetroCard/AirTrain sales \$0.345.
Other Operating Revenue	0.844	*	Primarily due to the timing of rental payments.	0.932	5.4	Primarily due to the timing of rental payments and Intercompany TPA/Law payments.
Capital and Other Reimbursements	4.837	12.4	Timing of activity and reimbursement for capital and other reimbursements.	5.742	2.7	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	4.971	7.4	Primarily due to vacant positions.	18.570	4.7	Primarily due to vacant positions.
Overtime	8.486	35.5	Primarily due to lower vacancy/absentee coverage, programmatic/routine maintenance, lower scheduled/unscheduled service and project overtime.	21.579	19.2	Primarily due to lower project overtime, programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service.
Health and Welfare	1.151	8.7	Primarily due to vacant positions and intercompany reimbursements.	5.075	5.7	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.346	20.6	Primarily due to the timing of NYSHIP payments, partially offset by fewer retirees/beneficiaries.	6.104	14.6	Primarily due to fewer retirees/beneficiaries.
Pensions	1.091	5.7	Due to intercompany reimbursements.	5.879	4.5	Due to intercompany reimbursements.
Other Fringe Benefits	1.926	9.0	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments.	14.245	8.1	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments.

**MTA LONG ISLAND RAIL ROAD  
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	July 2021			Year-to-Date as of July 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	1.421	16.9	Primarily due to lower usage, partially offset by higher rates.	4.256	8.9	Primarily due to lower usage, partially offset by higher rates.
Fuel	(0.698)	(49.2)	Primarily due to higher usage and the timing of payments, partially offset by lower rates.	0.126	1.1	Primarily due to lower usage and rates, partially offset by the timing of payments.
Insurance	(4.700)	*	Timing of insurance premium payments.	(3.943)	*	Timing of insurance premium payments.
Claims	(0.044)	(31.8)	Timing of payments for claims.	(0.211)	(18.9)	Timing of payments for claims.
Maintenance and Other Operating Contracts	0.212	2.2	Timing of payments.	1.922	3.0	Timing of payments.
Professional Service Contracts	(0.199)	(12.4)	Primarily due to the timing of payments for software development and TEAMS reporting tool upgrade.	(2.660)	(14.8)	Primarily due to the timing of a multiyear fiber optic network contract renewal and other consulting service payments, partially offset by the timing of MTA Chargeback payments.
Materials and Supplies	2.025	11.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.	1.959	1.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.028)	(2.3)		0.388	5.4	
Other Expenditure Adjustments	(0.090)	(26.9)	Lower MetroCard/AirTrain pass through payments.	(0.102)	(5.6)	Lower MetroCard/AirTrain pass through payments.

Table 6

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**July 2021**  
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.300	(\$0.437)	(\$0.737)	*	(\$0.744)	\$0.621	\$1.365	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.573)	(0.784)	0.790	50.2	0.946	1.110	0.164	17.4
Capital & Other Reimbursements	3.231	9.739	6.507	*	(23.280)	(15.062)	8.218	35.3
<b>Total Receipts</b>	<b>\$1.958</b>	<b>\$8.518</b>	<b>\$6.560</b>	<b>*</b>	<b>(\$23.078)</b>	<b>(\$13.330)</b>	<b>\$9.748</b>	<b>42.2</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$1.331)	\$2.058	\$3.389	*	\$21.322	\$22.610	\$1.288	6.0
Overtime	(3.679)	(0.787)	2.892	78.6	2.103	6.381	4.277	*
Health and Welfare	0.000	(0.032)	(0.032)	-	0.673	2.058	1.384	*
OPEB Current Payment	0.000	(0.156)	(0.156)	-	0.000	0.190	0.190	-
Pensions	0.000	0.284	0.284	-	0.187	3.837	3.650	*
Other Fringe Benefits	(3.309)	(4.382)	(1.073)	(32.4)	(56.566)	(52.891)	3.675	6.5
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>(\$8.319)</b>	<b>(\$3.016)</b>	<b>\$5.303</b>	<b>63.7</b>	<b>(\$32.281)</b>	<b>(\$17.816)</b>	<b>\$14.465</b>	<b>44.8</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.000)	\$0.113	\$0.113	*	\$1.085	\$1.329	\$0.244	22.4
Fuel	0.032	(0.854)	(0.886)	*	(0.162)	(0.279)	(0.117)	(72.0)
Insurance	1.772	(3.143)	(4.915)	*	11.546	6.797	(4.749)	(41.1)
Claims	0.241	0.247	0.006	2.7	1.280	0.460	(0.819)	(64.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.399)	(1.637)	(1.238)	*	(6.811)	(8.048)	(1.237)	(18.2)
Professional Service Contracts	2.127	2.125	(0.003)	(0.1)	6.347	5.190	(1.157)	(18.2)
Materials & Supplies	0.795	(7.317)	(8.112)	*	(13.046)	(15.434)	(2.387)	(18.3)
Other Business Expenses	(0.258)	(0.582)	(0.324)	*	(2.969)	(0.900)	2.069	69.7
<b>Total Non-Labor Expenditures</b>	<b>\$4.311</b>	<b>(\$11.048)</b>	<b>(\$15.359)</b>	<b>*</b>	<b>(\$2.729)</b>	<b>(\$10.883)</b>	<b>(\$8.154)</b>	<b>*</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.333)	(\$0.423)	(\$0.090)	(26.9)	(\$1.833)	(\$1.935)	(\$0.102)	(5.6)
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.333)</b>	<b>(\$0.423)</b>	<b>(\$0.090)</b>	<b>(26.9)</b>	<b>(\$1.833)</b>	<b>(\$1.935)</b>	<b>(\$0.102)</b>	<b>(5.6)</b>
<b>Total Expenditures</b>	<b>(\$4.340)</b>	<b>(\$14.486)</b>	<b>(\$10.145)</b>	<b>*</b>	<b>(\$36.843)</b>	<b>(\$30.634)</b>	<b>\$6.209</b>	<b>16.9</b>
Depreciation Adjustment	\$35.089	\$37.290	\$2.201	6.3	\$259.107	\$267.831	\$8.725	3.4
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	0.086	0.167	0.081	94.0	1.570	2.199	0.629	40.1
<b>Total Expenditures After Non-Cash Liabilities</b>	<b>\$30.835</b>	<b>\$22.971</b>	<b>(\$7.864)</b>	<b>(25.5)</b>	<b>\$223.834</b>	<b>\$239.396</b>	<b>\$15.562</b>	<b>7.0</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$32.793</b>	<b>\$31.489</b>	<b>(\$1.304)</b>	<b>(4.0)</b>	<b>\$200.756</b>	<b>\$226.066</b>	<b>\$25.310</b>	<b>12.6</b>

# LIRR – Non-Reimbursable Overtime Variance

## July 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

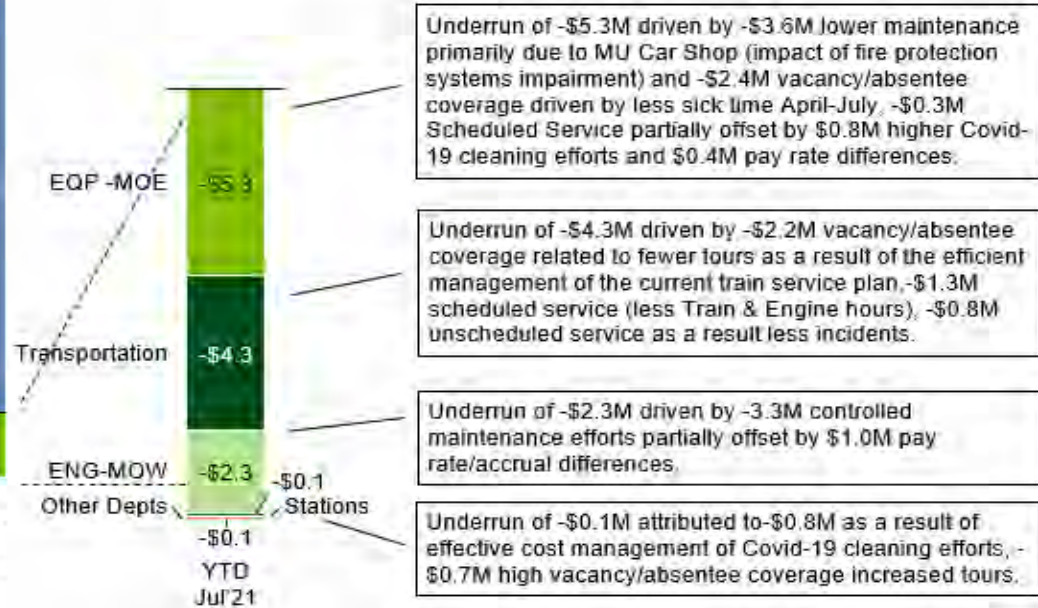
2021 Mid Year Forecast FY \$154M



## Overview (YTD)

- Overall increase of \$4M or 6% compared to July 2020 YTD
- -\$12M below the 2021 Mid Year Forecast mainly driven by controlled Maintenance & 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 Mid Year Forecast.

## YTD variance by division \$M



Underrun of -\$5.3M driven by -\$3.6M lower maintenance primarily due to MU Car Shop (impact of fire protection systems impairment) and -\$2.4M vacancy/absentee coverage driven by less sick time April-July, -\$0.3M Scheduled Service partially offset by \$0.8M higher Covid-19 cleaning efforts and \$0.4M pay rate differences.

Underrun of -\$4.3M driven by -\$2.2M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$1.3M scheduled service (less Train & Engine hours), -\$0.8M unscheduled service as a result less incidents.

Underrun of -\$2.3M driven by -3.3M controlled maintenance efforts partially offset by \$1.0M pay rate/accrual differences.

Underrun of -\$0.1M attributed to -\$0.8M as a result of effective cost management of Covid-19 cleaning efforts, -\$0.7M high vacancy/absentee coverage increased tours.

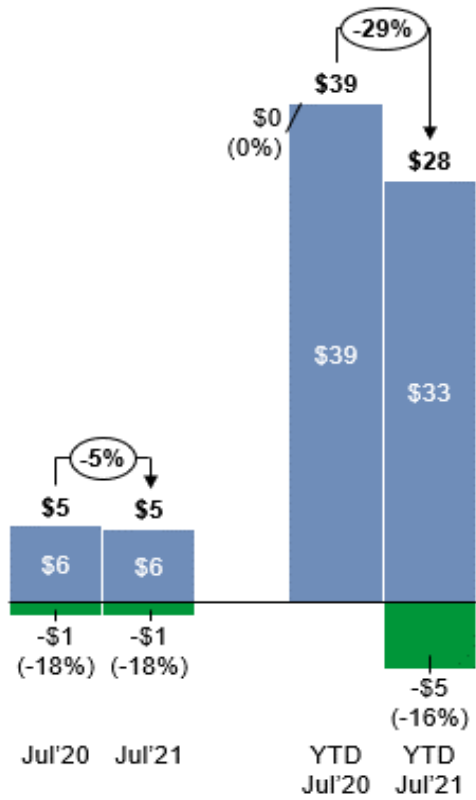
# LIRR – Reimbursable Overtime Variance

## July 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$62M

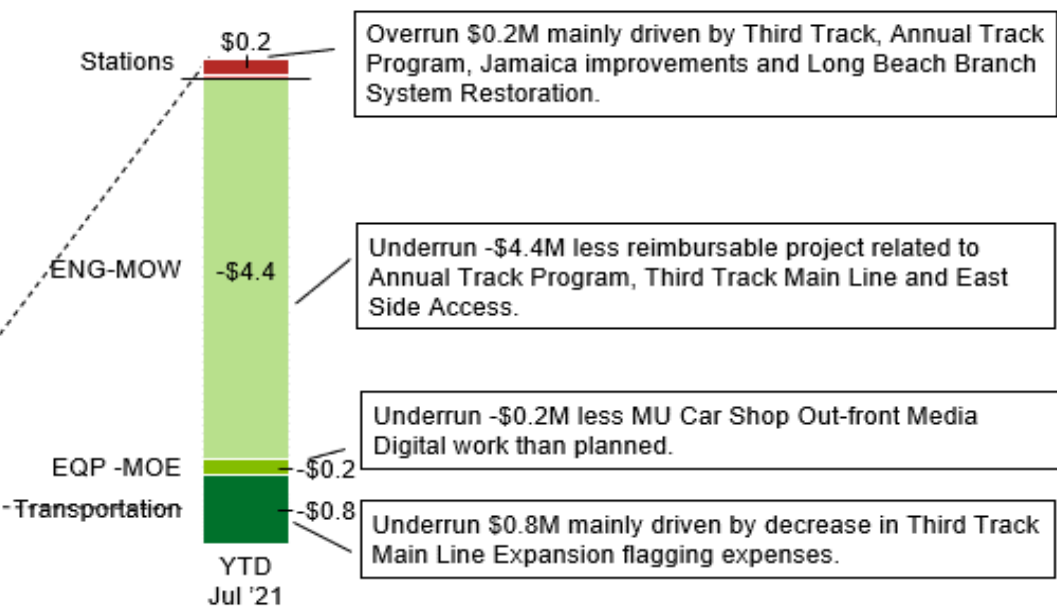


## Overview (YTD)

- Overall decrease of -\$11M or -29% compared to July 2020 ytd
- -\$5M or -16% below 2021 Mid Year Forecast.

## YTD variance by division

\$M



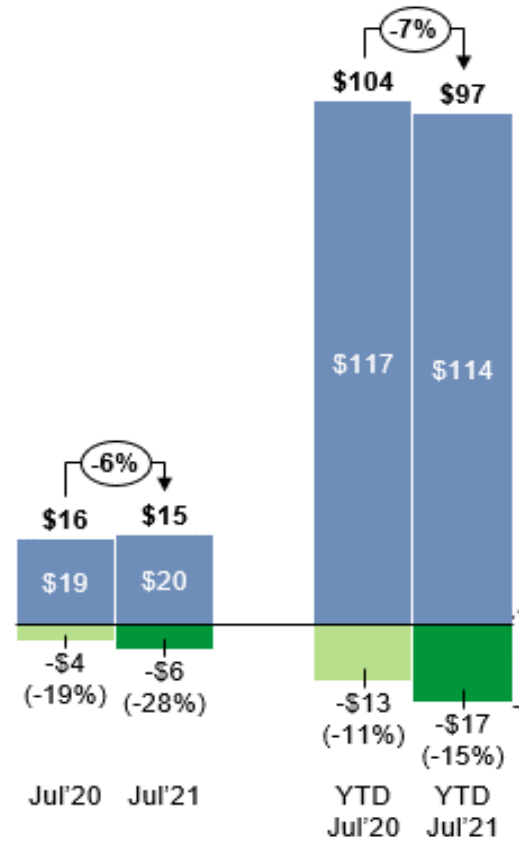
# LIRR – Total Overtime Variance

## July 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$202M

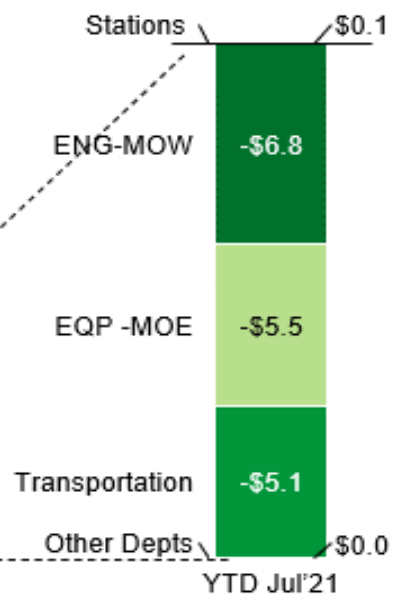


## Overview (YTD)

- Overall decrease of -\$7M or -7% compared to July 2020
- -\$17M or -15% below 2021 Mid Year Forecast
- Non-Reimbursable underrun of -\$12M
- Reimbursable underrun of -\$5M
- 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 Mid Year Forecast.

## YTD variance by division

\$M



MTA LONG ISLAND RAIL ROAD  
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
 END-of-MONTH JULY 2021

	Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	0	1	(1)
Enterprise Asset Management	6	5	1
Sr. Vice President - Engineering	2	1	1
Labor Relations	14	12	2
Procurement & Logistics (excl. Stores)	56	45	11
Human Resources	35	35	0
Sr VP Administration	2	2	0
Strategic Investments	12	12	0
President	8	6	2
VP & CFO	2	2	0
Controller	42	40	2
Management & Budget	16	13	3
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	65	64	1
Gen. Counsel & Secretary	29	25	4
Diversity Management	3	1	2
Security	15	12	3
System Safety	46	42	4
Training	68	61	7
Service Planning	28	26	2
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	4	2	2
<b>Total Administration</b>	<b>474</b>	<b>420</b>	<b>54</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,346	2,230	116
Customer Services	378	323	55
<b>Total Operations</b>	<b>2,724</b>	<b>2,553</b>	<b>171</b>
<b>Maintenance</b>			
Engineering	1,981	1,903	78
Equipment	2,091	2,039	52
Procurement (Stores)	95	98	(3)
<b>Total Maintenance</b>	<b>4,167</b>	<b>4,040</b>	<b>127</b>
<b>Engineering/Capital</b>			
Department of Program Management	144	113	31
Special Projects	59	46	13
Positive Train Control	14	12	2
<b>Total Engineering/Capital</b>	<b>217</b>	<b>171</b>	<b>46</b>
<b>Baseline Total Positions</b>	<b>7,581</b>	<b>7,184</b>	<b>397</b>
<i>Non-Reimbursable</i>	<b>6,206</b>	<b>6,027</b>	<b>179</b>
<i>Reimbursable</i>	<b>1,375</b>	<b>1,157</b>	<b>219</b>
<b>Total Full-Time</b>	<b>7,581</b>	<b>7,184</b>	<b>398</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding



**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-of-MONTH JULY 2021**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 179 positions due to vacancies in Train Operations (which is partially due to capital project activity), Maintenance of Equipment, Stations and other administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.
<b>REIMBURSABLE POSITIONS</b> - Favorable 219 positions due to vacancies in Engineering (which is partially due to Engineering workforce working on maintenance activity), Project Management, Procurement & Logistics, Special Projects and other administrative departments, partially offset by increased project activity in Train Operations.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH JULY 2021**

	<b>Forecast</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	258	232	26
Professional, Technical, Clerical	112	80	32
Operational Hourlies	104	108	(4)
<b>Total Administration</b>	<b>474</b>	<b>420</b>	<b>54</b>
<b>Operations</b>			
Managers/Supervisors	352	298	54
Professional, Technical, Clerical	126	95	31
Operational Hourlies	2,246	2,160	86
<b>Total Operations</b>	<b>2,724</b>	<b>2,553</b>	<b>171</b>
<b>Maintenance</b>			
Managers/Supervisors	897	768	129
Professional, Technical, Clerical	240	199	41
Operational Hourlies	3,029	3,073	(44)
<b>Total Maintenance</b>	<b>4,167</b>	<b>4,040</b>	<b>127</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	152	129	23
Professional, Technical, Clerical	65	42	23
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>217</b>	<b>171</b>	<b>46</b>
<b>Total Positions</b>			
Managers/Supervisors	1,659	1,427	232
Professional, Technical, Clerical	543	416	127
Operational Hourlies	5,379	5,341	38
<b>Total Positions</b>	<b>7,581</b>	<b>7,184</b>	<b>397</b>

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD  
 JULY FINANCIAL PLAN - 2021 MID YEAR FORECAST  
 RIDERSHIP  
 (In Millions)

	JULY 2021							JULY YEAR TO DATE 2021						
	Month			Variance				YTD			Variance			
	Mid Year	Actual	Adjusted*	Mid Year		Adjusted*		Mid Year	Actual	Adjusted*	Mid Year		Adjusted*	
		2021	2020	#	%	#	%		#	%	#	%	#	%
RIDERSHIP														
Monthly	1.637	0.715	0.445	(0.922)	-56.3%	0.270	60.6%	5.958	4.479	10.179	(1.480)	-24.8%	(5.701)	-56.0%
Weekly	0.112	0.051	0.046	(0.061)	-54.7%	0.004	9.3%	0.377	0.299	0.591	(0.078)	-20.6%	(0.292)	-49.4%
Total Commutation	<b>1.749</b>	<b>0.766</b>	<b>0.492</b>	<b>(0.983)</b>	<b>-56.2%</b>	<b>0.274</b>	<b>55.7%</b>	<b>6.335</b>	<b>4.778</b>	<b>10.770</b>	<b>(1.557)</b>	<b>-24.6%</b>	<b>(5.992)</b>	<b>-55.6%</b>
One-Way Full Fare	0.393	0.238	0.157	(0.155)	-39.4%	0.081	51.2%	1.401	1.177	2.250	(0.224)	-16.0%	(1.073)	-47.7%
One-Way Off-Peak	0.797	1.449	0.612	0.652	81.8%	0.837	136.6%	4.890	6.335	4.454	1.445	29.6%	1.881	42.2%
All Other	0.446	0.856	0.342	0.411	92.2%	0.515	150.6%	3.367	4.247	2.754	0.880	26.1%	1.493	54.2%
Total Non-Commutation	<b>1.636</b>	<b>2.544</b>	<b>1.112</b>	<b>0.908</b>	<b>55.5%</b>	<b>1.432</b>	<b>128.8%</b>	<b>9.658</b>	<b>11.759</b>	<b>9.459</b>	<b>2.101</b>	<b>21.8%</b>	<b>2.300</b>	<b>24.3%</b>
Total	<b>3.384</b>	<b>3.309</b>	<b>1.603</b>	<b>(0.075)</b>	<b>-2.2%</b>	<b>1.706</b>	<b>106.4%</b>	<b>15.993</b>	<b>16.537</b>	<b>20.229</b>	<b>0.544</b>	<b>3.4%</b>	<b>(3.692)</b>	<b>-18.3%</b>

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD  
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
 MONTHLY PERFORMANCE INDICATORS  
 July 2021**

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Forecast 2021</b>	<b>Actual 2020</b>	<b>vs. Forecast</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	23.2%	19.5%	10.5%	3.7%	12.7%
Adjusted <sup>(2)</sup>	27.1%	22.7%	13.6%	4.4%	13.5%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$38.24	\$45.06	\$80.33	\$6.82	\$42.09
Adjusted <sup>(2)</sup>	\$35.21	\$41.74	\$74.56	\$6.53	\$39.35
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.86	\$8.81	\$8.43	\$0.05	\$0.43
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Forecast 2021</b>	<b>Actual 2020</b>	<b>vs. Forecast</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	16.1%	14.4%	22.8%	1.7%	-6.7%
Adjusted <sup>(2)</sup>	19.7%	17.6%	27.1%	2.1%	-7.4%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$52.40	\$58.39	\$40.92	\$5.99	(\$11.48)
Adjusted <sup>(2)</sup>	\$48.08	\$53.64	\$37.75	\$5.56	(\$10.33)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.45	\$8.41	\$9.31	\$0.04	(\$0.86)

(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

### July 2021 vs. 2020

- Total ridership increased +106.4% compared to July 2020 (3,309,454 passengers in July 2021 vs. 1,603,369 passengers in July 2020). When compared to July 2019, total ridership decreased -58.6% (3,309,454 passengers in July 2021 vs. 7,990,885 passengers in July 2019).
- Commutation ridership increased +55.7% compared to July 2020
- Non-Commutation ridership increased +128.8% compared to July 2020

### 2021 vs. 2020 YTD

- Total YTD ridership is -18.3% below 2020 and +3.4% above the Mid-Year Forecast
- YTD Commutation ridership is -55.6% below 2020
- YTD Non-Commutation ridership is +24.3% above 2020

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**July 2021**

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

**EXECUTIVE SUMMARY**

**July Ridership and Revenue (millions)**

	July 2021	% Change vs. 2020
Total Rail Ridership	3.309	106.4% ▲
Commutation Ridership	0.766	55.7% ▲
Non-Commutation Ridership	2.544	128.8% ▲
Rail Revenue	\$29.3	114.6% ▲

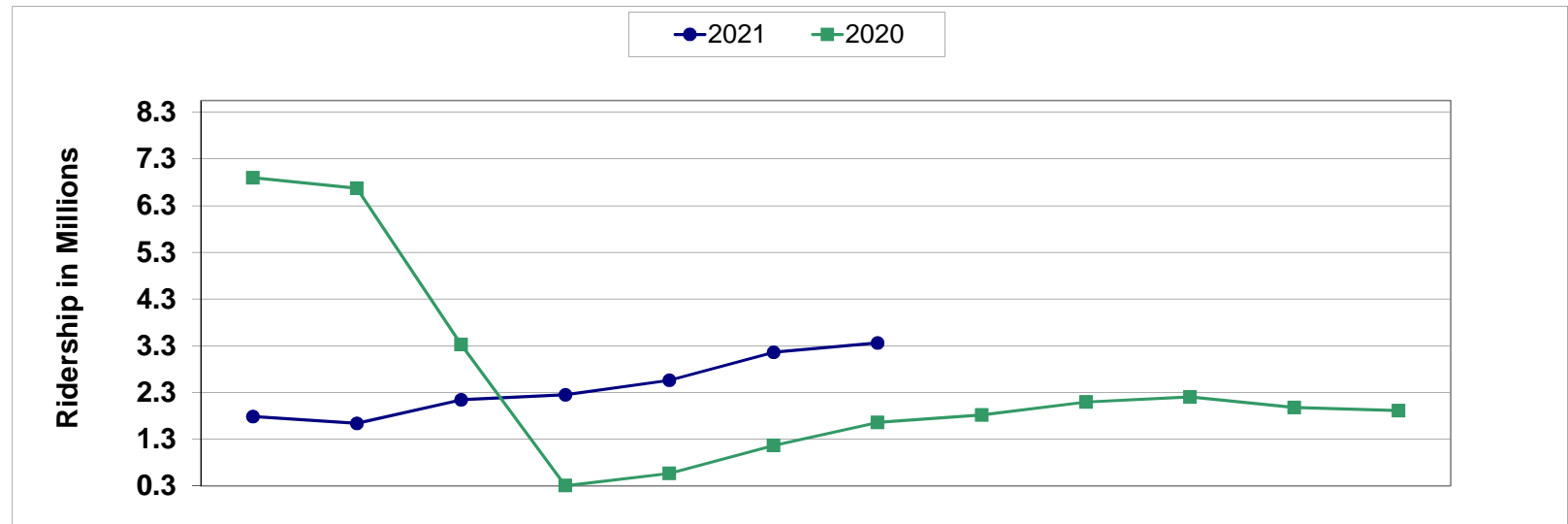
**Year-to-Date through July Prelim. Ridership and Revenue (millions)**

	July 2021	% Change vs. 2020	Comparison to Mid-Year FCST
Total Rail Ridership	16.537	-18.3% ▼	3.4% ▲
Commutation Ridership	4.778	-55.6% ▼	-24.6% ▼
Non-Commutation Ridership	11.759	24.3% ▲	21.8% ▲
Rail Revenue	\$139.8	-27.1% ▼	3.9% ▲

Please Note: Ridership is based on ticket sales data.

# July RIDERSHIP

- July Total Ridership was 106.4% above '20 and -2.2% below 2021 Mid-Year Forecast.



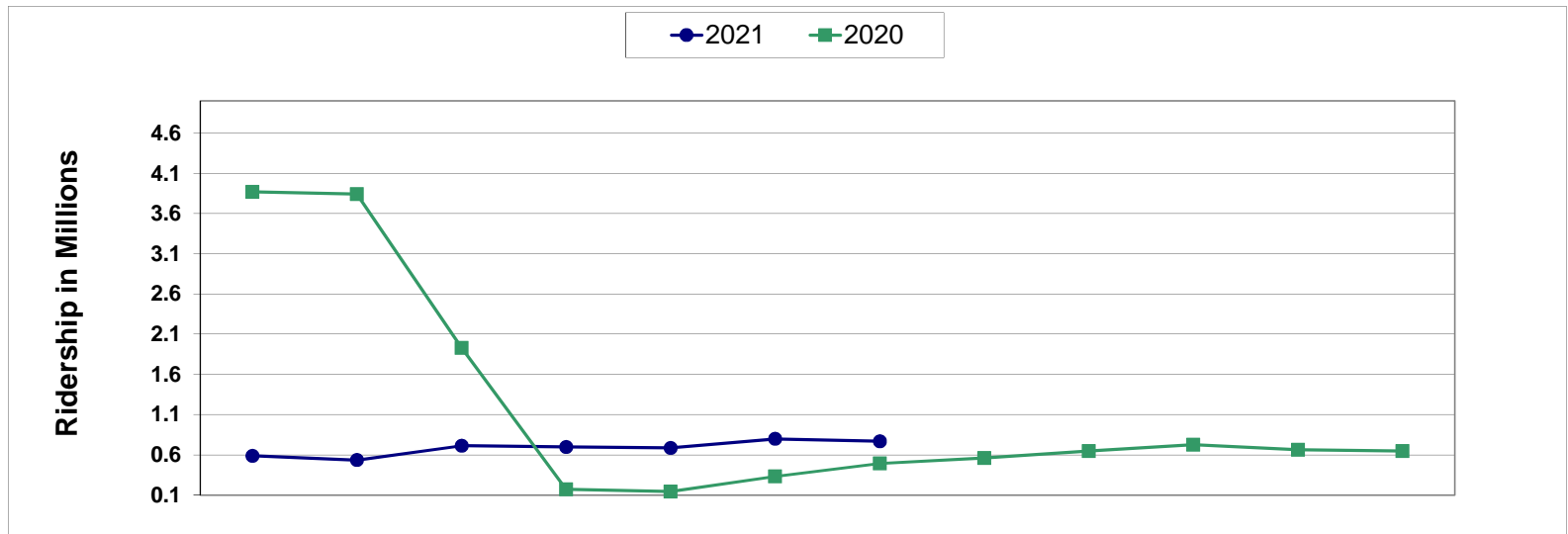
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.7	1.6	2.1	2.2	2.5	3.1	3.3						16.5
<b>2020</b>	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	20.2
<b>PCT CHG.</b>	-74.7%	-76.0%	-36.1%	767.5%	386.7%	179.2%	106.4%						-18.3%

Please Note: Ridership is based on ticket sales data.



# July COMMUTATION RIDERSHIP

- July Commutation Ridership was 55.7% above '20 and -56.2% below 2021 Mid-Year Forecast.

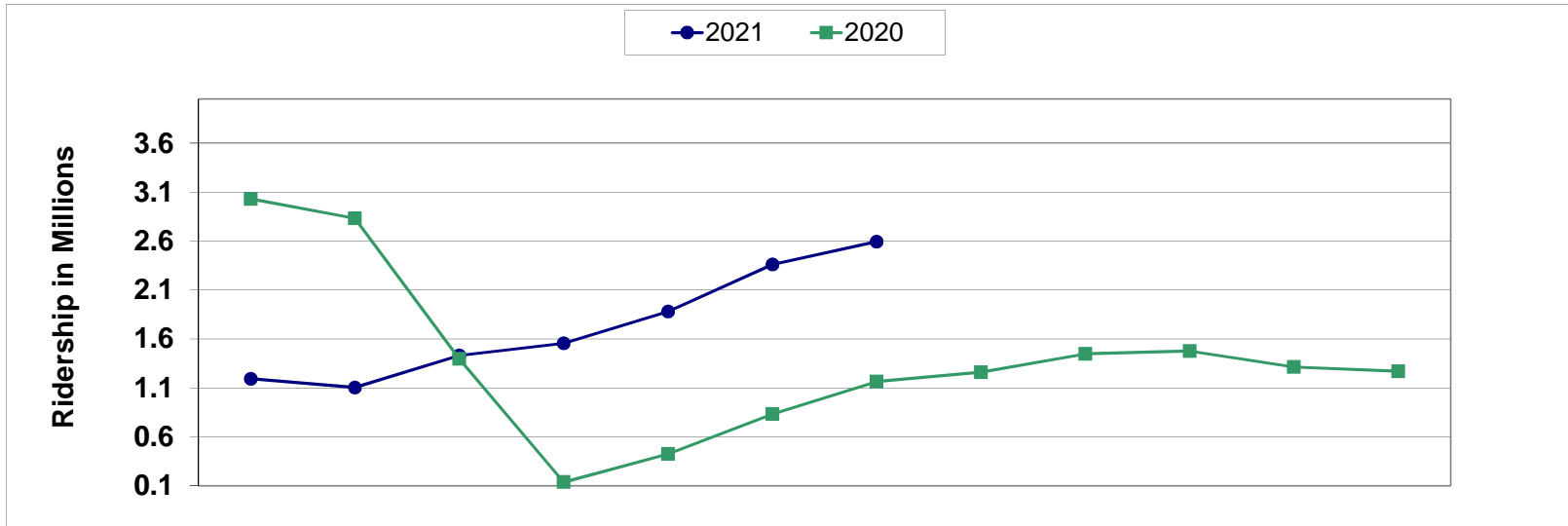


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.6	0.5	0.7	0.7	0.7	0.8	0.8						4.8
<b>2020</b>	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	10.8
<b>PCT CHG.</b>	-84.8%	-86.1%	-63.0%	314.3%	380.9%	141.3%	55.7%						-55.6%

Please Note: Ridership is based on ticket sales data.

## July NON-COMMUTATION RIDERSHIP

- July Non-Commutation Ridership was 128.8% above '20 and 55.5% above 2021 Mid-Year Forecast.

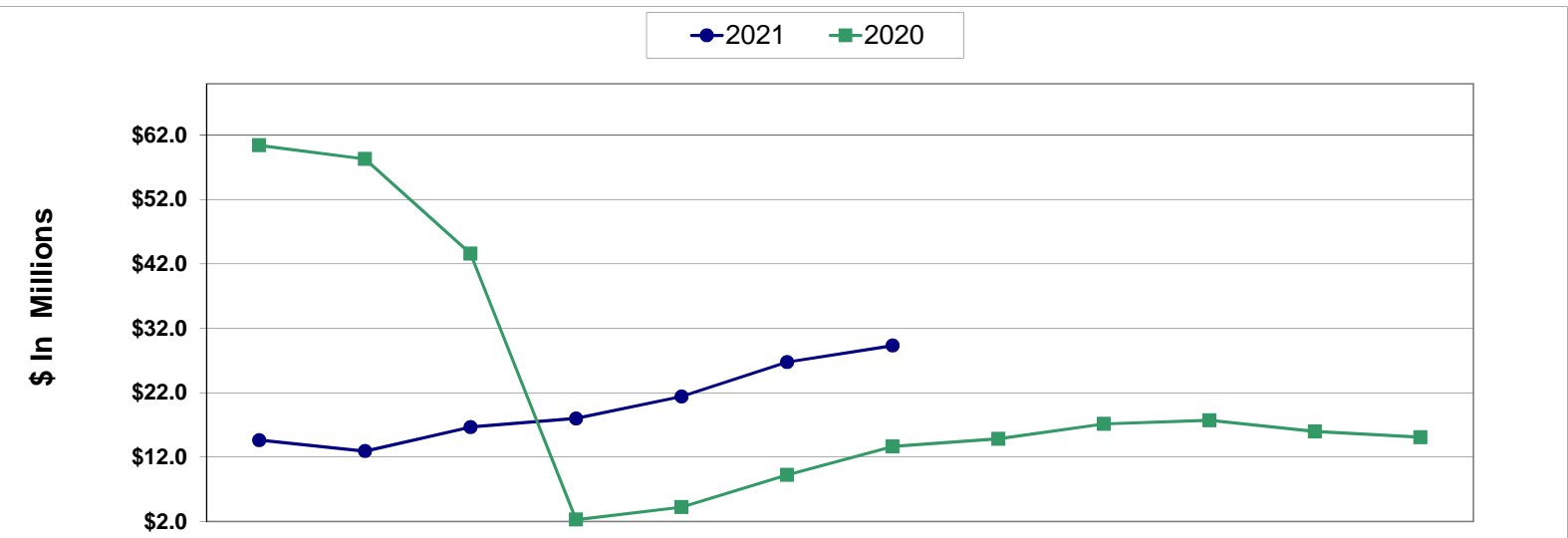


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.1	1.1	1.4	1.5	1.8	2.3	2.5						11.8
<b>2020</b>	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	9.5
<b>PCT CHG.</b>	-61.7%	-62.1%	2.5%	1656.0%	388.9%	195.2%	128.8%						24.3%

Please Note: Ridership is based on ticket sales data.

# July REVENUE

- July Total Revenue was 114.6% above '20 and -1.6% below 2021 Mid-Year Forecast.



	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	\$26.8	\$29.3						\$139.8
<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	\$191.8
<b>PCT CHG.</b>	-75.7%	-77.8%	-61.7%	682.1%	406.7%	189.1%	114.6%						-27.1%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	July 2021	*July 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	765,929	491,799	274,130	55.7%
NON-COMMUTATION RIDERSHIP	2,543,525	1,111,570	1,431,955	128.8%
<b>TOTAL RIDERSHIP</b>	<b>3,309,454</b>	<b>1,603,369</b>	<b>1,706,085</b>	<b>106.4%</b>

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

TICKET TYPE/SERVICE	July 2021	*July 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,777,937	10,770,411	(5,992,473)	-55.6%
NON-COMMUTATION RIDERSHIP	11,758,887	9,458,564	2,300,323	24.3%
<b>TOTAL RIDERSHIP</b>	<b>16,536,824</b>	<b>20,228,975</b>	<b>(3,692,150)</b>	<b>-18.3%</b>

\* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	July 2021	July 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,864,253	\$3,988,651	\$1,875,601	47.0%
NON-COMMUTATION REVENUE	\$23,457,902	\$9,677,295	\$13,780,607	142.4%
<b>TOTAL REVENUE</b>	<b>\$29,322,154</b>	<b>\$13,665,946</b>	<b>\$15,656,208</b>	<b>114.6%</b>

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

REVENUE	July 2021	July 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$36,601,315	\$104,290,535	(\$67,689,220)	-64.9%
NON-COMMUTATION REVENUE	\$103,171,629	\$87,467,614	\$15,704,015	18.0%
<b>TOTAL REVENUE</b>	<b>\$139,772,944</b>	<b>\$191,758,149</b>	<b>(\$51,985,205)</b>	<b>-27.1%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**L80402/04: Small Business Mentoring Program – Tunnels (SBDP)**

**Milestone: Contract Award \$2,124,096**

Project Budget: \$40.00M

A contract for the Franklin Avenue Tunnel Hatchways Improvement was awarded to Bloom Construction, Inc. for \$2,124,096. The project includes demolition of the existing tunnel floorbeams, sidewalk, curb, roadway, hatch and stairs; and installation of new tunnel floorbeams, sidewalk, curb, roadway, hatch and stairs.

**SMALL BUSINESS DEVELOPMENT PROGRAM**

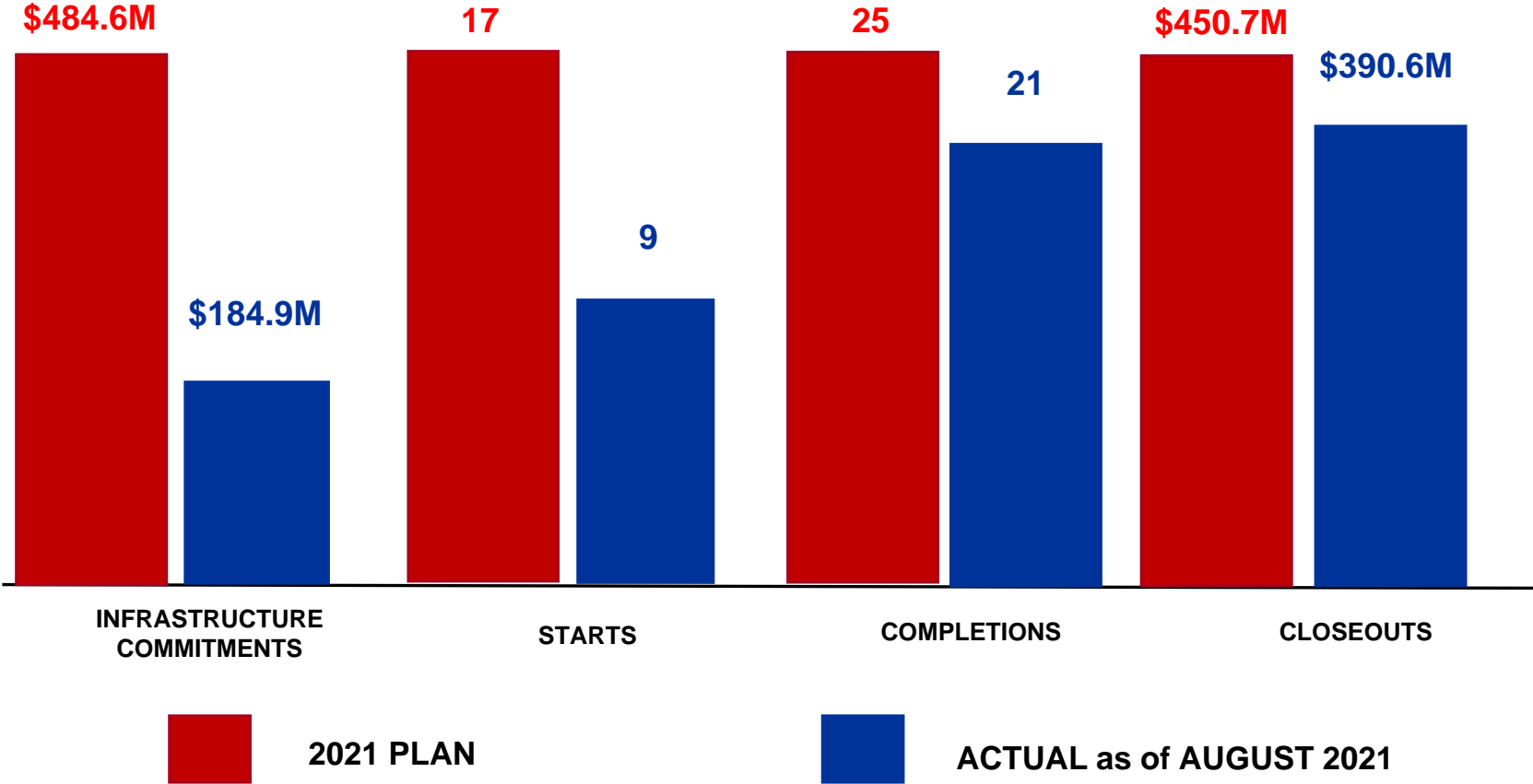
One contract awarded this month:

- Franklin Avenue Tunnel Hatchways Improvement for \$2,124,096 [see above for details].

One contract completed this month:

- Ronkonkoma Garage Stairs Rehab for a total of \$732,102

# 2021 LIRR Capital Program Goals



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

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**L70601/YG: DIESEL LOCOMOTIVE SHOP IMPROVEMENTS**

**Milestone: Beneficial Use**

Project Budget: \$102.27M

Design-Build Construction of the new Morris Park Locomotive Shop is complete. The new 44,097 SF facility is better equipped to maintain the current and future diesel locomotive fleet used in revenue service as well as the current work diesels. The new heavy repair and overhaul diesel locomotive shop and supporting facilities provides improved locomotive reliability and facilitate on-time performance.

**G50901/19: Harold & Point CIL**

**Milestone: Beneficial Use**

Project Budget: \$39.04

The procurement of seven Harold Interlocking Central Instrument Locations (CILs), one Point Interlocking CIL and the purchase of a fully operational Vital Microprocessor-Based Interlocking Control System for the referenced interlockings is complete. This system will operate the new Harold Interlocking configuration and eventually connect to the new GCT tunnels.

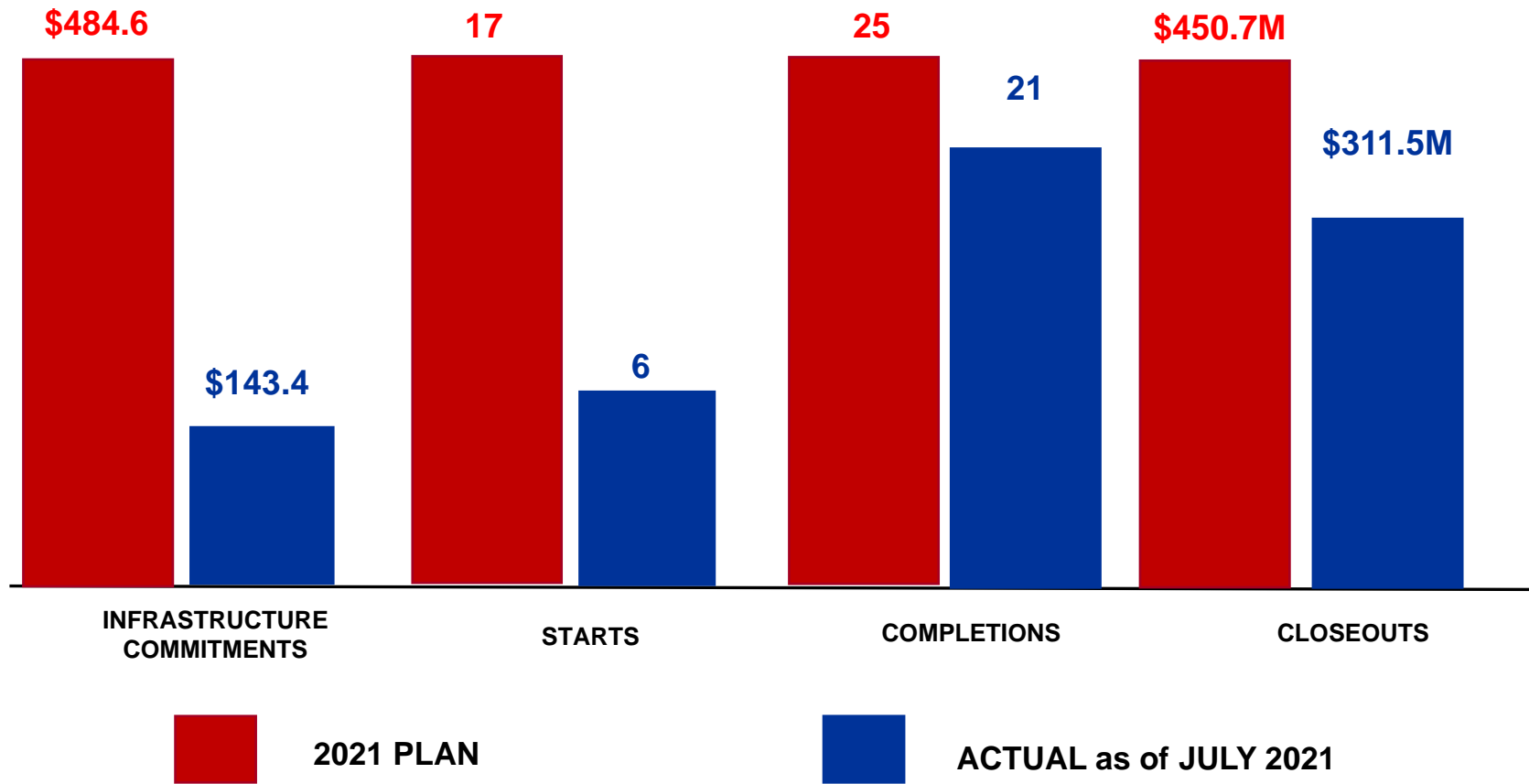
**SMALL BUSINESS DEVELOPMENT PROGRAM**

No contracts awarded this month.

No contracts completed this month.



# 2021 LIRR Capital Program Goals



# Operations Report

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



M7 EMU



M8 EMU



Comet 5 Cab Car

## August 2021 Highlights: Operations Report

### East of Hudson

August service operated above goal at 98.3% OTP, with YTD performance at 97.8%.

Through August 28<sup>th</sup>, MNR operated the reduced schedule instituted in June. A new schedule effective August 29 increased service, but service remains below pre-pandemic levels.

**Hudson Line** – 98.1%                      YTD: 98.4%

3 trains (0.08%) canceled or terminated

**Harlem Line** – 98.4%                      YTD: 98.4%

5 trains (0.13%) canceled or terminated

**New Haven Line** – 98.4%                      YTD: 97.0%

4 trains (0.07%) canceled or terminated

**Major Incidents:** Tropical storm Henri impacted MNR service territory on August 22<sup>nd</sup>, resulting in 31 train delays.

### West of Hudson

August service operated below the 94% annual OTP goal at 92.2 %, and YTD performance at 93.5% was also below the 94% annual goal.

**Pascack Valley** – 96.7%                      YTD: 94.8%

**Port Jervis** – 86.1%                      YTD: 91.9%

46 total trains (2.73%) canceled or terminated on WOH service. Pascack Valley Line: 6, and Port Jervis Line: 40. 38 cancellations were due to a bridge condition on the Port Jervis line, 6 were related to various mechanical issues and 2 were related to a tree strike.

### Equipment

Fleet Availability was good during August, with consist compliance for the month above goal at 100%

Fleet MDBF in August was below goal at 142,772 miles against the goal of 175,000 miles. 13 PTC failures on M8 equipment were a significant contributing factor; excluding these incidents, MDBF was above goal at 211,954 miles.

All in-service passenger cars were disinfected every 24 hours.

Performance Summary			2021 Data			2020 Data		
			Annual Goal	August	YTD thru August	August	YTD thru August	
<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>98.3%</b>	<b>97.8%</b>	<b>95.7%</b>	<b>97.8%</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%	98.5%	97.8%	94.6%	97.5%	
		Weekend	94.0%	97.4%	97.9%	99.1%	98.9%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.1%</b>	<b>98.4%</b>	<b>96.9%</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%	98.5%	98.6%	96.6%	98.3%
			Weekend	94.0%	96.4%	97.5%	97.7%	98.9%
		<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.4%</b>	<b>98.4%</b>	<b>95.6%</b>	<b>97.6%</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%	98.9%	98.4%	94.7%	97.0%
			Weekend	94.0%	96.5%	98.4%	99.4%	99.3%
		<b>New Haven Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.4%</b>	<b>97.0%</b>	<b>95.2%</b>	<b>97.7%</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%	98.3%	96.8%	93.5%	97.3%	
		Weekend	94.0%	98.6%	97.9%	99.7%	98.6%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>13,757</b>	<b>102,542</b>	<b>12,484</b>	<b>113,297</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			15.8	14.4	17.3	13.6	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	74	601	129	555	
	<b>Trains Canceled</b>		230	2	24	163	205	
	<b>Trains Terminated</b>		230	10	67	30	106	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	98.5%	99.7%	
<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**

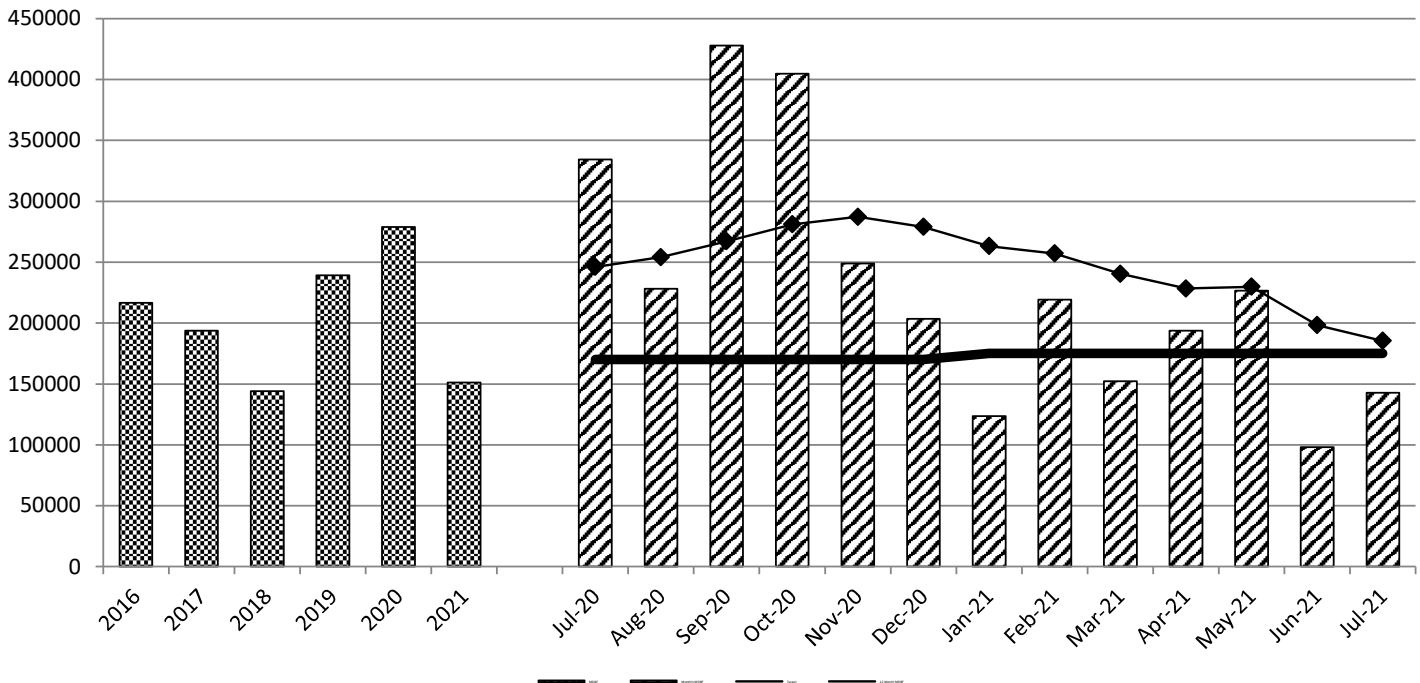
Delay Minutes / Delay Threshold	% Total	July	2021 Data		2020 Data		YTD 2021 Vs 2020
			August	YTD thru August	August	YTD thru August	
<b>Engineering (Scheduled)</b>	2.8%	59	16	443	52	254	188
<b>Engineering (Unscheduled)</b>	13.1%	268	77	1,062	155	1,184	-122
<b>Maintenance of Equipment</b>	28.9%	320	170	1,753	102	993	760
<b>Transportation</b>	4.5%	20	26	240	37	198	42
<b>Capital Projects</b>	0.8%	22	5	74	2	167	-93
<b>Weather and Environmental</b>	28.9%	488	170	1,007	528	974	33
<b>Police</b>	15.2%	75	90	670	87	574	96
<b>Customers</b>	0.9%	11	5	93	7	118	-24
<b>Other</b>	4.2%	36	25	310	4	456	-146
<b>3rd Party Operations</b>	0.8%	0	5	5	0	4	2
<b>TOTAL</b>	100.0%	1,299	590	5,657	973	4,921	736
<b>HUDSON LINE</b>	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2021 Vs 2020
Engineering (Scheduled)	2.1%	1	4	55	15	66	-11
Engineering (Unscheduled)	7.9%	48	15	149	15	133	16
Maintenance of Equipment	17.9%	42	34	255	38	258	-3
Transportation	5.8%	5	11	38	3	36	2
Capital Projects	2.1%	8	4	30	0	38	-8
Weather and Environmental	24.7%	84	47	299	27	79	220
Police	28.4%	26	54	234	39	150	84
Customers	1.6%	2	3	18	2	35	-17
Other	9.5%	4	18	60	3	131	-71
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	220	190	1,138	142	926	212
<b>HARLEM LINE</b>	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2021 Vs 2020
Engineering (Scheduled)	6.3%	35	11	148	28	119	29
Engineering (Unscheduled)	6.3%	45	11	276	5	408	-132
Maintenance of Equipment	27.8%	38	49	259	21	255	4
Transportation	3.4%	8	6	68	9	81	-13
Capital Projects	0.6%	0	1	8	1	79	-71
Weather and Environmental	50.6%	120	89	308	117	245	63
Police	4.5%	19	8	130	16	176	-46
Customers	0.6%	2	1	18	2	38	-20
Other	0.0%	4	0	41	0	161	-120
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	271	176	1,256	199	1,562	-306
<b>NEW HAVEN LINE</b>	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2021 Vs 2020
Engineering (Scheduled)	0.5%	21	1	202	9	69	133
Engineering (Unscheduled)	23.8%	157	51	538	135	644	-106
Maintenance of Equipment	38.8%	158	83	957	38	460	497
Transportation	4.7%	6	10	132	26	81	51
Capital Projects	0.0%	14	0	36	1	50	-14
Weather and Environmental	15.9%	272	34	388	384	650	-262
Police	13.1%	24	28	260	32	246	14
Customers	0.0%	4	0	44	3	44	0
Other	3.3%	26	7	189	2	163	26
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	682	214	2,746	630	2,407	339

	2021 Data								2020 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
<b>Mean Distance Between Failures</b>	M8	405	290,000	99,708	5	19*	106,346	164,494	794,152	2	431,685
	M3	138	80,000	254,735	2	0	133,809	133,282	181,504	1	135,152
	M7	334	340,000	470,852	5	3	456,291	438,769	1,407,723	1	573,161
	Coach	207	210,000	372,275	5	3	360,536	375,561	505,880	2	328,291
	P-32	31	21,000	29,788	6	5	32,014	31,517	26,966	5	38,574
	BL-20	12	13,000	6,684	3	4	18,089	16,385	11,501	2	16,275
	<b>Fleet</b>	<b>1127</b>	<b>175,000</b>	<b>142,772</b>	<b>26</b>	<b>34</b>	<b>151,234</b>	<b>185,309</b>	<b>334,394</b>	<b>13</b>	<b>280,238</b>
M8		290,000	99,708	5	19	106,346	164,494	794,152	2	431,685	
M3/7		235,000	555,764	7	3	359,547	346,547	794,614	2	432,373	
Diesel/Coach		85,000	107,708	14	12	131,658	131,419	129,954	9	142,689	

\*13 M8 PTC Software Failures

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

### ALL FLEETS Mean Distance Between Failures 2016 - 2021



**AUGUST 2021 STANDEE REPORT**

East of Hudson			AUG 2020	YTD 2020	AUG 2021	YTD 2021
<b>Daily Average</b>	Hudson Line	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>AM Peak</b>	Harlem Line	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>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	15	0	0
<b>Total Standees</b>			<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	Hudson Line	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>	Harlem Line	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>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
<b>Total Standees</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

West of Hudson			AUG 2020	YTD 2020	AUG 2021	YTD 2021
<b>Daily Average</b>	Port Jervis Line	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>	Pascack Valley Line	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

West of Hudson Performance Summary			2021 Data			2020 Data	
			Annual Goal	August	YTD thru August	August	YTD thru August
<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>92.2%</b>	<b>93.5%</b>	<b>91.0%</b>	<b>94.8%</b>
		AM Peak	94.0%	93.7%	93.9%	90.6%	93.8%
		PM Peak	94.0%	92.3%	95.6%	93.2%	94.0%
		<b>Total Peak</b>	<b>94.0%</b>	<b>93.0%</b>	<b>94.8%</b>	<b>91.9%</b>	<b>93.9%</b>
		Off Peak Weekday	94.0%	91.2%	92.5%	92.1%	94.7%
		Weekend	94.0%	93.1%	93.8%	88.9%	95.6%
	<b>Pascack Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.7%</b>	<b>94.8%</b>	<b>91.0%</b>	<b>96.0%</b>
	<b>Valley Line</b>	AM Peak	94.0%	97.7%	96.7%	92.9%	95.9%
		PM Peak	94.0%	96.8%	96.9%	93.7%	94.8%
		<b>Total Peak</b>	<b>94.0%</b>	<b>97.3%</b>	<b>96.8%</b>	<b>93.3%</b>	<b>95.3%</b>
		Off Peak Weekday	94.0%	97.1%	93.2%	91.7%	96.0%
		Weekend	94.0%	95.0%	95.0%	88.6%	96.5%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>86.1%</b>	<b>91.9%</b>	<b>91.0%</b>	<b>93.0%</b>
		AM Peak	94.0%	87.3%	90.5%	88.0%	91.4%
		PM Peak	94.0%	87.1%	94.1%	92.6%	93.0%
		<b>Total Peak</b>	<b>94.0%</b>	<b>87.2%</b>	<b>92.3%</b>	<b>90.3%</b>	<b>92.2%</b>
		Off Peak Weekday	94.0%	84.1%	91.6%	92.6%	92.8%
		Weekend	94.0%	89.7%	91.7%	89.6%	94.0%
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,688</b>	<b>13,141</b>	<b>1,595</b>	<b>11,588</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		30.7	22.1	18.9	21.2	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	41	363	31	233	
	<b>Trains Canceled</b>	60	33	71	71	121	
	<b>Trains Terminated</b>	60	13	45	4	37	
	<b>Percent of Scheduled Trips Completed</b>	99.4%	97.3%	99.1%	95.3%	98.6%	
<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>92.7%</b>	<b>93.2%</b>	<b>96.5%</b>	<b>99.0%</b>
	Pascack Valley - AM		99.0%	97.3%	92.9%	97.6%	99.1%
	Port Jervis - AM		99.0%	87.7%	90.6%	95.3%	98.9%

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



Elevator Availability	2021		2020	
	August	Year to Date	August	Year to Date
Grand Central Terminal	100.00%	99.54%	96.03%	98.46%
Harlem	99.95%	99.97%	99.95%	99.58%
Hudson	99.90%	99.95%	98.89%	99.36%
New Haven	99.89%	99.94%	99.90%	98.67%
Overall Average	99.94%	99.85%	98.69%	99.02%

**PLEASE NOTE: The NE-1 Elevator (47th St Cross Passageway & Madison Ave) is out of service due to East Side Access construction and is excluded from this report.**

Escalator Availability	2021		2020	
	August	Year to Date	August	Year to Date
Grand Central Terminal	100.00%	99.79%	99.68%	99.91%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.89%	99.84%	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.**

# Operations Report

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



M7 EMU



M8 EMU



Comet 5 Cab Car

## July 2021 Highlights: Operations Report

### East of Hudson

July service operated above goal at 96.6% OTP, with YTD performance at 97.7%.

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

**Hudson Line** – 97.7%                      YTD: 98.4%

3 trains (0.08%) canceled or terminated

**Harlem Line** – 97.4%                      YTD: 98.4%

1 train (0.03%) canceled or terminated

**New Haven Line** – 95.4%                      YTD: 96.8%

8 trains (0.13%) canceled or terminated

**Major Incidents:** Between July 8<sup>th</sup> and 9<sup>th</sup>, MNR service experienced 154 delays due to Tropical Storm Elsa in the tri-state area, contributing to a significant increase in weather-related delay minutes from June.

### West of Hudson

July service operated below the annual 94% OTP goal at 92.4% OTP, and YTD performance was slightly below goal at 93.7%.

**Pascack Valley** – 94.0%                      YTD: 94.5%

**Port Jervis** – 90.2%                      YTD: 92.7%

17 total trains (1.01%) canceled or terminated on WOH service. Pascack Valley Line: 12, Port Jervis Line: 5. 13 cancellations were due to equipment-related issues, 3 were related to weather and 1 was related to a fatality at Maplewood.

### Equipment

Fleet Availability was good during July, with consist compliance for the month above goal at 100%

Fleet MDBF in June operated below goal at 98,173 miles against the goal of 175,000 miles. 18 PTC failures on M8 equipment were a significant contributing factor; excluding these incidents, MDBF operated closer to goal at 159,108 miles.

All in-service passenger cars were disinfected every 24 hours

Performance Summary			2021 Data			2020 Data		
			Annual Goal	July	YTD thru July	July	YTD thru July	
<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>96.6%</b>	<b>97.7%</b>	<b>98.3%</b>	<b>98.1%</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%	96.4%	97.6%	98.2%	97.9%	
		Weekend	94.0%	97.5%	98.0%	98.9%	98.9%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.7%</b>	<b>98.4%</b>	<b>98.9%</b>	<b>98.5%</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%	97.8%	98.6%	98.9%	98.6%
			Weekend	94.0%	97.0%	97.6%	99.1%	99.0%
		<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.4%</b>	<b>98.4%</b>	<b>97.8%</b>	<b>97.8%</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%	97.2%	98.3%	97.3%	97.4%
			Weekend	94.0%	97.9%	98.7%	99.5%	99.3%
		<b>New Haven Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>95.4%</b>	<b>96.8%</b>	<b>98.4%</b>	<b>98.0%</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%	94.8%	96.5%	98.4%	98.0%
		Weekend	94.0%	97.5%	97.8%	98.4%	98.5%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>13,553</b>	<b>88,785</b>	<b>12,842</b>	<b>100,813</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			15.9	14.2	13.0	12.9	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	150	527	40	426	
	<b>Trains Canceled</b>		230	8	22	11	42	
	<b>Trains Terminated</b>		230	4	57	8	76	
	<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**

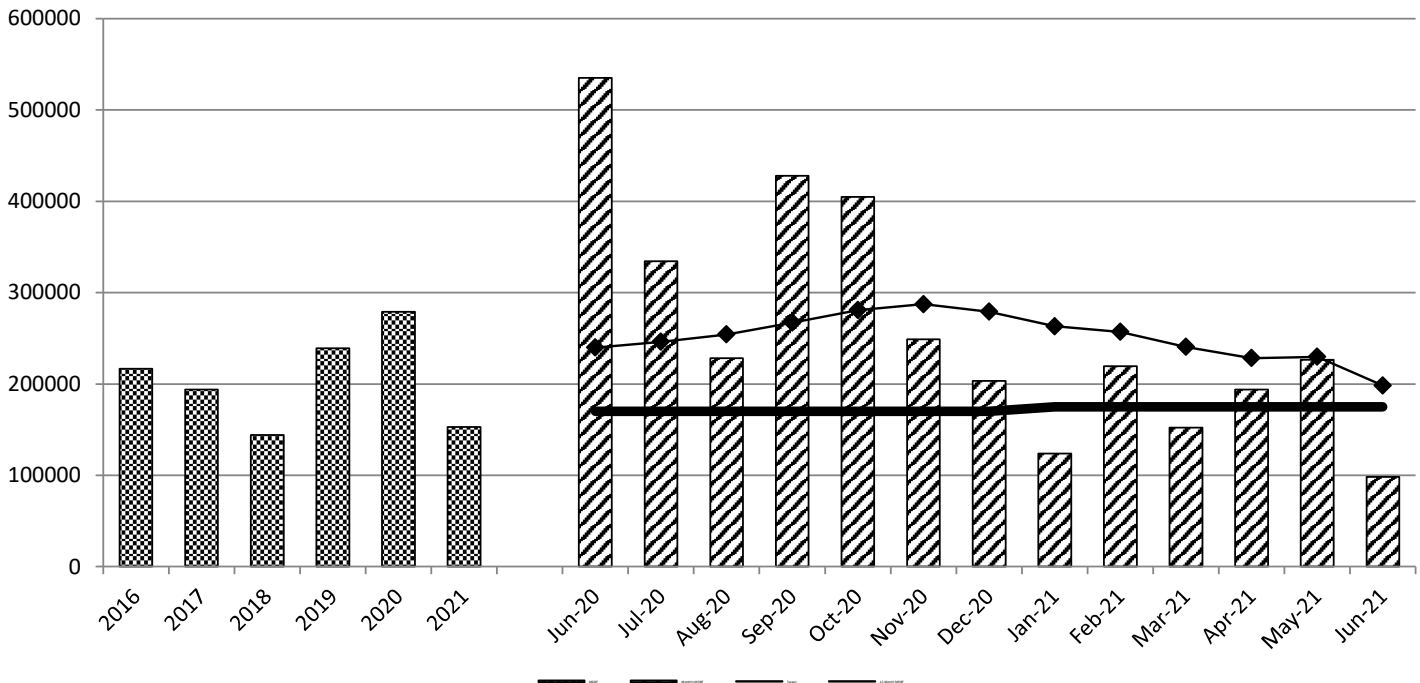
Delay Minutes / Delay Threshold	% Total	June	2021 Data		2020 Data		YTD 2021 Vs 2020
			July	YTD thru July	July	YTD thru July	
<b>Engineering (Scheduled)</b>	4.5%	125	59	426	54	203	224
<b>Engineering (Unscheduled)</b>	20.7%	277	268	985	47	1,029	-44
<b>Maintenance of Equipment</b>	24.7%	349	320	1,583	86	891	692
<b>Transportation</b>	1.5%	42	20	213	15	160	53
<b>Capital Projects</b>	1.7%	5	22	69	18	165	-96
<b>Weather and Environmental</b>	37.6%	99	488	837	97	447	391
<b>Police</b>	5.7%	92	75	581	16	488	93
<b>Customers</b>	0.9%	17	11	88	7	111	-23
<b>Other</b>	2.8%	23	36	285	85	451	-166
<b>3rd Party Operations</b>	0.0%	1	0	1	0	4	-3
<b>TOTAL</b>	100.0%	1,028	1,299	5,067	423	3,948	1,120
<b>HUDSON LINE</b>	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2021 Vs 2020
Engineering (Scheduled)	0.5%	34	1	50	7	51	-1
Engineering (Unscheduled)	21.8%	24	48	134	4	117	17
Maintenance of Equipment	19.1%	59	42	221	8	220	1
Transportation	2.3%	9	5	28	1	33	-5
Capital Projects	3.6%	2	8	26	9	38	-12
Weather and Environmental	38.2%	82	84	252	2	52	200
Police	11.8%	14	26	180	8	112	68
Customers	0.9%	4	2	15	0	33	-18
Other	1.8%	0	4	42	4	128	-86
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	228	220	948	43	784	164
<b>HARLEM LINE</b>	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2021 Vs 2020
Engineering (Scheduled)	12.9%	51	35	137	42	91	46
Engineering (Unscheduled)	16.6%	163	45	265	9	403	-138
Maintenance of Equipment	14.0%	92	38	210	30	234	-24
Transportation	3.0%	16	8	62	6	72	-10
Capital Projects	0.0%	0	0	7	5	78	-71
Weather and Environmental	44.3%	17	120	219	31	128	91
Police	7.0%	18	19	122	2	160	-38
Customers	0.7%	5	2	17	1	36	-19
Other	1.5%	0	4	41	76	161	-120
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	362	271	1,080	202	1,363	-283
<b>NEW HAVEN LINE</b>	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2021 Vs 2020
Engineering (Scheduled)	3.1%	25	21	200	6	60	140
Engineering (Unscheduled)	23.0%	78	157	488	34	509	-21
Maintenance of Equipment	23.2%	126	158	874	47	421	453
Transportation	0.9%	15	6	122	8	55	67
Capital Projects	2.1%	3	14	36	4	49	-13
Weather and Environmental	39.9%	0	272	355	64	266	89
Police	3.5%	27	24	231	7	214	17
Customers	0.6%	4	4	44	5	42	2
Other	3.8%	19	26	182	5	162	20
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	297	682	2,532	180	1,778	754

	2021 Data								2020 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Jun MDBF (miles)	Primary Failure Goal	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)	12 month MDBF Rolling Avg (miles)	Jun MDBF (miles)	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)
<b>Mean Distance Between Failures</b>	M8	405	290,000	87,555	5	21*	107,731	189,150	1,333,393	1	405,795
	M3	138	80,000	59,005	2	3	105,505	121,134	106,470	0	129,358
	M7	334	340,000	277,818	5	5	453,865	463,704	419,057	3	526,797
	Coach	207	210,000	260,782	5	4	358,579	383,757	909,009	0	312,147
	P-32	31	21,000	15,174	6	9	32,459	31,245	41,125	3	41,213
	BL-20	12	13,000	5,933	3	5	21,890	17,547	15,703	0	17,143
	<b>Fleet</b>	<b>1127</b>	<b>175,000</b>	<b>98,173</b>	<b>26</b>	<b>47</b>	<b>152,897</b>	<b>198,177</b>	<b>535,018</b>	<b>7</b>	<b>273,779</b>
	M8		290,000	87,555	5	21	107,731	189,150	1,333,393	1	405,795
M3/7		235,000	195,763	7	8	337,745	351,710	454,547	3	404,508	
Diesel/Coach		85,000	67,186	14	18	136,883	133,886	349,363	3	144,772	

\*18 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



**JULY 2021 STANDEE REPORT**

East of Hudson			JUL 2020	YTD 2020	JUL 2021	YTD 2021
<b>Daily Average</b>	Hudson Line	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>AM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	5	0	0
		<b>Total Standees</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	17	0	0
		<b>Total Standees</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	Hudson Line	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>	Harlem Line	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>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
		<b>Total Standees</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>

West of Hudson			JUL 2020	YTD 2020	JUL 2021	YTD 2021
<b>Daily Average</b>	Port Jervis Line	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>	Pascack Valley Line	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

West of Hudson Performance Summary			2021 Data			2020 Data		
			Annual Goal	July	YTD thru July	July	YTD thru July	
<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>92.4%</b>	<b>93.7%</b>	<b>93.0%</b>	<b>95.3%</b>	
		AM Peak	94.0%	91.6%	93.9%	92.7%	94.6%	
		PM Peak	94.0%	93.0%	96.1%	90.0%	94.2%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>92.3%</b>	<b>95.0%</b>	<b>91.3%</b>	<b>94.4%</b>	
		Off Peak Weekday	94.0%	91.6%	92.7%	90.9%	95.0%	
		Weekend	94.0%	94.0%	93.9%	98.4%	96.7%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>94.0%</b>	<b>94.5%</b>	<b>94.9%</b>	<b>96.8%</b>
		AM Peak	94.0%	91.8%	96.6%	97.1%	96.6%	
		PM Peak	94.0%	93.9%	96.9%	91.4%	95.0%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>92.9%</b>	<b>96.7%</b>	<b>94.3%</b>	<b>95.8%</b>	
		Off Peak Weekday	94.0%	92.6%	92.7%	92.3%	96.5%	
		Weekend	94.0%	97.6%	95.0%	99.6%	97.9%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>90.2%</b>	<b>92.7%</b>	<b>90.3%</b>	<b>93.3%</b>
		AM Peak	94.0%	91.3%	90.9%	87.5%	92.2%	
		PM Peak	94.0%	92.1%	95.2%	88.3%	93.1%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>91.7%</b>	<b>93.0%</b>	<b>87.9%</b>	<b>92.7%</b>	
		Off Peak Weekday	94.0%	90.2%	92.8%	89.0%	92.8%	
		Weekend	94.0%	87.9%	91.9%	96.3%	94.7%	
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,666</b>	<b>11,453</b>	<b>1,648</b>	<b>9,993</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		27.9	20.9	18.5	21.6		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	70	322	45	202		
	<b>Trains Canceled</b>	60	11	38	13	50		
	<b>Trains Terminated</b>	60	6	32	4	33		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.0%	99.4%	99.0%	99.2%		
<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>91.7%</b>	<b>93.3%</b>	<b>97.9%</b>	<b>97.9%</b>	
	Pascack Valley - AM		99.0%	91.4%	92.2%	97.1%	99.4%	
	Port Jervis - AM		99.0%	92.1%	91.0%	98.7%	99.5%	

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



Elevator Availability	2021		2020	
	July	Year to Date	July	Year to Date
Grand Central Terminal	99.35%	99.48%	100.00%	98.80%
Harlem	99.95%	99.97%	99.96%	99.53%
Hudson	99.90%	99.96%	98.90%	99.42%
New Haven	99.89%	99.95%	99.91%	98.49%
Overall Average	99.77%	99.84%	99.69%	99.06%

**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	
	July	Year to Date	July	Year to Date
Grand Central Terminal	99.71%	99.75%	100.00%	99.94%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	99.86%	99.88%	100.00%	99.97%

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



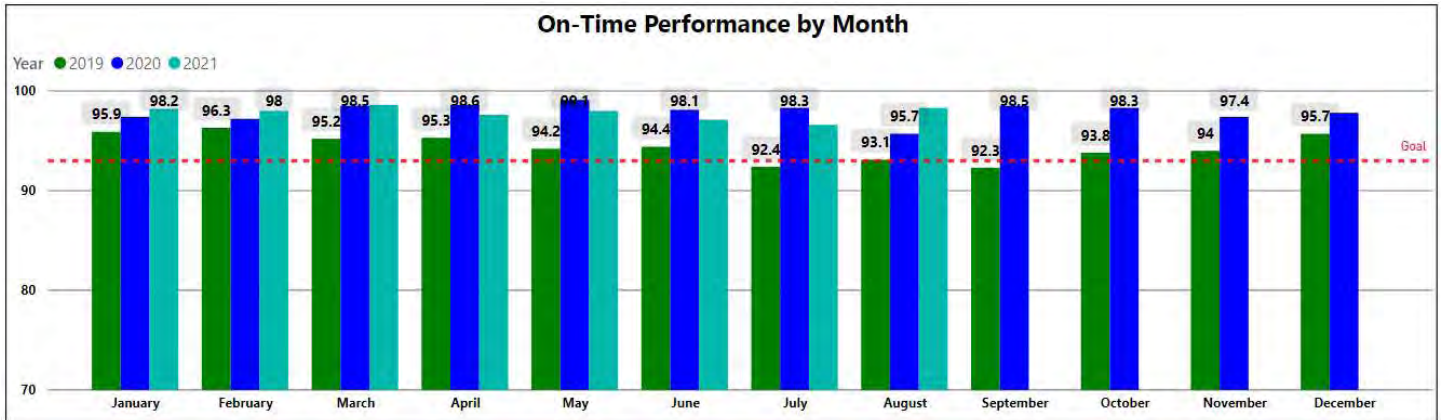
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

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

	2021		2020	
Goal	August	YTD	August	YTD
94.0%	98.3%	97.8%	96.7%	97.8%



## Short Trains

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

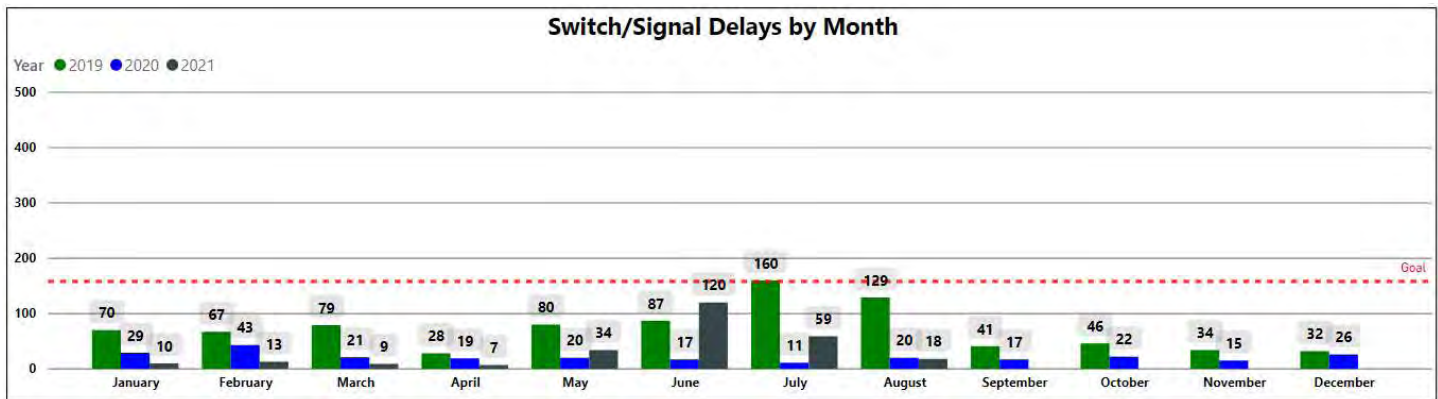
	2021		2020	
Goal	August	YTD	August	YTD
1138	0	0	0	0



## 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	August	YTD	August	YTD
1896	18	542	20	374



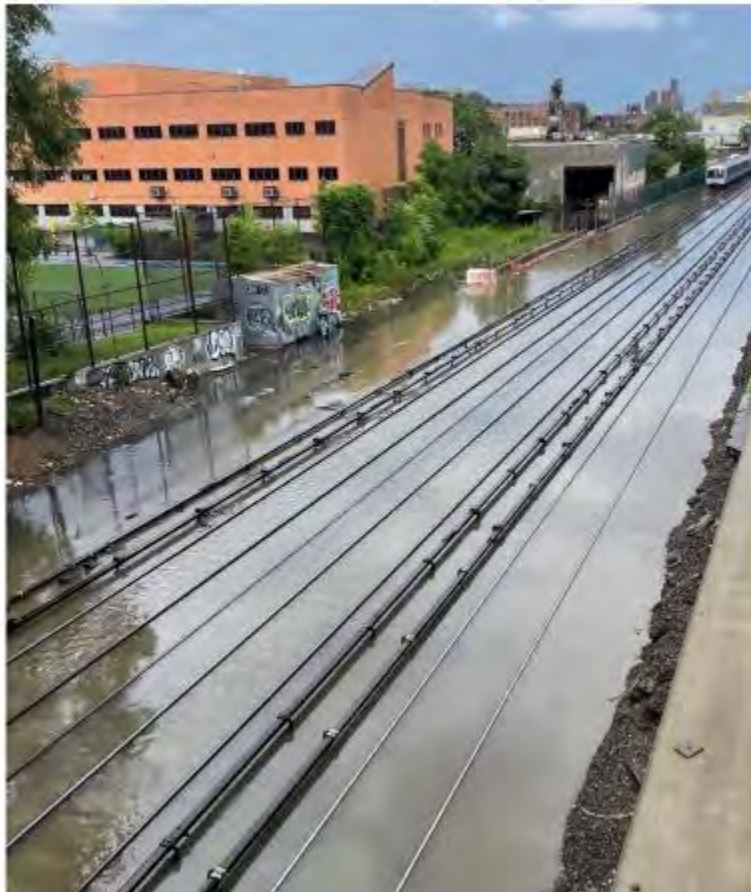


# Metro-North Railroad

## Finance Report

**Steven Weiss**

Financial Liaison, Metro-North Railroad  
MTA Office of the Chief Financial Officer



*Tropical Storm Elsa descended on our region on July 9<sup>th</sup> and soaked our Hudson, Harlem and New Haven lines with heavy rainfall causing flooding, mudslides, sinkholes and washouts. Metro-North deployed 250 employees to tackle the storm.*



# Metro-North Railroad

## July 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 Mid-Year Forecast (Forecast) and key financial performance indicators.

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

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

- Ridership of 14.3 million was 24.1% unfavorable vs. 2020 and 71.4% unfavorable vs. 2019 pre-COVID levels. Ridership was 5.2% favorable vs. Forecast primarily due to higher non-commutation ridership. Consequently, farebox revenue of \$119.3 million was \$5.7 million higher than Forecast.
- Total revenue of \$132.7 million was \$2.3 million or 1.8% higher vs. Forecast primarily due to higher farebox revenue partially offset by lower advertising and parking revenue.
- Total expenses of \$750.6 million were \$3.5 million or 0.5% favorable vs. Forecast primarily due to the timing of contractual costs and consulting and engineering services partially offset by higher labor costs.

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

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

	<u>Mid-Year Forecast</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
<b>Total Revenue</b>	\$130.4	\$132.7	\$2.3	1.8%
<b>Total Expenses before Non-Cash Liability Adjs.</b>	754.1	750.6	3.5	0.5%
<b>Operating Surplus/(Deficit)</b>	(623.7)	(617.9)	5.9	0.9%
<i>Other Non-Cash Liabilities</i>	165.3	158.6	6.7	4.1%
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	(789.0)	(776.4)	12.6	1.6%
<i>Cash Adjustments</i>	115.1	146.6	31.5	27.3%
<b>Net Cash Surplus/(Deficit)</b>	(\$673.9)	(\$629.9)	\$44.0	6.5%

### Steven Weiss

Financial Liaison, Metro-North Railroad  
MTA Office of the Chief Financial Officer

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

July 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$776.4 million was \$12.6 million or 1.6% favorable vs. the Forecast.

Major drivers of the July 2021 YTD favorable result of \$12.6 million include lower Non-Reimbursable Expenses of \$10.2 million primarily due to lower non-cash liability adjustments, contractual costs, and consulting and engineering services, partially offset by higher labor costs. Non-Reimbursable Revenues were favorable by \$2.3 million, primarily driven by higher farebox revenue partially offset by lower advertising and parking revenue.

July 2021 YTD Reimbursable Expenses of \$132.6 million were \$26.5 million favorable vs. the Forecast primarily due to the timing of several projects including the Connecticut Track Program, Signal Replacement from Greenwich to South Norwalk, Connecticut Positive Train Control, CDOT Oversight, Waterbury Branch Cab Signal and other various projects.

### **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$5.7 million higher vs. the Forecast primarily due to higher East of Hudson non-commutation ridership.
  - YTD Ridership of 14.3 million was 5.2% favorable vs. the Forecast, 24.1% unfavorable vs 2020 and 71.4% unfavorable vs pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$3.4 million unfavorable vs. the Forecast primarily due to lower advertising and parking revenue.
- **Capital and Other Reimbursements** – YTD was \$26.5 million or 16.7% unfavorable vs. the Forecast primarily due to scheduling and timing changes noted above.

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

**Total Expenses** – YTD expenses of \$1,041.7 million were \$36.8 million or 3.4% favorable vs. the Forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$649.7 million YTD were \$14.5 million favorable vs. the Forecast.

- **Payroll** – YTD was \$6.4 million favorable vs. the Forecast primarily due to timing of hiring of vacant positions and higher attrition due to retirements and resignations partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$6.8 million favorable vs. the Forecast primarily due to revised crew needs in Transportation.

**Non-Labor Expenses** of \$233.5 million YTD were \$15.5 million favorable vs. the Forecast.

- **Electric Power** – YTD results were \$1.6 million unfavorable vs. the Forecast primarily due to higher rates.
- **Fuel** – YTD expenses were \$0.4 million favorable vs. the Forecast primarily due to lower rates usage partially offset by higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$10.5 million favorable vs. the Forecast due to the timing of Non-Reimbursable expenses for BL-20 locomotive overhauls, infrastructure maintenance and miscellaneous maintenance and operating contracts partially offset by the timing of COVID-19 cleaning invoices and Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk and the Waterbury Branch Cab Signal projects.
- **Professional Services** – YTD was \$14.0 million favorable vs. the Forecast due to the timing of Reimbursable project activity primarily related to the Connecticut Positive Train Control, Oil

Circuit Breaker Replacement, and Sasco Creek Power Supply Station projects and the timing of Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$4.9 million unfavorable vs. the Forecast due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control.
- **Other Business Expenses** – YTD was \$2.2 million unfavorable vs. the Forecast primarily due to higher subsidy payments to New Jersey Transit and higher credit card fees.

**Depreciation and Other Non-Cash Liability Adjustments** – YTD were \$6.7 million favorable vs. Forecast.

### **CASH DEFICIT SUMMARY**

July YTD Net Cash Deficit of \$629.9 million was \$44.0 million or 6.5% favorable to the Forecast primarily due to the timing of payments for several categories.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 18.9% was 0.7 percentage points favorable vs. the Forecast.
- Adjusted Cost per Passenger of \$50.54 was \$3.80 favorable vs. the Forecast.
- Revenue per Passenger of \$8.36 was \$0.02 unfavorable vs. the Forecast.



**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY 2021**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$26.018	\$26.358	\$0.340	1.3	\$0.000	\$0.000	\$0.000	-	\$26.018	\$26.358	\$0.340	1.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.431	0.806	(1.625)	(66.8)	0.000	0.000	0.000	-	2.431	0.806	(1.625)	(66.8)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.288	11.277	(0.012)	(0.1)	11.288	11.277	(0.012)	(0.1)
CDOT	0.000	0.000	0.000	-	15.042	9.682	(5.360)	(35.6)	15.042	9.682	(5.360)	(35.6)
Other	0.000	0.000	0.000	-	1.013	0.986	(0.027)	(2.7)	1.013	0.986	(0.027)	(2.7)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	27.344	21.946	(5.398)	(19.7)	27.344	21.946	(5.398)	(19.7)
<b>Total Revenue</b>	<b>\$28.449</b>	<b>\$27.164</b>	<b>(\$1.285)</b>	<b>(4.5)</b>	<b>\$27.344</b>	<b>\$21.946</b>	<b>(\$5.398)</b>	<b>(19.7)</b>	<b>\$55.793</b>	<b>\$49.110</b>	<b>(\$6.683)</b>	<b>(12.0)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$46.611	\$46.030	\$0.581	1.2	\$4.963	\$4.453	\$0.510	10.3	\$51.574	\$50.483	\$1.091	2.1
Overtime	7.996	7.643	0.353	4.4	2.973	2.497	0.475	16.0	10.968	10.140	0.828	7.5
Health and Welfare	9.638	10.179	(0.540)	(5.6)	1.722	1.503	0.220	12.7	11.361	11.681	(0.321)	(2.8)
OPEB Current Payment	3.322	3.470	(0.147)	(4.4)	0.000	0.000	0.000	-	3.322	3.470	(0.147)	(4.4)
Pensions	10.635	10.521	0.114	1.1	1.432	1.260	0.172	12.0	12.066	11.781	0.286	2.4
Other Fringe Benefits	11.374	10.394	0.980	8.6	1.378	1.216	0.161	11.7	12.752	11.611	1.141	8.9
Reimbursable Overhead	(6.027)	(5.022)	(1.005)	(16.7)	5.817	5.337	0.480	8.3	(0.210)	0.315	(0.525)	*
<b>Total Labor</b>	<b>\$83.549</b>	<b>\$83.214</b>	<b>\$0.335</b>	<b>0.4</b>	<b>\$18.285</b>	<b>\$16.266</b>	<b>\$2.018</b>	<b>11.0</b>	<b>\$101.834</b>	<b>\$99.480</b>	<b>\$2.354</b>	<b>2.3</b>
<i>Non-Labor:</i>												
Electric Power	\$4.421	\$5.543	(\$1.123)	(25.4)	\$0.000	\$0.000	\$0.000	-	\$4.421	\$5.543	(\$1.123)	(25.4)
Fuel	1.375	1.436	(0.061)	(4.4)	0.000	0.000	0.000	-	1.375	1.436	(0.061)	(4.4)
Insurance	1.459	1.463	(0.004)	(0.3)	0.164	0.166	(0.001)	(0.7)	1.624	1.629	(0.005)	(0.3)
Claims	0.111	1.208	(1.097)	*	0.000	0.000	0.000	-	0.111	1.208	(1.097)	*
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	10.155	8.780	1.374	13.5	3.076	0.635	2.440	79.3	13.230	9.416	3.815	28.8
Professional Service Contracts	3.386	2.971	0.415	12.3	4.335	0.234	4.100	94.6	7.721	3.205	4.516	58.5
Materials & Supplies	9.433	6.761	2.672	28.3	1.484	4.628	(3.143)	*	10.917	11.388	(0.471)	(4.3)
Other Business Expenses	1.166	1.534	(0.368)	(31.5)	0.000	0.016	(0.016)	-	1.166	1.550	(0.384)	(32.9)
<b>Total Non-Labor</b>	<b>\$31.505</b>	<b>\$29.696</b>	<b>\$1.810</b>	<b>5.7</b>	<b>\$9.059</b>	<b>\$5.679</b>	<b>\$3.380</b>	<b>37.3</b>	<b>\$40.564</b>	<b>\$35.375</b>	<b>\$5.189</b>	<b>12.8</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>\$115.054</b>	<b>\$112.909</b>	<b>\$2.145</b>	<b>1.9</b>	<b>\$27.344</b>	<b>\$21.946</b>	<b>\$5.398</b>	<b>19.7</b>	<b>\$142.398</b>	<b>\$134.855</b>	<b>\$7.543</b>	<b>5.3</b>
Depreciation	23.314	22.727	0.586	2.5	0.000	0.000	0.000	-	23.314	22.727	0.586	2.5
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.493	(0.002)	0.495	*	0.000	0.000	0.000	-	0.493	(0.002)	0.495	*
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>\$138.860</b>	<b>\$135.634</b>	<b>\$3.226</b>	<b>2.3</b>	<b>\$27.344</b>	<b>\$21.946</b>	<b>\$5.398</b>	<b>19.7</b>	<b>\$166.204</b>	<b>\$157.580</b>	<b>\$8.624</b>	<b>5.2</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$110.411)</b>	<b>(\$108.470)</b>	<b>\$1.941</b>	<b>1.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$110.411)</b>	<b>(\$108.470)</b>	<b>\$1.941</b>	<b>1.8</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	23.314	22.727	(0.586)	(2.5)	0.000	0.000	0.000	-	23.314	22.727	(0.586)	(2.5)
Operating/Capital	(2.222)	(1.529)	0.693	31.2	0.000	0.000	0.000	-	(2.222)	(1.529)	0.693	31.2
Other Cash Adjustments	(6.065)	27.608	33.673	*	0.000	0.000	0.000	-	(6.065)	27.608	33.673	*
<b>Total Cash Conversion Adjustments</b>	<b>\$15.027</b>	<b>\$48.807</b>	<b>\$33.780</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$15.027</b>	<b>\$48.807</b>	<b>\$33.780</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$95.384)</b>	<b>(\$59.663)</b>	<b>\$35.721</b>	<b>37.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$95.384)</b>	<b>(\$59.663)</b>	<b>\$35.721</b>	<b>37.4</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**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$113.587	\$119.266	\$5.679	5.0	\$0.000	\$0.000	\$0.000	-	\$113.587	\$119.266	\$5.679	5.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	16.810	13.454	(3.356)	(20.0)	0.000	0.000	0.000	-	16.810	13.454	(3.356)	(20.0)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	69.630	60.248	(9.382)	(13.5)	69.630	60.248	(9.382)	(13.5)
CDOT	0.000	0.000	0.000	-	81.627	64.689	(16.937)	(20.7)	81.627	64.689	(16.937)	(20.7)
Other	0.000	0.000	0.000	-	7.899	7.684	(0.216)	(2.7)	7.899	7.684	(0.216)	(2.7)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	159.156	132.621	(26.535)	(16.7)	159.156	132.621	(26.535)	(16.7)
<b>Total Revenue/Receipts</b>	<b>\$130.397</b>	<b>\$132.720</b>	<b>\$2.323</b>	<b>1.8</b>	<b>\$159.156</b>	<b>\$132.621</b>	<b>(\$26.535)</b>	<b>(16.7)</b>	<b>\$289.553</b>	<b>\$265.341</b>	<b>(\$24.212)</b>	<b>(8.4)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$305.023	\$303.795	\$1.228	0.4	\$31.689	\$26.520	\$5.169	16.3	\$336.713	\$330.315	\$6.397	1.9
Overtime	49.417	45.119	4.298	8.7	17.999	15.475	2.524	14.0	67.417	60.594	6.823	10.1
Health and Welfare	63.475	64.015	(0.540)	(0.9)	10.838	9.017	1.821	16.8	74.313	73.032	1.281	1.7
OPEB Current Payment	23.389	24.227	(0.838)	(3.6)	0.000	0.000	0.000	-	23.389	24.227	(0.838)	(3.6)
Pensions	72.868	74.883	(2.015)	(2.8)	9.004	7.604	1.400	15.5	81.872	82.488	(0.615)	(0.8)
Other Fringe Benefits	73.083	71.396	1.687	2.3	8.654	7.295	1.359	15.7	81.738	78.692	3.046	3.7
Reimbursable Overhead	(38.006)	(32.120)	(5.886)	(15.5)	36.758	32.453	4.305	11.7	(1.248)	0.333	(1.580)	*
<b>Total Labor</b>	<b>\$549.251</b>	<b>\$551.315</b>	<b>(\$2.065)</b>	<b>(0.4)</b>	<b>\$114.944</b>	<b>\$98.365</b>	<b>\$16.578</b>	<b>14.4</b>	<b>\$664.194</b>	<b>\$649.681</b>	<b>\$14.514</b>	<b>2.2</b>
<i>Non-Labor:</i>												
Electric Power	\$29.600	\$31.107	(\$1.507)	(5.1)	\$0.140	\$0.261	(\$0.121)	(86.5)	\$29.740	\$31.368	(\$1.628)	(5.5)
Fuel	9.965	9.539	0.426	4.3	0.000	0.000	0.000	-	9.965	9.539	0.426	4.3
Insurance	9.927	9.936	(0.009)	(0.1)	1.113	0.986	0.127	11.4	11.040	10.923	0.117	1.1
Claims	0.593	1.320	(0.727)	*	0.000	0.000	0.000	-	0.593	1.320	(0.727)	*
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	66.905	60.255	6.650	9.9	10.651	6.809	3.842	36.1	77.556	67.064	10.492	13.5
Professional Service Contracts	20.863	18.440	2.423	11.6	15.377	3.755	11.622	75.6	36.240	22.195	14.045	38.8
Materials & Supplies	57.912	57.423	0.489	0.8	16.894	22.323	(5.429)	(32.1)	74.806	79.746	(4.940)	(6.6)
Other Business Expenses	9.083	11.234	(2.151)	(23.7)	0.037	0.122	(0.085)	*	9.119	11.356	(2.236)	(24.5)
<b>Total Non-Labor</b>	<b>\$204.848</b>	<b>\$199.255</b>	<b>\$5.593</b>	<b>2.7</b>	<b>\$44.212</b>	<b>\$34.255</b>	<b>\$9.956</b>	<b>22.5</b>	<b>\$249.060</b>	<b>\$233.511</b>	<b>\$15.549</b>	<b>6.2</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>\$754.099</b>	<b>\$750.570</b>	<b>\$3.528</b>	<b>0.5</b>	<b>\$159.156</b>	<b>\$132.621</b>	<b>\$26.535</b>	<b>16.7</b>	<b>\$913.255</b>	<b>\$883.191</b>	<b>\$30.063</b>	<b>3.3</b>
Depreciation	161.662	166.071	(4.409)	(2.7)	0.000	0.000	0.000	-	161.662	166.071	(4.409)	(2.7)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	1.916	(6.801)	8.717	*	0.000	0.000	0.000	-	1.916	(6.801)	8.717	*
Environmental Remediation	1.537	(0.163)	1.700	*	0.000	0.000	0.000	-	1.537	(0.163)	1.700	*
GASB75 Adjustment	0.144	(0.549)	0.693	*	0.000	0.000	0.000	-	0.144	(0.549)	0.693	*
<b>Total Expenses</b>	<b>\$919.358</b>	<b>\$909.128</b>	<b>\$10.230</b>	<b>1.1</b>	<b>\$159.156</b>	<b>\$132.621</b>	<b>\$26.535</b>	<b>16.7</b>	<b>\$1,078.514</b>	<b>\$1,041.749</b>	<b>\$36.765</b>	<b>3.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$788.961)</b>	<b>(\$776.408)</b>	<b>\$12.552</b>	<b>1.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$788.961)</b>	<b>(\$776.408)</b>	<b>\$12.552</b>	<b>1.6</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	161.662	166.071	4.409	2.7	0.000	0.000	0.000	-	161.662	166.071	4.409	2.7
Operating/Capital	(28.599)	(17.363)	11.236	39.3	0.000	0.000	0.000	-	(28.599)	(17.363)	11.236	39.3
Other Cash Adjustments	(17.980)	(2.151)	15.829	88.0	0.000	0.000	0.000	-	(17.980)	(2.151)	15.829	88.0
<b>Total Cash Conversion Adjustments</b>	<b>\$115.083</b>	<b>\$146.556</b>	<b>\$31.474</b>	<b>27.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$115.083</b>	<b>\$146.556</b>	<b>\$31.474</b>	<b>27.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$673.878)</b>	<b>(\$629.852)</b>	<b>\$44.026</b>	<b>6.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$673.878)</b>	<b>(\$629.852)</b>	<b>\$44.026</b>	<b>6.5</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 MID-YEAR FORECAST AND ACTUAL RESULTS  
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
 July 2021  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast				Year to Date vs. Mid-Year Forecast			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
FAREBOX REVENUE	Non-Reimb	\$0.340	1.3%		\$5.679	5.0%	Reflects higher East of Hudson non-commutation ridership.		
OTHER OPERATING REVENUE	Non-Reimb	(\$1.625)	(66.8%)	Timing of GCT retail revenue as well as lower advertising.	(\$3.356)	(20.0%)	Lower advertising and parking revenues.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.398)	(19.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$26.535)	(16.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Reimb	\$0.510	10.3%	Primarily reflects lower activity on the Oversight on CDOT Fund and GCT/ESA Unified Trash Facility Projects.	\$5.169	16.3%	Primarily reflects lower activity on the Cyclical Track and Connecticut Track Programs as well as the Oversight on CDOT Fund and Positive Train Control (NY) Projects.		
OVERTIME	Non-Reimb	\$0.353	4.4%	See overtime charts.	\$4.298	8.7%	See overtime charts.		
	Reimb	\$0.475	16.0%	See overtime charts.	\$2.524	14.0%	See overtime charts.		
HEALTH AND WELFARE	Non-Reimb	(\$0.540)	(5.6%)	Reflects higher than forecasted rates partially offset by lower labor costs.	(\$0.540)	(0.9%)			
	Reimb	\$0.220	12.7%	Primarily reflects lower activity on the Connecticut Track Program as well as the Oversight on CDOT Fund and GCT/ESA Unified Trash Facility Projects.	\$1.821	16.8%	Primarily reflects lower activity on the Cyclical Track and Connecticut Track Programs as well as the Oversight on CDOT Fund, Positive Train Control (NY) and Installation of Bridge Timbers Projects.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.147)	(4.4%)		(\$0.838)	(3.6%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.		
	Reimb								
PENSIONS	Reimb	\$0.172	12.0%	Primarily reflects lower activity on the Connecticut Track Program as well as the Oversight on CDOT Fund and GCT/ESA Unified Trash Facility Projects.	\$1.400	15.5%	Primarily reflects lower activity on the Cyclical Track and Connecticut Track Programs as well as the Oversight on CDOT Fund, Positive Train Control (NY) and Installation of Bridge Timbers Projects.		
OTHER FRINGE BENEFITS	Non-Reimb	\$0.980	8.6%	Primarily reflects a lower employee claim provision and labor costs than forecasted.	\$1.687	2.3%			
	Reimb	\$0.161	11.7%	Primarily reflects lower activity on the Connecticut Track Program as well as the Oversight on CDOT Fund and GCT/ESA Unified Trash Facility Projects.	\$1.359	15.7%	Primarily reflects lower activity on the Cyclical Track and Connecticut Track Programs as well as the Positive Train Control (NY), Oversight on CDOT Fund and Installation of Bridge Timbers Projects.		
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.005)	(16.7%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$5.886)	(15.5%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.		
	Reimb	\$0.480	8.3%		\$4.305	11.7%			
ELECTRIC POWER	Non-Reimb	(\$1.123)	(25.4%)	Higher than forecasted traction electric rates partially offset by lower than forecasted traction electric usage.	(\$1.507)	(5.1%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction electric usage.		
INSURANCE	Reimb	(\$0.001)	(0.7%)		\$0.127	11.4%	Primarily reflects lower activity on the Connecticut Track Programs as well as the Oversight on CDOT Fund, Positive Train Control (NY) and Installation of Bridge Timbers Projects partially offset by the Turnouts Replacement Project.		

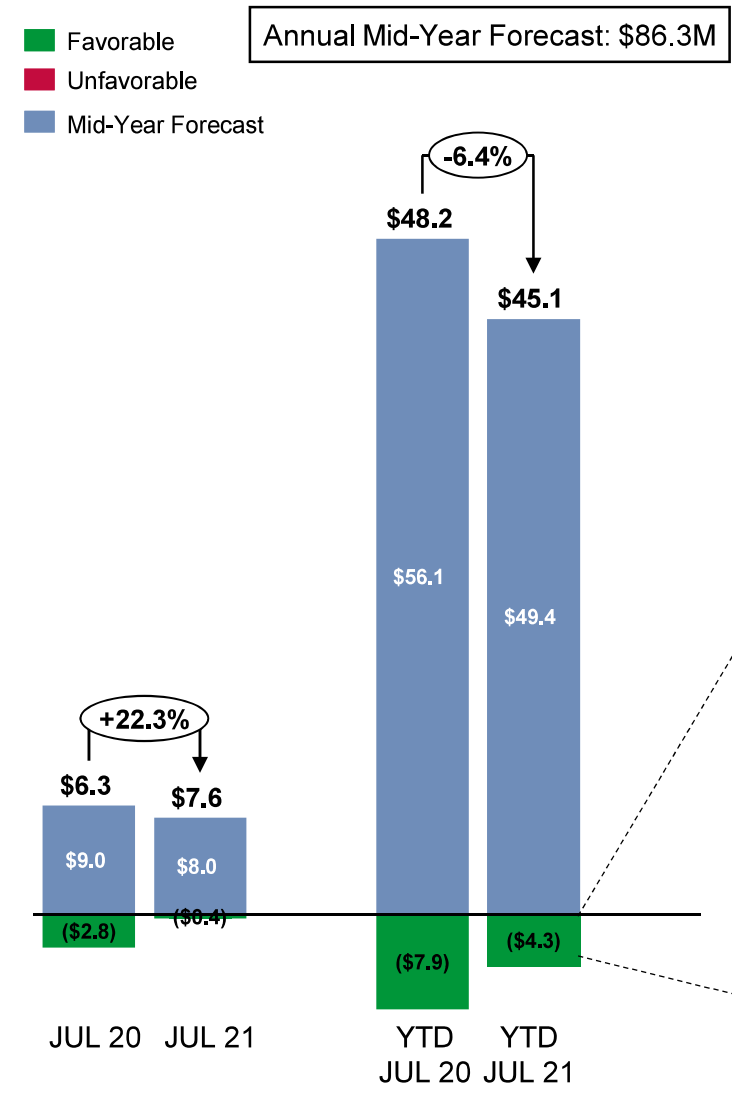
MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS  
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
 July 2021  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast				Year to Date vs. Mid-Year Forecast			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
CLAIMS	Non-Reimb	(\$1.097)	*	Reflects a higher passenger claims provision than forecasted.	(\$0.727)	*	Reflects a higher passenger claims provision than forecasted.		
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.374	13.5%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as miscellaneous maintenance and operating contracts.	\$6.650	9.9%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts partially offset by a nine month catch-up charge for Graybar COVID-19 cleaning efforts.		
	Reimb	\$2.440	79.3%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk and Waterbury Branch Cab Signal Projects.	\$3.842	36.1%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk and Waterbury Branch Cab Signal Projects partially offset by the Cyclical Track and Connecticut Track Programs.		
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.415	12.3%	Lower than anticipated consulting and engineering services.	\$2.423	11.6%	Lower than anticipated consulting and engineering services.		
	Reimb	\$4.100	94.6%	Reflects lower activity on the Positive Train Control (CT), Sasco Creek Traction Power Supply Station and Oil Circuit Breaker Replacement Projects.	\$11.622	75.6%	Reflects lower activity on the Positive Train Control (CT), Oil Circuit Breaker Replacement and Sasco Creek Traction Power Supply Station partially offset by the Maybrook Trail Project.		
MATERIALS AND SUPPLIES	Non-Reimb	\$2.672	28.3%	Timing of rolling stock maintenance events, rolling stock material usage, and infrastructure repairs as well as lower net inventory adjustments.	\$0.489	0.8%			
	Reimb	(\$3.143)	*	Reflects higher activity on the Waterbury Branch Cab Signal Project and Cyclical Track Program partially offset by the Connecticut Track Program.	(\$5.429)	(32.1%)	Reflects higher activity on the Positive Train Control (CT) Project and Cyclical Track Program partially offset by the Waterbury Branch Cab Signal, Harmon Shop Replacement and DC Substation Signal House Roof Replacement Projects as well as the Connecticut Track Program.		
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.368)	(31.5%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments.	(\$2.151)	(23.7%)	Primarily due to higher subsidy payments to New Jersey Transit and higher credit card fees.		
	Reimb	(\$0.016)	*	Primarily reflects higher activity on the Universal Interlock CP243 and Stamford Catenary Improvement Projects.	(\$0.085)	*	Primarily reflects higher activity on the Universal Interlock CP243 Project.		
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	*		\$8.717	*	Reflects adjustments to account for MNR's net pension liability.		
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.495	*	Reflects timing of projects requiring remediation.	\$1.700	*	Reflects timing of projects requiring remediation.		
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.693	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.		
OPERATING CAPITAL	Non-Reimb	\$0.693	31.2%	Primarily reflects timing for the following projects: Cast Oil Transformers, Replacement of AC Bus Ducts for H&H Substations and Vehicle Replacement Program partially offset by Renovation of the GCT Training Facility.	\$11.236	39.3%	Primarily reflects timing for the following projects: Accelerated Video Surveillance System Initiative, GCT Exhaust Duct Repair, EAM Consulting Information Software, Upper Harlem Pole Replacement, Installation of Station Dry Water Lines, GCT Transformer Houses 1&9, Axle Lathe for Harmon Shop, GCT Escalators Replacement and GCT Restaurant Ductwork Fire Restoration.		

\* Variance exceeds 100%.

# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

## July 2021 and YTD Mid-Year Forecast vs. variance

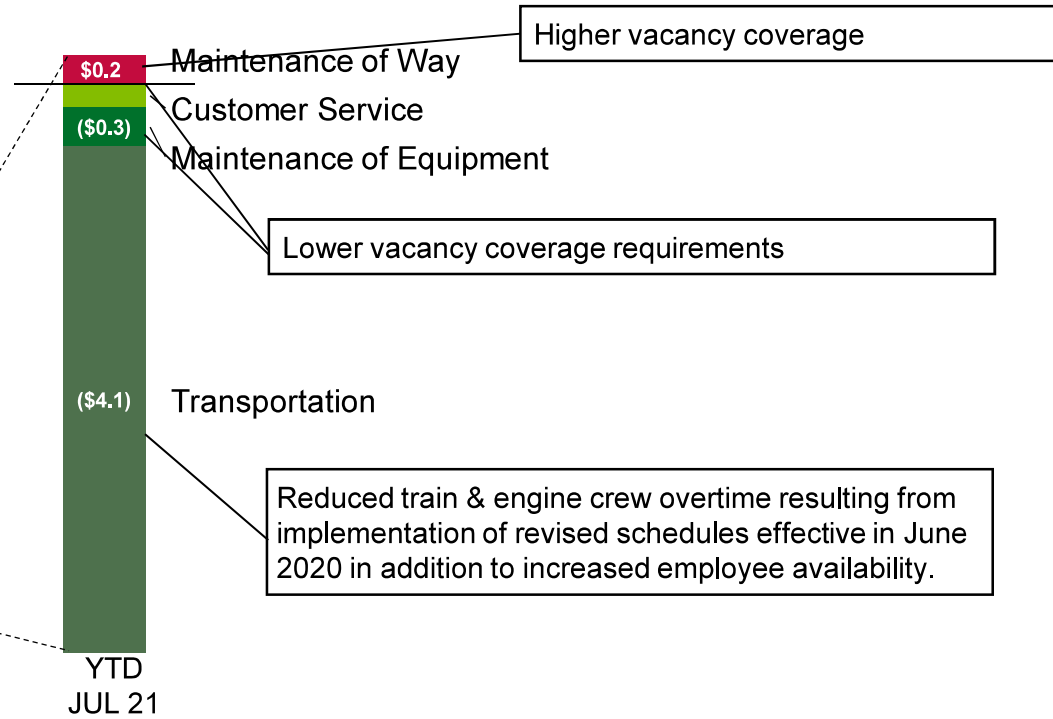


## Overview

- Overall decrease of \$3.1M or 6.4% compared to YTD July 2020
- 8.7% below 2021 Mid-Year Forecast
- 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 \$11.7M of total \$45.1M; Connecticut's share of YTD Variance is favorable \$1.7M of the favorable \$4.3M

## YTD variance by division

(\$4.3M), (8.7%)



Source: 2021 Mid-Year Forecast. General Ledger actuals for actual overtime spending.

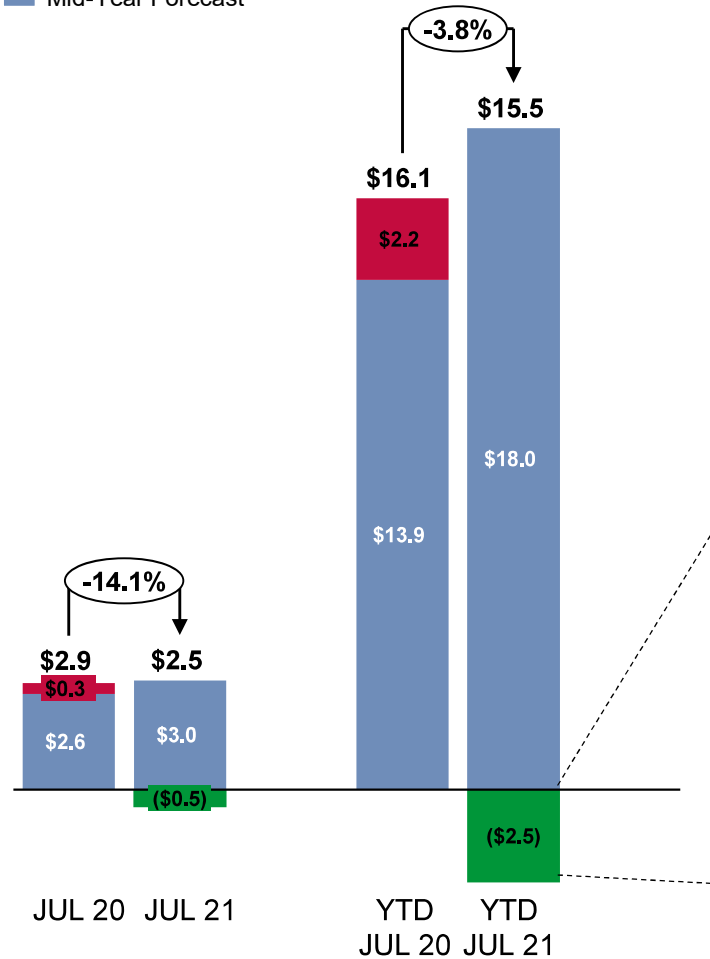
# METRO-NORTH RAILROAD –Reimbursable Overtime Variance

## July 2021 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Annual Mid-Year Forecast: \$30.5M

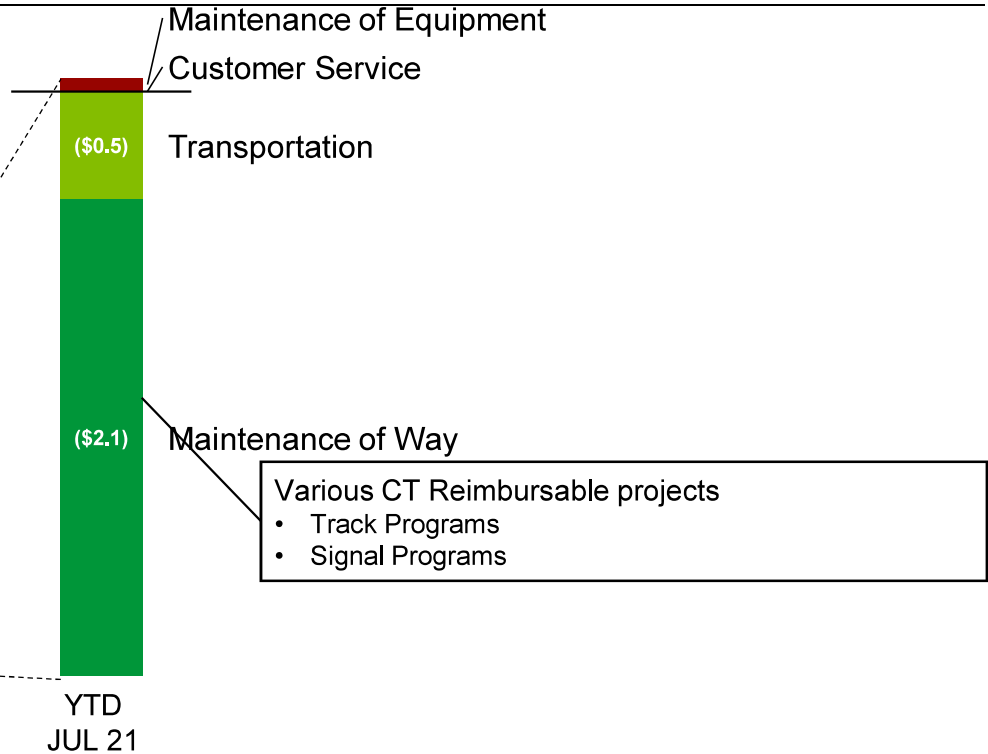


## Overview

- Overall decrease of \$0.6M or 3.8% compared to YTD July 2020
- 14.0% below 2021 Mid-Year Forecast
- Main cause for favorable variance is less than planned work on CT Capital projects
- Connecticut paid \$5.9M of total \$15.5M; Connecticut's share of YTD Variance is favorable \$2.8M of the favorable \$2.5M

## YTD variance by division

(\$2.5M), (14.0%)



Various CT Reimbursable projects  
 • Track Programs  
 • Signal Programs

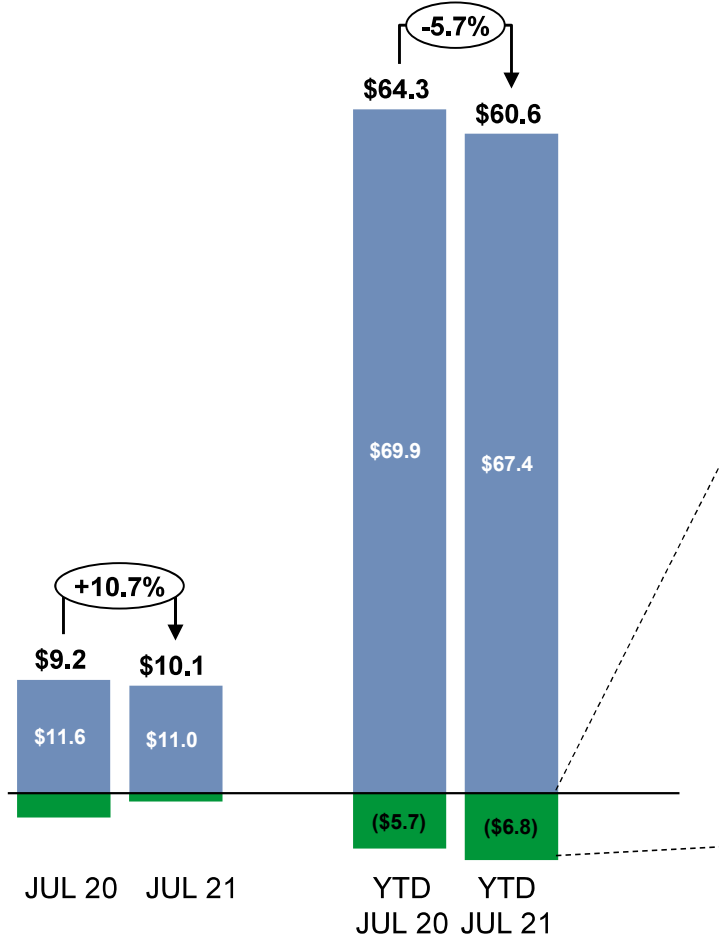
Source: 2021 Mid-Year Forecast. General Ledger actuals for actual overtime spending.

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

July 2021 and YTD Mid-Year Forecast vs. variance  
\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Annual Mid-Year Forecast: \$116.8M

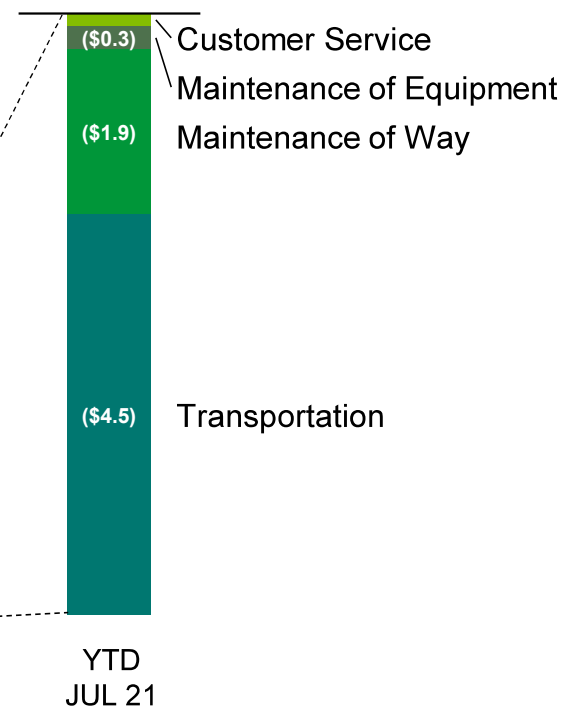


## Overview

- Overall decrease of \$3.7M or 5.7% compared to YTD July 2020
- 10.1% below 2021 Mid-Year Forecast
- 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 \$17.6M of total \$60.6M; Connecticut's share of YTD Variance is a favorable \$4.5M of the overall favorable \$6.8M

## YTD variance by division

(\$6.8M), (10.1%)



Source: 2021 Mid-Year Forecast. General Ledger actuals for actual overtime spending.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	JULY 2021				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$25.852	\$25.052	(\$0.800)	(3.1)	\$111.642	\$114.881	\$3.239	2.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.819	4.721	(0.098)	(2.0)	37.191	34.073	(3.118)	(8.4)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	11.288	17.628	6.340	56.2	59.407	54.579	(4.828)	(8.1)
CDOT	15.042	23.783	8.741	58.1	91.452	86.842	(4.610)	(5.0)
Other	1.013	0.683	(0.330)	(32.6)	8.130	7.751	(0.379)	(4.7)
Total Capital and Other Reimbursements	27.344	42.094	14.750	53.9	158.989	149.172	(9.817)	(6.2)
<b>Total Receipts</b>	<b>\$58.015</b>	<b>\$71.867</b>	<b>\$13.852</b>	<b>23.9</b>	<b>\$307.821</b>	<b>\$298.126</b>	<b>(\$9.695)</b>	<b>(3.1)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$58.008	\$52.439	\$5.569	9.6	\$326.372	\$316.714	\$9.658	3.0
Overtime	12.462	10.128	2.334	18.7	64.031	58.387	5.644	8.8
Health and Welfare	12.312	10.658	1.654	13.4	78.774	80.780	(2.006)	(2.5)
OPEB Current Payment	3.322	3.436	(0.114)	(3.4)	23.783	24.192	(0.409)	(1.7)
Pensions	11.891	11.783	0.108	0.9	82.414	81.981	0.433	0.5
Other Fringe Benefits	14.118	14.155	(0.037)	(0.3)	130.685	130.844	(0.159)	(0.1)
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>\$112.113</b>	<b>\$102.599</b>	<b>\$9.514</b>	<b>8.5</b>	<b>\$706.059</b>	<b>\$692.898</b>	<b>\$13.161</b>	<b>1.9</b>
<i>Non-Labor:</i>								
Electric Power	\$4.687	\$4.001	\$0.686	14.6	\$33.579	\$33.351	\$0.228	0.7
Fuel	1.375	1.836	(0.461)	(33.5)	9.156	9.236	(0.080)	(0.9)
Insurance	1.621	0.000	1.621	100.0	5.851	5.160	0.691	11.8
Claims	0.111	1.816	(1.705)	*	0.746	2.365	(1.619)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.341	7.222	4.119	36.3	88.959	69.995	18.964	21.3
Professional Service Contracts	6.686	1.717	4.969	74.3	30.303	15.470	14.833	48.9
Materials & Supplies	11.495	9.177	2.318	20.2	78.537	71.808	6.729	8.6
Other Business Expenditures	3.970	3.162	0.808	20.4	28.509	27.695	0.814	2.9
<b>Total Non-Labor</b>	<b>\$41.287</b>	<b>\$28.931</b>	<b>\$12.356</b>	<b>29.9</b>	<b>\$275.641</b>	<b>\$235.080</b>	<b>\$40.561</b>	<b>14.7</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>\$153.399</b>	<b>\$131.530</b>	<b>\$21.869</b>	<b>14.3</b>	<b>\$981.699</b>	<b>\$927.978</b>	<b>\$53.721</b>	<b>5.5</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$95.384)</b>	<b>(\$59.663)</b>	<b>\$35.721</b>	<b>37.4</b>	<b>(\$673.878)</b>	<b>(\$629.852)</b>	<b>\$44.026</b>	<b>6.5</b>
<b>Subsidies</b>								
MTA	71.918	42.754	(29.164)	(40.6)	434.911	393.409	(41.502)	(9.5)
CDOT	23.466	48.502	25.036	*	197.943	218.103	20.160	10.2
<b>Total Subsidies</b>	<b>\$95.384</b>	<b>\$91.256</b>	<b>(\$4.128)</b>	<b>(4.3)</b>	<b>\$632.854</b>	<b>\$611.512</b>	<b>(\$21.342)</b>	<b>(3.4)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$6.138</b>	<b>\$6.138</b>	<b>-</b>	<b>\$45.678</b>	<b>(\$31.179)</b>	<b>(\$76.857)</b>	<b>*</b>

**Notes:**

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.



**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
(\$ in millions)

\$ Detail

\$ Detail

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast			Year-to-Date as of July 31st, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	(0.098)	(2.0%)		(3.118)	(8.4%)	Primarily reflects lower GCT retail, miscellaneous and advertising revenues partially offset by higher Amtrak receipts.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	6.340	56.2%	Primarily reflects higher cash receipts than forecasted due to reimbursement of inter-agency payroll from MTA.	(4.828)	(8.1%)	Primarily reflects lower cash receipts partially offset by higher capital related project activity than forecasted.
CDOT	8.741	58.1%	Primarily reflects higher cash receipts partially offset by lower capital related project activity than forecasted.	(4.610)	(5.0%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	(0.330)	(32.6%)	Primarily reflects lower cash receipts than forecasted.	(0.379)	(4.7%)	Reflects lower reimbursable related project activity than forecasted.
PAYROLL	5.569	9.6%	Primarily reflects timing of pay periods, RWA payments and remittance payments for the employee portion of withheld income taxes partially offset by inter-agency payroll.	9.658	3.0%	Primarily reflects timing of RWA payments and pay periods partially offset by inter-agency payroll.
OVERTIME	2.334	18.7%	Primarily reflects revised Transportation crew needs.	5.644	8.8%	Primarily reflects revised Transportation crew needs.
HEALTH & WELFARE	1.654	13.4%	Primarily reflects the timing of payments for health insurance premiums.	(2.006)	(2.5%)	
ELECTRIC POWER	0.686	14.6%	Primarily reflects timing of payments partially offset by higher than forecasted traction electric rates.	0.228	0.7%	
FUEL	(0.461)	(33.5%)	Primarily reflects timing of payments and higher than forecasted revenue diesel rates.	(0.080)	(0.9%)	
INSURANCE	1.621	100.0%	Reflects the timing of insurance premium payments.	0.691	11.8%	Reflects the timing of insurance premium payments.
CLAIMS	(1.705)	*	Primarily reflects a higher than forecasted passenger injury settlement.	(1.619)	*	Primarily reflects a higher than forecasted passenger injury settlement.
MAINTENANCE & OTHER OPERATING CONTRACTS	4.119	36.3%	Primarily reflects lower project activity on the Signal Replacement - Greenwich to South Norwalk and the Waterbury Branch Cab Signal Projects, the timing of expenses for the BL-20 locomotive overhaul as well as lower miscellaneous maintenance and operating contracts.	18.964	21.3%	Primarily reflects the timing of payments for MTA Police Services, the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and miscellaneous maintenance and operating contracts as well as lower project activity on the Signal Replacement - Greenwich to South Norwalk and the Waterbury Branch Cab Signal Projects.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
(\$ in millions)

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	July Month vs Mid-Year Forecast			Year-to-Date as of July 31st, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
PROFESSIONAL SERVICE CONTRACTS	4.969	74.3%	Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT), Sasco Creek Traction Power Supply Station and Oil Circuit Breaker Replacement Projects) as well as lower than anticipated consulting and other engineering services.	14.833	48.9%	Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT), Oil Circuit Breaker Replacement and Sasco Creek Traction Power Supply Station Projects), the timing of payments for New Haven Line BSC costs as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	2.318	20.2%	Primarily reflects timing of rolling stock maintenance events, rolling stock material usage and infrastructure repairs.	6.729	8.6%	Primarily reflects 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.
OTHER BUSINESS EXPENSES	0.808	20.4%	Primarily reflects lower New Jersey Transit subsidy payments resulting from inflationary adjustments.	0.814	2.9%	Primarily reflects lower New Jersey Transit subsidy payments resulting from inflationary adjustments.
MTA SUBSIDY RECEIPTS	(29.164)	(40.6%)	Reflects lower cash deficit and higher CDOT subsidy partially offset by available cash balance.	(41.502)	(9.5%)	Reflects lower cash deficit and higher CDOT subsidy partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	25.036	*	Reflects the timing of the receipt of the July & August subsidy invoice in July.	20.160	10.2%	Primarily reflects the timing of the receipt of the estimated 2020 Q4 and 2021 Q1 & Q2 Administrative Assets invoices combined with a higher CDOT share of estimated deficits than forecasted.

\* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	JULY 2021				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.166)	(\$1.306)	(\$1.140)	*	(\$1.945)	(\$4.385)	(\$2.440)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.388	3.915	1.527	63.9	20.380	20.619	0.238	1.2
<i>Capital &amp; Other Reimbursements:</i>								
MTA	0.000	6.351	6.351	-	(10.223)	(5.669)	4.554	44.5
CDOT	0.000	14.101	14.101	-	9.825	22.153	12.328	*
Other	0.000	(0.303)	(0.303)	-	0.230	0.067	(0.163)	(70.7)
Total Capital and Other Reimbursements	0.000	20.148	20.148	-	(0.167)	16.551	16.718	*
<b>Total Revenue/Receipts</b>	<b>\$2.222</b>	<b>\$22.757</b>	<b>\$20.535</b>	<b>*</b>	<b>\$18.268</b>	<b>\$32.785</b>	<b>\$14.517</b>	<b>79.5</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$6.434)	(\$1.956)	\$4.478	69.6	\$10.341	\$13.601	\$3.260	31.5
Overtime	(1.494)	0.012	1.506	*	3.386	2.207	(1.179)	(34.8)
Health and Welfare	(0.951)	1.023	1.974	*	(4.461)	(7.748)	(3.287)	(73.7)
OPEB Current Payment	0.000	0.034	0.000	-	(0.393)	0.035	0.428	*
Pensions	0.176	(0.002)	(0.178)	*	(0.542)	0.507	1.048	*
Other Fringe Benefits	(1.366)	(2.544)	(1.178)	(86.3)	(48.948)	(52.152)	(3.205)	(6.5)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.210)	0.315	0.525	*	(1.248)	0.333	1.580	*
<b>Total Labor</b>	<b>(\$10.279)</b>	<b>(\$3.119)</b>	<b>\$7.160</b>	<b>69.7</b>	<b>(\$41.864)</b>	<b>(\$43.217)</b>	<b>(\$1.353)</b>	<b>(3.2)</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.267)	\$1.542	\$1.809	*	(\$3.839)	(\$1.983)	\$1.856	48.4
Fuel	0.000	(0.400)	(0.400)	-	0.810	0.303	(0.506)	(62.5)
Insurance	0.003	1.629	1.626	*	5.189	5.763	0.574	11.1
Claims	0.000	(0.608)	(0.608)	-	(0.153)	(1.045)	(0.892)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.889	2.194	0.304	16.1	(11.403)	(2.931)	8.472	74.3
Professional Service Contracts	1.035	1.488	0.454	43.8	5.937	6.725	0.788	13.3
Materials & Supplies	(0.578)	2.211	2.789	*	(3.731)	7.938	11.669	*
Other Business Expenses	(2.804)	(1.612)	1.192	42.5	(19.390)	(16.339)	3.050	15.7
<b>Total Non-Labor</b>	<b>(\$0.722)</b>	<b>\$6.444</b>	<b>\$7.166</b>	<b>*</b>	<b>(\$26.580)</b>	<b>(\$1.569)</b>	<b>\$25.011</b>	<b>94.1</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>(\$11.001)</b>	<b>\$3.325</b>	<b>\$14.326</b>	<b>*</b>	<b>(\$68.445)</b>	<b>(\$44.787)</b>	<b>\$23.658</b>	<b>34.6</b>
Depreciation	23.314	22.727	(0.586)	(2.5)	161.662	166.071	4.409	2.7
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	1.916	(6.801)	(8.717)	*
Environmental Remediation	0.493	(0.002)	(0.495)	*	1.537	(0.163)	(1.700)	*
GASB75 Adjustment	0.000	0.000	0.000	-	0.144	(0.549)	(0.693)	*
<b>Total Expenditures Adjustments</b>	<b>\$12.805</b>	<b>\$26.050</b>	<b>\$13.245</b>	<b>*</b>	<b>\$96.815</b>	<b>\$113.771</b>	<b>\$16.957</b>	<b>17.5</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$15.027</b>	<b>\$48.807</b>	<b>\$33.780</b>	<b>*</b>	<b>\$115.083</b>	<b>\$146.556</b>	<b>\$31.474</b>	<b>27.3</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  
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
RIDERSHIP/UTILIZATION  
JULY 2021  
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	MID-YEAR FORECAST	2021	2020 <sup>(A)</sup>	MID-YEAR FORECAST		2020		MID-YEAR FORECAST	2021	2020 <sup>(A)</sup>	MID-YEAR FORECAST		2020	
<b>FAREBOX REVENUE</b>														
<i>Harlem Line - Commutation</i>	1.682	1.386	1.009	(0.297)	-17.6%	0.377	37.4%	8.408	8.220	30.649	(0.188)	-2.2%	(22.429)	-73.2%
<i>Harlem Line - Non-Commutation</i>	5.415	5.597	1.937	0.182	3.4%	3.661	189.0%	23.206	24.625	22.861	1.419	6.1%	1.764	7.7%
<b>TOTAL HARLEM LINE</b>	<b>\$7.097</b>	<b>\$6.983</b>	<b>\$2.945</b>	<b>(\$0.114)</b>	<b>-1.6%</b>	<b>\$4.038</b>	<b>137.1%</b>	<b>\$31.614</b>	<b>\$32.845</b>	<b>\$53.510</b>	<b>\$1.231</b>	<b>3.9%</b>	<b>(\$20.665)</b>	<b>-38.6%</b>
<i>Hudson Line - Commutation</i>	1.199	0.984	0.723	(0.215)	-17.9%	0.260	36.0%	6.033	5.895	20.548	(0.137)	-2.3%	(14.653)	-71.3%
<i>Hudson Line - Non-Commutation</i>	5.300	5.370	2.019	0.070	1.3%	3.351	165.9%	22.578	23.616	20.063	1.038	4.6%	3.553	17.7%
<b>TOTAL HUDSON LINE</b>	<b>\$6.498</b>	<b>\$6.354</b>	<b>\$2.743</b>	<b>(\$0.145)</b>	<b>-2.2%</b>	<b>\$3.611</b>	<b>131.7%</b>	<b>\$28.610</b>	<b>\$29.511</b>	<b>\$40.611</b>	<b>\$0.900</b>	<b>3.1%</b>	<b>(\$11.100)</b>	<b>-27.3%</b>
<i>New Haven Line - Commutation</i>	1.942	1.709	1.114	(0.233)	-12.0%	0.594	53.3%	9.380	9.312	41.216	(0.068)	-0.7%	(31.904)	-77.4%
<i>New Haven Line - Non-Commutation</i>	9.928	10.755	3.197	0.827	8.3%	7.558	236.4%	41.394	44.847	41.435	3.453	8.3%	3.411	8.2%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$11.869</b>	<b>\$12.463</b>	<b>\$4.312</b>	<b>\$0.594</b>	<b>5.0%</b>	<b>\$8.152</b>	<b>189.1%</b>	<b>\$50.773</b>	<b>\$54.159</b>	<b>\$82.651</b>	<b>\$3.386</b>	<b>6.7%</b>	<b>(\$28.492)</b>	<b>-34.5%</b>
<b>All Lines - Commutation</b>	<b>4.823</b>	<b>4.078</b>	<b>2.846</b>	<b>(0.745)</b>	<b>-15.4%</b>	<b>1.232</b>	<b>43.3%</b>	<b>23.820</b>	<b>23.427</b>	<b>92.413</b>	<b>(0.393)</b>	<b>-1.7%</b>	<b>(68.986)</b>	<b>-74.6%</b>
<b>All Lines - Non-Commutation</b>	<b>20.642</b>	<b>21.722</b>	<b>7.153</b>	<b>1.080</b>	<b>5.2%</b>	<b>14.569</b>	<b>203.7%</b>	<b>87.177</b>	<b>93.087</b>	<b>84.359</b>	<b>5.910</b>	<b>6.8%</b>	<b>8.728</b>	<b>10.3%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$25.465</b>	<b>\$25.800</b>	<b>\$9.999</b>	<b>\$0.335</b>	<b>1.3%</b>	<b>\$15.801</b>	<b>158.0%</b>	<b>\$110.997</b>	<b>\$116.514</b>	<b>\$176.772</b>	<b>\$5.517</b>	<b>5.0%</b>	<b>(\$60.258)</b>	<b>-34.1%</b>
<b>West of Hudson<sup>(B)</sup></b>	<b>\$0.553</b>	<b>\$0.558</b>	<b>\$0.121</b>	<b>\$0.005</b>	<b>0.9%</b>	<b>\$0.438</b>	<b>363.0%</b>	<b>\$2.590</b>	<b>\$2.752</b>	<b>\$3.722</b>	<b>0.162</b>	<b>6.2%</b>	<b>(0.970)</b>	<b>-26.1%</b>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$26.018</b>	<b>\$26.358</b>	<b>\$10.120</b>	<b>\$0.340</b>	<b>1.3%</b>	<b>\$16.238</b>	<b>160.5%</b>	<b>\$113.587</b>	<b>\$119.266</b>	<b>\$180.494</b>	<b>\$5.679</b>	<b>5.0%</b>	<b>(\$61.228)</b>	<b>-33.9%</b>
<b>RIDERSHIP</b>														
<i>Harlem Line - Commutation</i>	0.275	0.233	0.167	(0.042)	-15.1%	0.066	39.3%	1.440	1.437	3.521	(0.003)	-0.2%	(2.084)	-59.2%
<i>Harlem Line - Non-Commutation</i>	0.634	0.637	0.257	0.003	0.5%	0.380	147.6%	2.852	3.007	2.554	0.155	5.4%	0.453	17.7%
<b>TOTAL HARLEM LINE</b>	<b>0.909</b>	<b>0.870</b>	<b>0.425</b>	<b>(0.038)</b>	<b>-4.2%</b>	<b>0.446</b>	<b>105.0%</b>	<b>4.292</b>	<b>4.444</b>	<b>6.075</b>	<b>0.152</b>	<b>3.5%</b>	<b>(1.631)</b>	<b>-26.8%</b>
<i>Hudson Line - Commutation</i>	0.145	0.128	0.094	(0.017)	-11.8%	0.034	36.1%	0.768	0.775	2.009	0.008	1.0%	(1.233)	-61.4%
<i>Hudson Line - Non-Commutation</i>	0.482	0.500	0.195	0.019	3.9%	0.305	156.0%	2.121	2.253	1.758	0.131	6.2%	0.495	28.1%
<b>TOTAL HUDSON LINE</b>	<b>0.627</b>	<b>0.629</b>	<b>0.290</b>	<b>0.001</b>	<b>0.2%</b>	<b>0.339</b>	<b>117.1%</b>	<b>2.889</b>	<b>3.028</b>	<b>3.767</b>	<b>0.139</b>	<b>4.8%</b>	<b>(0.739)</b>	<b>-19.6%</b>
<i>New Haven Line - Commutation</i>	0.327	0.286	0.182	(0.040)	-12.4%	0.105	57.7%	1.649	1.666	4.488	0.017	1.0%	(2.822)	-62.9%
<i>New Haven Line - Non-Commutation</i>	1.021	1.098	0.392	0.077	7.6%	0.707	180.5%	4.489	4.854	4.070	0.365	8.1%	0.784	19.3%
<b>TOTAL NEW HAVEN LINE</b>	<b>1.348</b>	<b>1.385</b>	<b>0.573</b>	<b>0.037</b>	<b>2.7%</b>	<b>0.811</b>	<b>141.6%</b>	<b>6.138</b>	<b>6.520</b>	<b>8.558</b>	<b>0.382</b>	<b>6.2%</b>	<b>(2.038)</b>	<b>-23.8%</b>
<b>Total Ridership East of Hudson</b>														
<b>All Lines - Commutation</b>	<b>0.746</b>	<b>0.647</b>	<b>0.443</b>	<b>(0.099)</b>	<b>-13.3%</b>	<b>0.204</b>	<b>46.1%</b>	<b>3.856</b>	<b>3.878</b>	<b>10.018</b>	<b>0.022</b>	<b>0.6%</b>	<b>(6.140)</b>	<b>-61.3%</b>
<b>All Lines - Non-Commutation</b>	<b>2.137</b>	<b>2.236</b>	<b>0.845</b>	<b>0.099</b>	<b>4.6%</b>	<b>1.392</b>	<b>164.8%</b>	<b>9.462</b>	<b>10.114</b>	<b>8.382</b>	<b>0.651</b>	<b>6.9%</b>	<b>1.732</b>	<b>20.7%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>2.884</b>	<b>2.884</b>	<b>1.287</b>	<b>(0.000)</b>	<b>0.0%</b>	<b>1.596</b>	<b>124.0%</b>	<b>13.319</b>	<b>13.992</b>	<b>18.400</b>	<b>0.673</b>	<b>5.1%</b>	<b>(4.408)</b>	<b>-24.0%</b>
<b>West of Hudson<sup>(B)</sup></b>	<b>0.045</b>	<b>0.055</b>	<b>0.029</b>	<b>0.010</b>	<b>21.9%</b>	<b>0.027</b>	<b>93.3%</b>	<b>0.242</b>	<b>0.276</b>	<b>0.408</b>	<b>0.034</b>	<b>14.1%</b>	<b>(0.132)</b>	<b>-32.3%</b>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>2.929</b>	<b>2.939</b>	<b>1.316</b>	<b>0.010</b>	<b>0.3%</b>	<b>1.623</b>	<b>123.3%</b>	<b>13.561</b>	<b>14.268</b>	<b>18.807</b>	<b>0.707</b>	<b>5.2%</b>	<b>(4.539)</b>	<b>-24.1%</b>

<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 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**July 31, 2021**

<u>Department</u>	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance	Notes
<b>Administration</b>				
President	2	2	-	
Labor Relations	10	8	2	
Safety	58	54	4	
Security	17	16	1	
Office of the Executive VP	6	6	0	
Corporate & Public Affairs	13	13	-	
Customer Service	44	50	(6)	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	34	33	1	
Training	73	73	-	
Employee Relations & Diversity	4	4	-	
VP Planning	1	-	1	
Capital Planning & Programming	10	10	-	
Long Range Planning	5	5	0	
Controller	54	54	0	
Budget	16	15	1	
Procurement & Material Mgmt	20	17	3	
<b>Total Administration</b>	<b>381</b>	<b>373</b>	<b>8</b>	
<b>Operations</b>				
Operations Support	49	48	1	
Rolling Stock & EAM	14	12	2	
Transportation	1,619	1,573	46	A
Customer Service	377	342	35	B
Metro-North West	27	32	(5)	
<b>Total Operations</b>	<b>2,086</b>	<b>2,006</b>	<b>80</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,551	1,526	25	A
Maintenance of Way	2,055	2,004	51	A
Procurement & Material Mgmt	111	108	3	
<b>Total Maintenance</b>	<b>3,717</b>	<b>3,638</b>	<b>79</b>	
<b>Engineering/Capital</b>				
Construction Management	19	18	1	
Engineering & Design	54	54	0	
<b>Total Engineering/Capital</b>	<b>73</b>	<b>72</b>	<b>1</b>	
<b>Total Positions</b>	<b>6,257</b>	<b>6,089</b>	<b>168</b>	
<b>Non-Reimbursable</b>	<b>5,480</b>	<b>5,499</b>	<b>(19)</b>	
<b>Reimbursable</b>	<b>777</b>	<b>590</b>	<b>187</b>	
<b>Total Full-Time</b>	<b>6,256</b>	<b>6,088</b>	<b>168</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) Variance reflects delayed hiring of vacant positions.

**MTA METRO-NORTH RAILROAD**  
**2021 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**July 31, 2021**

FUNCTION/OCCUPATION	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	132	126	6
Professional, Technical, Clerical	249	248	1
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>381</b>	<b>373</b>	<b>8</b>
<b>Operations</b>			
Managers/Supervisors	243	231	12
Professional, Technical, Clerical	260	237	23
Operational Hourlies	1,583	1,538	45
<b>Total Operations</b>	<b>2,086</b>	<b>2,006</b>	<b>80</b>
<b>Maintenance</b>			
Managers/Supervisors	640	648	(8)
Professional, Technical, Clerical	487	466	21
Operational Hourlies	2,590	2,524	66
<b>Total Maintenance</b>	<b>3,717</b>	<b>3,638</b>	<b>79</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	27	27	0
Professional, Technical, Clerical	46	45	1
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>73</b>	<b>72</b>	<b>1</b>
<b>Total Positions</b>			
Managers/Supervisors	1,042	1,032	10
Professional, Technical, Clerical	1,042	996	46
Operational Hourlies	4,173	4,061	112
<b>Total Positions</b>	<b>6,257</b>	<b>6,089</b>	<b>168</b>

**MTA METRO-NORTH RAILROAD  
2021 MID-YEAR FORECAST VS. ACTUALS  
July 31, 2021**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>MID-YEAR FORECAST</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	381	373	8	
Operations	2,086	2,006	80	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,717	3,638	79	Primarily reflects higher attrition than planned
Engineering / Capital	73	72	1	
<b>Total Agency-wide Headcount</b>	<b>6,257</b>	<b>6,089</b>	<b>168</b>	
Non-Reimbursable	5,480	5,499	(19)	
Reimbursable	777	590	187	

**MTA METRO-NORTH RAILROAD  
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
JULY 2021**

	MONTH			VARIANCE	
	MYF	2021	2020*	Fav/(Unfav) MYF	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	22.9%	23.8%	9.7%	0.9%	14.1%
Adjusted <sup>(C)</sup>	26.2%	25.8%	14.3%	-0.5%	11.5%
Cost per Passenger					
Standard <sup>(B)</sup>	\$38.80	\$37.69	\$79.56	\$1.11	\$41.86
Adjusted <sup>(C)</sup>	\$37.77	\$36.61	\$78.98	\$1.16	\$42.37
Passenger Revenue/Passenger	\$8.88	\$8.97	\$7.69	\$0.09	\$1.28
	YEAR-TO-DATE			VARIANCE	
	MYF	2021	2020*	Fav/(Unfav) MYF	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	15.0%	16.1%	24.7%	1.1%	-8.6%
Adjusted <sup>(C)</sup>	18.2%	18.9%	30.7%	0.7%	-11.7%
Cost per Passenger					
Standard <sup>(B)</sup>	\$55.83	\$52.03	\$38.16	\$3.80	(\$13.87)
Adjusted <sup>(C)</sup>	\$54.33	\$50.54	\$37.37	\$3.80	(\$13.17)
Passenger Revenue/Passenger	\$8.38	\$8.36	\$9.41	(\$0.02)	(\$1.05)

(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



## July 2021

Morning at Grand Central Terminal

*Photo by Luis Rodriguez*





# Metro-North Railroad

## July 2021 Highlights: Ridership Report

(Note: July West of Hudson ridership is preliminary)

### July 2021 vs. 2020

The substantial ridership increase in July 2021 compared to July 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 124% vs. July 2020 and was 0.01% above the forecast.
- East of Hudson Commutation ridership increased by 46.1%.
- East of Hudson Non-Commutation ridership increased by 164.8%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 117.1%.
- Harlem Line Ridership increased by 105%.
- New Haven Line Ridership increased by 141.6%.

### July 2021 vs. 2019

Total Rail Ridership decreased by 61.3%

- East of Hudson ridership decreased by 60.9%.
- West of Hudson ridership decreased by 67.7%.

**Note:**

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

**Ben Cornelius**

Director

Operations Planning & Analysis

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

**RIDERSHIP SUMMARY**

**July Ridership and Revenue (millions)**

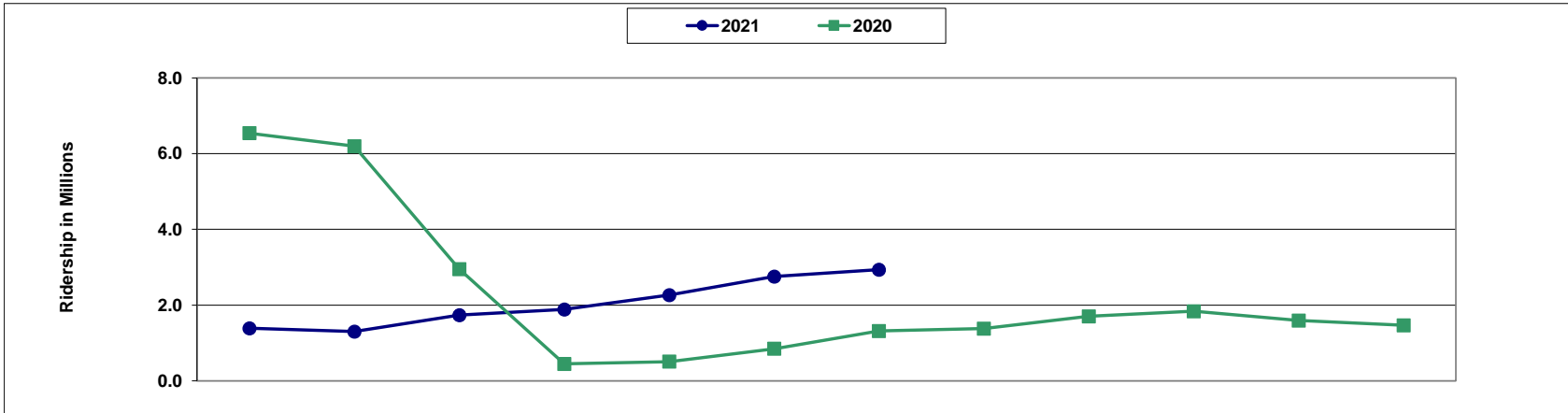
	July 2021	% Change vs. 2020
Total Rail Ridership	2.939	▲ 123.31%
Commutation Ridership	0.659	▲ 46.79%
Non-Commutation Ridership	2.280	▲ 162.92%
Connecting Service Ridership	0.008	▲ 160.18%
Total MNR System Ridership	2.947	▲ 123.40%
Rail Revenue	\$26.36	▲ 160.46%

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

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	14.268	▼ -24.14%	▲ 20.76%
Commutation Ridership	3.939	▼ -61.56%	▼ -31.84%
Non-Commutation Ridership	10.329	▲ 20.65%	▲ 71.11%
Connecting Service Ridership	0.042	▼ -65.22%	▲ 24.25%
Total MNR System Ridership	14.310	▼ -24.40%	▲ 20.77%
Rail Revenue	\$119.27	▼ -33.92%	▲ 10.48%

**JULY 2021 RAIL RIDERSHIP (1)**

• July's Total Rail Ridership was 123.3% above 2020 and 0.3% above forecast.

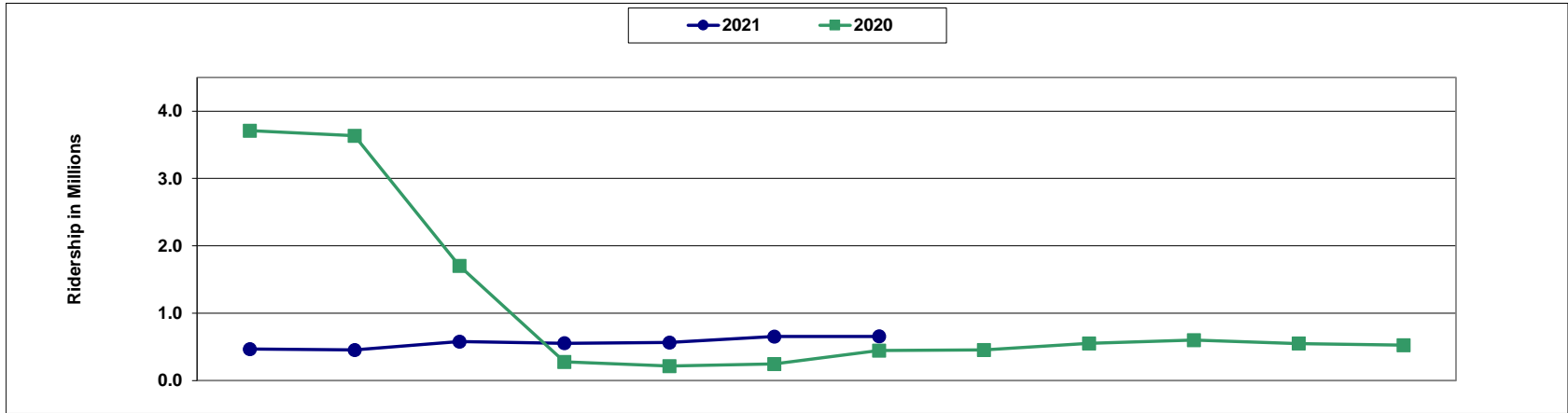


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.4	1.3	1.7	1.9	2.3	2.8	2.9						<b>14.3</b>
<b>2020</b>	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	<b>18.8</b>
<b>PCT CHG.</b>	<b>-78.8%</b>	<b>-79.0%</b>	<b>-41.1%</b>	<b>320.5%</b>	<b>345.3%</b>	<b>225.0%</b>	<b>123.3%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-24.1%</b>

1) Includes East and West of Hudson.

**JULY 2021 RAIL COMMUTATION RIDERSHIP (1)**

- July's Rail Commutation Ridership was 46.8% above 2020 and -13.0% below forecast.

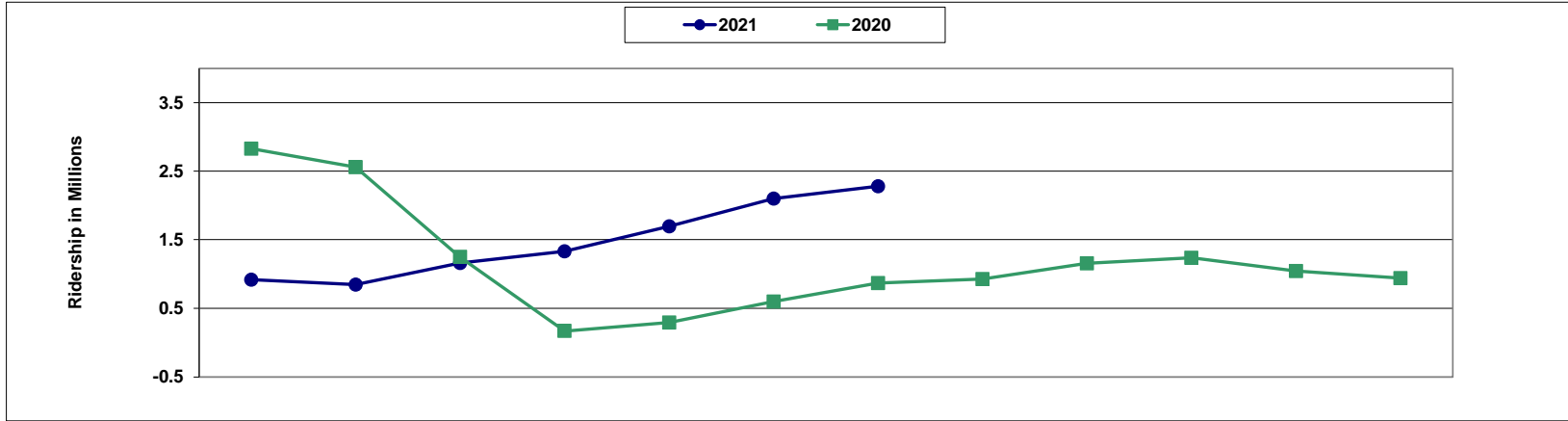


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.5	0.5	0.6	0.6	0.6	0.7	0.7						3.9
<b>2020</b>	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	10.2
<b>PCT CHG.</b>	-87.4%	-87.5%	-66.0%	98.8%	160.3%	162.0%	46.8%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-61.6%

1) Includes East and West of Hudson.

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

- July's Rail Non-Commutation Ridership was 162.9% above 2020 and 5.0% above forecast.

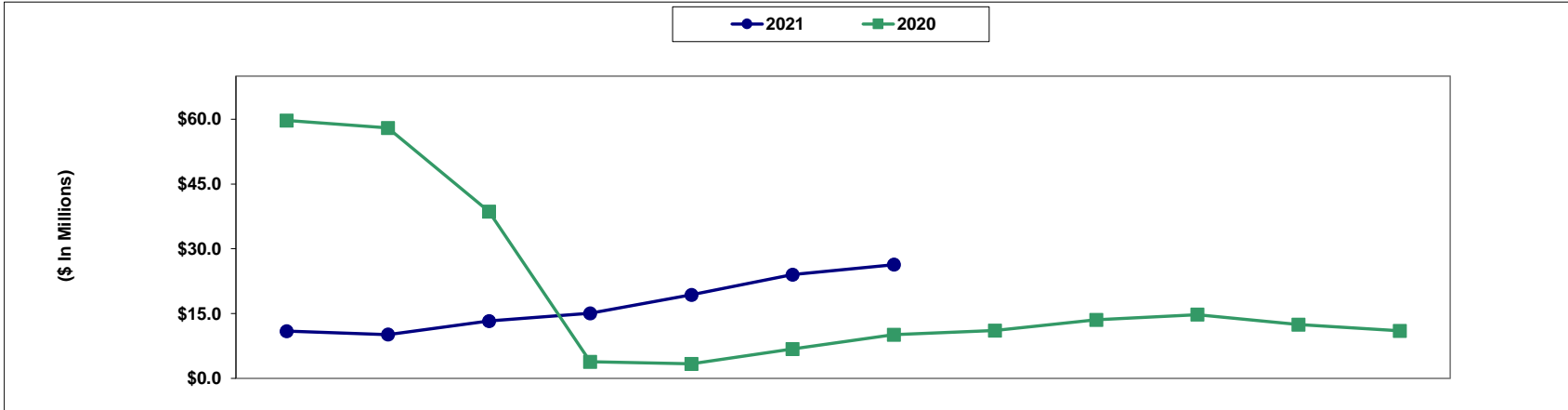


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.9	0.8	1.2	1.3	1.7	2.1	2.3						10.3
<b>2020</b>	2.8	2.6	1.2	0.2	0.3	0.6	0.9	0.9	1.2	1.2	1.0	0.9	8.6
<b>PCT CHG.</b>	-67.6%	-66.9%	-7.1%	686.9%	484.1%	251.3%	162.9%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	20.7%

1) Includes East and West of Hudson.

**JULY 2021 RAIL REVENUE (1)**

- July's Total Rail Revenue was 160.5% above 2020 and 1.3% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	<b>\$11.0</b>	<b>\$10.2</b>	<b>\$13.3</b>	<b>\$15.1</b>	<b>\$19.4</b>	<b>\$24.1</b>	<b>\$26.4</b>						<b>\$119.3</b>
<b>2020</b>	<b>\$59.7</b>	<b>\$58.0</b>	<b>\$38.6</b>	<b>\$3.8</b>	<b>\$3.4</b>	<b>\$6.8</b>	<b>\$10.1</b>	<b>\$11.1</b>	<b>\$13.5</b>	<b>\$14.8</b>	<b>\$12.5</b>	<b>\$11.0</b>	<b>\$180.5</b>
<b>PCT CHG.</b>	<b>-81.6%</b>	<b>-82.5%</b>	<b>-65.7%</b>	<b>294.2%</b>	<b>469.9%</b>	<b>253.4%</b>	<b>160.5%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-33.9%</b>

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
JULY 2021

TICKET TYPE/SERVICE	JULY 2021 ACTUAL	JULY 2021 FORECAST	VARIANCE VS. FORECAST		JULY 2020 RESTATE (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	647,388	746,487	(99,100)	-13.3%	442,967	204,421	46.1%
West of Hudson	11,422	11,040	382	3.5%	5,844	5,578	95.4%
<b>Total Rail Commutation Ridership</b>	<b>658,810</b>	<b>757,527</b>	<b>(98,717)</b>	<b>-13.0%</b>	<b>448,811</b>	<b>209,999</b>	<b>46.8%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,236,318	2,137,391	98,927	4.6%	844,529	1,391,789	164.8%
West of Hudson	43,754	34,209	9,545	27.9%	22,696	21,058	92.8%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,280,072</b>	<b>2,171,599</b>	<b>108,473</b>	<b>5.0%</b>	<b>867,225</b>	<b>1,412,847</b>	<b>162.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	2,883,706	2,883,878	(172)	-0.01%	1,287,496	1,596,210	124.0%
West of Hudson (2)	55,176	45,248	9,928	21.9%	28,540	26,636	93.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>2,938,882</b>	<b>2,929,126</b>	<b>9,755</b>	<b>0.3%</b>	<b>1,316,036</b>	<b>1,622,846</b>	<b>123.3%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>7,964</b>	<b>14,233</b>	<b>(6,269)</b>	<b>-44.0%</b>	<b>3,061</b>	<b>4,903</b>	<b>160.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>2,946,846</b>	<b>2,943,359</b>	<b>3,486</b>	<b>0.1%</b>	<b>1,319,097</b>	<b>1,627,749</b>	<b>123.4%</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	3,877,984	5,673,950	(1,795,967)	-31.7%	10,017,673	(6,139,689)	-61.3%
West of Hudson	60,781	105,133	(44,352)	-42.2%	228,424	(167,643)	-73.4%
<b>Total Rail Commutation Ridership</b>	<b>3,938,765</b>	<b>5,779,083</b>	<b>(1,840,318)</b>	<b>-31.8%</b>	<b>10,246,097</b>	<b>(6,307,332)</b>	<b>-61.6%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	10,113,819	5,925,194	4,188,625	70.7%	8,381,996	1,731,823	20.7%
West of Hudson	215,430	111,354	104,076	93.5%	179,304	36,126	20.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>10,329,249</b>	<b>6,036,547</b>	<b>4,292,701</b>	<b>71.1%</b>	<b>8,561,300</b>	<b>1,767,949</b>	<b>20.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	13,991,803	11,599,144	2,392,658	20.6%	18,399,669	(4,407,866)	-24.0%
West of Hudson	276,211	216,486	59,725	27.6%	407,728	(131,517)	-32.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>14,268,014</b>	<b>11,815,631</b>	<b>2,452,383</b>	<b>20.8%</b>	<b>18,807,397</b>	<b>(4,539,383)</b>	<b>-24.1%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>42,175</b>	<b>33,943</b>	<b>8,232</b>	<b>24.3%</b>	<b>121,249</b>	<b>(79,074)</b>	<b>-65.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>14,310,189</b>	<b>11,849,574</b>	<b>2,460,615</b>	<b>20.8%</b>	<b>18,928,646</b>	<b>(4,618,457)</b>	<b>-24.4%</b>

**Notes:**

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

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

LINE	JULY 2021 ACTUAL	JULY 2020 RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	870,467	424,718	445,749	105.0%
Hudson Line	628,627	289,615	339,012	117.1%
New Haven Line	1,384,612	573,163	811,449	141.6%
<b>Total East of Hudson</b>	<b>2,883,706</b>	<b>1,287,496</b>	<b>1,596,210</b>	<b>124.0%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	35,426	18,732	16,694	89.1%
Pascack Valley Line	19,750	9,808	9,942	101.4%
<b>Total West of Hudson (2)</b>	<b>55,176</b>	<b>28,540</b>	<b>26,636</b>	<b>93.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>2,938,882</b>	<b>1,316,036</b>	<b>1,622,846</b>	<b>123.3%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	7,964	3,061	4,903	160.2%
Haverstraw-Ossining Ferry	NA	NA	NA	NA
Newburgh-Beacon Ferry	NA	NA	NA	NA
<b>Total Connecting Services</b>	<b>7,964</b>	<b>3,061</b>	<b>4,903</b>	<b>160.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>2,946,846</b>	<b>1,319,097</b>	<b>1,627,749</b>	<b>123.4%</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	4,443,864	6,074,651	(1,630,787)	-26.8%
Hudson Line	3,028,284	3,767,064	(738,780)	-19.6%
New Haven Line	6,519,655	8,557,954	(2,038,299)	-23.8%
<b>Total East of Hudson</b>	<b>13,991,803</b>	<b>18,399,669</b>	<b>(4,407,866)</b>	<b>-24.0%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	176,924	240,015	(63,091)	-26.3%
Pascack Valley Line	99,287	167,713	(68,426)	-40.8%
<b>Total West of Hudson</b>	<b>276,211</b>	<b>407,728</b>	<b>(131,517)</b>	<b>-32.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>14,268,014</b>	<b>18,807,397</b>	<b>(4,539,383)</b>	<b>-24.1%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	42,175	86,734	(44,559)	-51.4%
Haverstraw-Ossining Ferry	NA	23,309	(23,309)	NA
Newburgh-Beacon Ferry	NA	11,206	(11,206)	NA
<b>Total Connecting Services</b>	<b>42,175</b>	<b>121,249</b>	<b>(79,074)</b>	<b>-65.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>14,310,189</b>	<b>18,928,646</b>	<b>(4,618,457)</b>	<b>-24.4%</b>

**Notes:**

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



# Metro-North Railroad

## August 2021 Highlights: Capital Program Status Report



### Harmon Shop Improvements

Harmon Stage 2 – West of RRSS - Installation of tracks 36 and 37

### **Ziona Rubin**

Acting Vice President  
Capital Programs



# Metro-North Railroad

## August 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 August, Metro-North committed task totaling \$2.7 million including the Force Account Overhead Bridge Repair at HU14.43 Ludlow, NY. Metro-North had completions totaling \$69 million including the GCT PA Head End and VIS Systems. Metro-North had contract closeouts totaling \$78 million including the GCT Utilities project.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 8/31</u>	<u>Achieved thru 8/31</u>	<u>% thru 8/31</u>
Design Awards*	\$25.1	\$6.6	\$3.4	52%
Construction Awards*	\$49.6	\$49.6	\$0	0%
Substantial Completions	\$963	\$618.8	\$393.2	64%
Closeouts*	\$278	\$119	\$78.9	66%

\*Does not include support costs

**Ziona Rubin**  
Acting Vice President  
Capital Programs

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**August 2021**

#### **CONTRACT AWARDS:**

No 3<sup>rd</sup> party contract awards in August 2021.

#### **PROJECT COMPLETIONS:**

##### **M7020107 GCT PA Head End and VIS Systems**

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

**Project Budget: \$ 62,604,826**

This Project completed three contract packages which are critical to the implementation of the global Customer Service Initiative Project. They are:

- New Public Address and Visual Information System (PA/VIS Headend) (Pkg. #1)
- New Cable Plant to Support Audio/Visual & Facility Enhancements in GCT (Pkg. #2)
- New Visual Display System Utilizing LED Video Wall Architecture in GCT (Big Boards & Gate Boards) (Pkg. #3)

##### **M7020216 Port Jervis Station Improvements**

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

**Project Budget: \$ 6,770,811**

This project designed and constructed a high-level side platform in the location of the existing grade-level platform with an ADA-compliant ramp for access to the platform. The new platform included a single car-length canopy, shelter, and customer service enhancement such as: information displays, security cameras and new P/A system.

## **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; signal power; positive and negative feeders; and track lateral/crossings at different areas terminating and pulling control cables. Continued performing grounding work; jumper work; fencing at new platforms; commissioning and testing of sectionalizing switches and reactors; test pit excavation and punch list work.

Overall project substantial completion is anticipated after successful cutover and system commissioning is completed in the fourth quarter 2021.

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

- Tarrytown – Continued disconnection of temporary feeder from the existing substation, demolishing the existing substation and salvaging equipment. This substation is online and currently running revenue service.
- Croton-Harmon – Completed installation of fire alarm; continued programming the transformer's relay. 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 October 2021, with substation cutover & commissioning to follow.
- Riverdale – Completed demolition of the existing substation. Completed installation of gabion wall; the perimeter fencing at platform and asphalt pavement work. This substation is online and currently running revenue service.
- The Brewster Substation (under Project M6050103) – Completed installation of fire alarm and continued programming the transformer's relay. short circuit testing and disconnection of the temporary feeder from the substation are upcoming. This substation is scheduled for substantial completion after achieving a successful cutover during testing and commissioning in October 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 energization for all site transformers and continued demolition and removal of old cable/poles. Continued track, grade crossings, cable installations and terminating potheads at the west of RRSS and commenced installation of EMU overpass. Continued installation of cable tags, seals and megger testing in the north yard. Continued installation of tracks 84, 86 and 88 and installation of track crossings, third rail jumper conduits in the north yard. Continued installation of building foundations, beams and structural steel along the J, L and H lines, reinforcement, MEP and conduit in 2<sup>nd</sup> floor, car hoist pits and caissons along track 47, 44 and 45, elevator pits and under slab utilities in the Running Repair and Support Shop area. Completed installation of M line footings and continued installation of metal panels, track 50 footing, plumbing and structural steel in the blow shed area.



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

