



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

October 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, 10/18/2021
9:30 - 10:30 AM ET

1. Public Comments Period

2. Summary of Actions

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LIRR Summary of Actions - None

MTA C&D Summary of Actions

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3. Approval of Minutes - September 13, 2021

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LIRR Work Plan

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5. AGENCY PRESIDENTS' / CHIEF'S REPORTS

MNR Report

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LIRR Report

- **LIRR Safety Report**

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MTA C&D Report - None

MTA Police Report

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Joint Information Items

- **2022 Preliminary Budget (Public Comment)**
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7. PROCUREMENTS

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MTA C&D Procurements

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- **Competitive**
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- **Ratifications - None**

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

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

Responsible Department	Vendor Name	Total Amount	Summary of action
Metro-North Procurement	KS Engineers PC.	\$1,760,000	To provide additional inspections for retaining walls and transmission poles/towers throughout Metro-North Railroad's Harlem, Hudson and New Haven Lines.

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Railroad Construction Company, Inc.	\$16,663,538.40	MTA Construction and Development requests the Board approve the award of a competitively solicited and negotiated design-build contract for the removal and replacement of the Cherry Valley Avenue Bridge located in Garden City on the Long Island Railroad's Hempstead Branch.

Minutes of the Regular Meeting
Metro-North Committee
Monday, September 13, 2021

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 a.m.

The following Board Members were present in person:

Hon. Kevin Law
Hon. Randolph Glucksman
Hon. Robert W. Linn
Hon. Harry Porr
Hon. Neal Zuckerman
Hon. Vincent Tessitore, Jr.
Hon. David Mack

The following Board Members were present via video conference:

Hon. Frank Borelli
Hon. Gerard Bringmann

The following Board Members were not present:

Hon. Michael Fleischer
Hon. Rhonda Herman
Hon. Norman Brown

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
Anthony Gardner – Senior Director, Procurement and Material Management
Steven Weiss – Financial Liaison, MTA Metro-North Railroad

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 September 13, 2021 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Board Member Law called the joint meeting to order.

PUBLIC COMMENT:

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

Shaul Picher, with the Permanent Citizen's Advisory Committee, commented on the need to reduce fares and expand the Freedom Ticket.

Lisa Daglian, Executive Director of the Permanent Citizen's Advisory Committee, thanked everyone at Metro-North and the Long Island Rail Road who worked tirelessly through recent storms to keep the region moving. She stated that new solutions must be found to protect the MTA's infrastructure against future storms. She recommended reconfiguring capital projects to make the system more resilient and emphasized the need for new local, state, and federal funding sources and the importance of congestion pricing.

Alota Dupree commented on his recent visit to Grand Central Terminal and the importance of keeping the building looking nice. She also stated that she is looking forward to seeing Omni on the railroads and expressed concern over the need to protect conductors collecting fares on the trains.

Omar Vera suggested returning to the meeting format where the railroads met jointly one month and then separately the next month. He also thanked the railroads for the swift recovery from recent storms and commented on the need to expand the Atlantic Ticket to both railroads.

Jason Anthony, with Passengers United, asked Metro-North and Long Island Rail Road to consider unlimited ride ticket options and other discounts.

Murray Bodin expressed his opinion that there was no reason to wear masks in the Board room.

Andy Pollock stated that he was happy to see off-peak fares would remain for the rest of the year.

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 September 13, 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.

SUMMARY OF ACTIONS:

Board Member Law stated that the Metro-North Summary of Actions was located on page five (5) of the Committee book.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the July 21, 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 stated that her report this month will focus on two key areas: (1) service delivery and Metro-North's efforts preparing for and responding to the recent storm events, and (2) Metro-North's ridership trends and initiatives underway as riders are welcomed back.

President Rinaldi reported that it looked as if the New Haven Line was going to take a direct hit from Tropical Storm Henri. This unpredictable storm, with tropical storm-force sustained winds and gusts, looked as if it would extend over much of Metro-North's territory. Based on the ominous forecast, Metro-North implemented a proactive plan to prepare for the storm. For Sunday, August 22, 2021, Metro-North suspended service on the New Haven Line and dramatically curtailed service on the Harlem and Hudson Lines. The service plan required development of a new, diesel-only schedule by Operations Planning. Metro-North forces relocated M-8 railcars out of the New Haven Yard to higher elevations at West Haven and Bridgeport and moved some equipment into Grand Central Terminal as an added precaution. Metro-North C&S personnel removed switch motors from certain switches in the New Haven Yard because of concerns about storm surge. MofW forces mobilized to address downed trees, washouts, power problems and all the other impacts expected from a tropical storm of this magnitude. Metro-North communicated this plan to customers ahead of time so they would also be able to prepare for the storm.

As it turned out, Henri, which had been tracking west for a couple of days, drifted back to the east and made landfall in western Rhode Island, greatly diminishing the impacts on Metro-North's operations. Although the winds were not as strong as anticipated, the region saw heavy, driving rain for much of the day on Sunday. There were multiple downed trees and high-water conditions at several locations, including flooding in Grand Central Terminal's North End Access. The decision to curtail service allowed Metro-North to address the storm's impacts without inconveniencing customers or putting them and employees at risk. Transportation and Mechanical employees worked together to ensure that equipment was in place and ready for the resumption of normal service the next day. Stations personnel were out in force, making sure that all stations were safe and ready. Communications and other support departments worked behind the scenes to get Metro-North ready to start a new week of service.

Metro-North ended August with East of Hudson on-time performance operating above goal at a high of 98.3% and West of Hudson on-time performance operated at 92.2%. Over the course of August, Metro-North also completed the deployment of PTC system software upgrades on the M8 fleet to make operational improvements and correct variances.

Only ten days after Henri, the remnants of Hurricane Ida unleashed record-setting rains during the overnight of September 1st to 2nd and disrupted service for days. Ahead of the expected heavy rainfall, Metro-North took the following actions:

- Positioned staff to monitor weather and system conditions;
- Deployed maintenance personnel including track, signal, and power staff at key locations;
- Had public information officers and public address announcers on duty to keep customers informed; and
- Placed mobile units and diesel mobile units in strategic locations to protect the operation, which was staffed around the clock.

Simply put, Ida wreaked havoc across the service territory. Metro-North suspended service overnight due to extreme flooding conditions, downed trees and power outages. Service remained suspended all day Thursday, September 2nd as crews assessed the storm's impact on infrastructure

including washouts, mudslides, collapsed walls, flooding, fallen trees, and damage to power and signal infrastructure. Metro-North crews worked early Thursday morning and throughout the day to clear flooding and mudslide conditions and remove downed trees and debris across all three of the East of Hudson Lines. Crews cleared more than ten inches of water at two critical substations in the Bronx that allowed Metro-North to resume electric service. On the Harlem Line, crews eliminated high-water conditions in addition to clearing debris from a collapsed wall at the Williams Bridge station in the Bronx. On the New Haven Line, high water and mudslide conditions were most prevalent between Rye and Norwalk. Crews cleared debris, water, and mud from tracks, and inspected and tested switches, signals and power.

President Rinaldi extended her thanks to all employees who worked tirelessly through the night and day. Thanks to their hard work, Metro-North was able to restore train service on the Harlem and New Haven Lines on Friday. Service also resumed on the Port Jervis Line on Friday morning after crews removed almost twenty fallen trees. Pascack Valley Line service started again Friday evening following infrastructure repairs by New Jersey Transit crews. Crews also continued cleanup efforts on the New Canaan and Danbury Branches, where service resumed on Saturday. The Wassaic Branch resumed service on Sunday.

Service on the Hudson Line, where damage was the most severe, remained suspended until Tuesday, September 7th. Following initial post-storm inspections and clearance of trees, vegetation and debris from the tracks, crews and contractors spent day and night restoring slopes and ballast that had been washed out by floodwaters at multiple locations throughout the Hudson Line. Much of the work was between Glenwood and Greystone stations, where waters cascaded down from Warburton Avenue at multiple locations, creating mudslides onto the tracks. Contractor forces installed 600 cubic yards of heavy stone fill to stabilize areas adjoining the tracks for safe operation. At Dobbs Ferry, crews worked to rebuild a culvert washed out across all four tracks and removed debris and mud along tracks caused by flooding at Ossining. Metro-North employees worked tirelessly around the clock to restore full service as soon as possible. Work continues on segments of the Hudson Line to restore the northbound Track #3 to service.

President Rinaldi stated that she cannot thank the Metro-North crews enough for the heroic work they have been doing and continue to do. She acknowledged the work of all Metro-North employees before, during, and after these storm events and unprecedented rainfall. She also extended a special thank you to Metro-North's partners at MTA Construction & Development, especially Cathy Sheridan, who provided incredible support and coordination at the Greystone mudslide location. The way this railroad plans for and recovers from storms and executes plans is a reflection of the experience, professionalism, and dedication of the entire Metro-North workforce. On behalf of Metro-North's customers and the entire region, President Rinaldi extended her gratitude.

Reporting on ridership, President Rinaldi stated that while Metro-North focuses on protecting its infrastructure, Metro-North's priority also remains with restoring ridership, guided by the initiatives in Metro-North's Way Ahead – Moving Forward plan launched in June. With more New Yorkers returning to the office and school following Labor Day, and taking public transportation to get there, Metro-North must make sure the railroad is reliable, comfortable, safe, and welcoming to all. Metro-North planned and implemented a new schedule on Sunday, August 29th with service increasing to 82% of pre-pandemic levels and weekend service returning to full pre-pandemic levels. August ridership typically sees a 3-4% decline from July, the result of vacations before the school year begins. Average weekday ridership in August 2021 was indeed down approximately 6% from July 2021. Metro-North's peak ridership this summer occurred the third week of July, with nearly 104,000 weekday riders. Weekday ridership slipped to an average of 91,300 in the last full week of August. Ridership rebounded to an average of 98,500 before Hurricane Ida struck the region. Overall

weekend ridership in August was down approximately 5.5% from July, the result of the Delta variant and extremely hot weather making outdoor activities less attractive.

Fortunately, early ridership data for September is favorable. On the four workdays last week, Metro-North calculated an average daily ridership of 112,468, which is the highest since the beginning of the COVID-19 pandemic. This is 42.8% of pre-COVID base ridership and 39% of the average weekday ridership in September of 2019. Last week's average daily ridership is 8.4% higher than Metro-North's previous highest ridership during COVID.

Addressing strategies to attract riders back to the system, in addition to increasing service and travel options, Metro-North cannot wait for customers to notice:

- Metro-North stations and trains are cleaner than ever thanks to a comprehensive disinfecting regimen.
- The real-time capacity tracking feature on the Metro-North app has been made available on all three lines.
- Metro-North staff are at stations on a regular basis handing out masks to customers who may need one. With almost 100 ambassadors at outlying stations and ushers in Grand Central Terminal, Metro-North can distribute approximately 2,000 mask each week.
- Train crews also make masks available to anyone on board without one and continue to remind customers that masks are required when riding with announcements, signage, and digital advertisements.

As more and more riders continue to return to the rails, it is essential that Metro-North is doing everything it can to accommodate customers. With this in mind, last month, President Rinaldi joined Acting MTA Chair and CEO Janno Lieber and Board Member Michael Fleischer for the opening of the new, almost 600 space parking garage at the Harrison Station. Residents can now drive there to take the train to New York City or Connecticut, whether it is to pursue work opportunities or for leisure travel. Four hundred seventy-five spaces in the garage are reserved for Metro-North customers. This represents an 80% increase in available parking for riders. This project was accomplished at no capital cost to the MTA or Metro-North. Thanks to MTA Construction & Development, customers will find parking rehabilitation work recently completed at Cold Spring, while improvements continue at Beacon's River lot and New Hamburg Station.

The number of cyclists has risen considerably during the pandemic, and it is vital that mass transit plays a role in promoting that growth. That is why Metro-North and Long Island Rail Road customers are no longer required to have a bike permit to travel with bikes. While summer may be coming to a close, weekend deals on the Long Island Rail Road and Metro-North will keep on going as part of the MTA's "Welcome Back New York" campaign. Building off the Summer Saturdays program, the railroads started this past weekend the "Autumn Weekends" promotion, which provides riders an affordable way to get out of the house, out of their cars, and onto the train for weekend trips. The fall program runs for eleven weekends through Sunday, November 21st and follows the same guidelines as the Summer Saturdays program with one big exception. Instead of limiting the program to Saturdays only, the fall initiative is available on both Saturdays and Sundays. The railroads will honor all monthly tickets for travel on weekends to and from all stations, regardless of the stations printed on the ticket. Additionally, monthly ticketholders traveling on those weekend days will be able to bring up to four additional travelers for only \$1.00 per person, each way.

As an added incentive for monthly ticket holders, they can bring an extra person to ride with them for only \$1.00 every Wednesday beginning this week, September 15th through October 27th as part of "Friends and Family Wednesdays." In addition, off-peak fares on the Long Island Rail Road and Metro-North will remain in effect through the end of the year, so customers using single-

ride trips and ten-trip tickets can benefit from savings of up to nearly 40% off the normal price depending on distance traveled.

Finally, to encourage customers to return to a more reliable, cleaner system than the one many used before the pandemic arrived in New York, Metro-North is offering new “MTA Away Deals” where riders can save on admissions to area attractions like Storm King Art Center, the Intrepid, Playland, NY Botanical Garden and other destinations. Broadway is reopening this week with several shows sold-out. Metro-North provides frequent service to bring show-goers into the City and take them home after the show. September should also be a good month for Yankees fans with seven home games at Yankee Stadium.

During her report, President Rinaldi shared numerous photographs depicting the damage and devastation caused by recent storms. Board Members Law, Linn, and Glucksman commented on the extraordinary and unprecedented devastation and remarked on the unbelievable efforts of the workforce to clear the tracks. Board Member Linn asked if the MTA needs to refocus its capital efforts on infrastructure resiliency efforts and climate change. President Rinaldi agreed and stated that Metro-North has already begun to evaluate what capital efforts would be appropriate given some of the concerns with recent storms. She also remarked that while water inundation is a problem, Metro-North has invested a significant amount in its tree cutting program over recent years. Board Member Glucksman emphasized the importance of continuing to cut back trees.

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:

During Long Island Rail Road’s Safety Report, Board Member Zuckerman asked about Long Island Rail Road and Metro-North COVID-19 vaccination rates and asked what the railroads and the Board can do to increase those rates. Lori Ebbighausen, Vice President – System Safety with Long Island Rail Road, emphasized the need to focus on personal employee engagement and education and then make the vaccine readily available to all those employees when they have made the decision to get vaccinated. Board Member Linn raised concerns about increased health costs associated with a lack of vaccinations. Board Member Tessitore asked the Board not to put too much pressure on the workforce and to let the “Vaccine or Test” program come full circle, be rolled out slowly, and ensure there are ample locations available to participate. He stated that he will continue to encourage the frontline workforce to get vaccinated. Clyde Armstrong, Vice President - System Safety for Metro-North, stated that Metro-North is taking employee vaccinations very seriously, is partnering with labor partners, and hopes to increase the rate of vaccinated employees through employee outreach, education, and increased availability.

During the Metro-North Safety Report, Mr. Armstrong wished Long Island Rail Road success with the rollout of its safety mascot. He also stated that Metro-North’s September Rail Safety Focus week has a number of safety events scheduled and a number of safety topics to be reviewed with employees.

Mr. Armstrong also stated that the FRA reportable customer accident rate per million customers is 1.39% and the FRA reportable employee lost time injury rate is 1.98% 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. Metro-North’s employee safety trainings have been very successful, including the TRACKs Program, and all trains are now fully equipped with inward and outward 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 and comments made by Board Members and staff.

MTAPD REPORT:

The full MTAPD report is filed with the records of this meeting.

METRO-NORTH INFORMATION ITEMS:

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

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

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

METRO-NORTH PROCUREMENTS:

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

- Board approval for a contract modification to exercise the remaining two (2)-years of the first three (3) year renewal option, totaling \$5,324,852, available under the existing contract with Arrow Rail Link Service, Inc. to provide fixed route, scheduled feeder bus service (known as the Hudson Rail Link 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 previously awarded for a four (4) year base term, ending as of June 30, 2020, and Metro-North has the right to exercise up to two (2), three (3)-year renewal options, subject to Board approval.

The Committee voted to recommend the foregoing procurement to the full Board. 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,

A handwritten signature in blue ink, appearing to read "Susan Sarch", is centered on the page. The signature is fluid and cursive.

Susan Sarch
Vice President, General Counsel and
Secretary

September 2021 Committee Minutes – FINAL

Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, September 13, 2021

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 a.m.

The following Board Members were present in person:

Hon. Kevin Law, Co-Chair
Hon. Randolph Glucksman
Hon. Robert W. Linn
Hon. Harry Porr
Hon. Neal Zuckerman
Hon. Vincent Tessitore, Jr.
Hon. David Mack

The following Board Members were present via video conference:

Hon. Frank Borelli
Hon. Gerard Bringmann

The following Board Members were not present:

Hon. Michael Fleischer
Hon. Rhonda Herman
Hon. Norman Brown

Also present in person:

Hon. Andrew Albert

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

Representing MTA Construction & Development Company: David Cannon

The members of the Long Island Rail Road Committee met jointly with the members of the Metro-North Committee. In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, Metro-North President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee for the meeting of September 13, 2021 should be consulted for matters addressed at the joint meeting relating to Metro-North.

Co-Chair Kevin Law called the joint meeting to order.

PUBLIC COMMENT:

Paige Graves, LIRR Vice President – General Counsel & Secretary, introduced the six public speakers, followed by one pre-recorded public comment.

The following public speakers commented on matters related to LIRR:

Shaul Picher, with the Permanent Citizen’s Advisory Committee (“PCAC”) commented in support of the proposal for an expanded Freedom Ticket concept which builds on LIRR’s ticket rail study at select southeast Queens and Brooklyn stations.

Lisa Daglian, Executive Director of the PCAC, thanked everyone at Metro-North and the LIRR who worked tirelessly through recent storms and heat waves to get riders where they needed to go. She stated that it is encouraging to see more riders on the rail and that it’s critical that everyone continue to mask up for our continued safety. Ms. Daglian personally thanked LIRR Conductor 6910 for her diligence in that regard. Ms. Daglian further commented that new solutions must be found to protect the MTA’s infrastructure against future storms. She recommended reconfiguring capital projects to make the system more resilient and emphasized the need for new local, state, and federal funding sources and the importance of congestion pricing.

Alota Dupree commented that she is looking forward to seeing OMNY on the railroads and expressed concern about protecting conductors related to cash fare collection on trains.

Omar Vera suggested returning to the meeting format where the railroads met jointly one month and then separately the next month. He thanked the railroads for the swift recovery from recent storms and commented on the need to expand the Atlantic Ticket to both railroads.

Jason Anthony, Passengers United, asked Metro-North and LIRR to consider unlimited ride ticket options and other discounts.

Murray Bodin expressed his opinion that wearing masks in the Board room is unnecessary.

In a pre-recorded comment, Andy Pollock expressed appreciation of the extension of off-peak fares.

Additional details of the comments made by the public speakers are contained in the minutes of the Metro-North Committee for the meeting of September 13, 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 July 21, 2021 joint Metro-North and Long Island Rail Road Committee Meeting.

LIRR 2021 WORK PLAN:

President Eng reported that there were no changes to the LIRR Work Plan. The 2021 Work Plan is filed with the records of this meeting.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT:

President Eng stated that from the very beginning, his focus has been listening to our customers to best meet their expectations and needs. First and foremost, the reliability of the trip, getting people safely to their destinations on time. Next, the cleanliness of our stations and trains. And lastly, riders asked for accurate and real-time information to make timely decisions.

President Eng stated that over the last three years we have been doing just that. He wants the Board and the public to know that while we are an open system exposed to the elements, we continue to deliver critical work across the system that better protects and hardens our infrastructure against Mother Nature.

President Eng stated that the force and impacts from Hurricane Ida were felt across the New York metropolitan area, including Long Island. While we sustained some damage, he is confident that all this work has made a difference, minimizing impacts and allowing our heroic workforce to quickly resume service in a safe manner to most branches in under just four hours. We made the difficult decision that evening of Ida to proactively suspend service around midnight, knowing it was the best way to keep everyone safe and allow us to respond more quickly and efficiently to any issues. He commended our crews who worked hard through the night and into Thursday to get us back.

President Eng stated that Hurricane Henri had the east end of Long Island in its crosshairs and our decision to proactively suspend Montauk and Greenport service was the right call for that storm. What people don't know is we also proactively removed some of our longest crossing gates in advance, protecting them from damage, so once it was safe to restore train service, we could do so more quickly. Looking back to Hurricane Isaias, we restored full service in just two days.

During his report, President Eng shared photographs, including depicting the damage and devastation caused by the recent storms from mudslides and flooding.

President Eng stated that the reason he points this all out is that when we launched LIRR Forward it wasn't just a list of items to fix -- it was instilling and maintaining a sense of urgency to quickly tackle longstanding problems that repeatedly affected service and our customers. For example, when we replaced a problematic switch, we made sure to address poor drainage that contributed to the failures. President Eng stated that he is proud to say those locations did not flood during Ida, allowing us to focus our attention elsewhere.

President Eng observed that when we sought to improve grade crossing safety, we did it across all our grade crossings, not just a few improving driver visibility during storms such as Ida. We aggressively addressed overgrown vegetation along our Right-of-Way, better ensuring safety and reliability during storms with high winds and significant rainfall. This gave our locomotive engineers improved sight distance and has reduced the number of service

suspensions due to fallen trees. And when we tackled potentially vulnerable utility poles, we partnered with PSEG to accelerate not only the initial planned list, but locations that were scheduled for outer years.

President Eng stated that we made it a priority to perform critical State of Good Repair work. For instance, the rehab of the viaducts in Lynbrook and Rockville Center included repairing the drainage system to extend the life of viaduct work. Concrete tie installations combined with new ballast across our system resulting in more resilient infrastructure. The larger scale work using Sandy resiliency funds to replace and raise substations, signals and key infrastructure along the Long Beach Branch kept that branch out of harm's way during Ida.

President Eng commended our field forces who do this work, and the outstanding team in Transportation and Service Planning Departments, who figure out how to support the outages for the work and still deliver robust service which is important for riders that rely on the LIRR.

President Eng stated that the numbers tell it all. Last year we delivered the best On Time Performance ("OTP") in modern LIRR history and this year we are on pace to beat that. President Eng reported that in July, our OTP hit 96.3% and 97.1% in August. Year-to-date, we're at 96.2%

President Eng stated that we know we can't stop Mother Nature – and as we all see, it's only getting worse as storms are more frequent and more severe. There's much more of this work to be done across our system – we're the largest commuter rail in the North America topping out at nearly 600 miles of passenger track. We are up for the challenge.

President Eng reported that we've officially opened the locomotive shop in Morris Park, which gives us a modern facility to better maintain our diesel fleet. On August 29th, we completed making the Port Washington Branch our first branch with full concrete ties. President Eng stated that he is confident that this work mitigated the impacts of the flooding waters from Ida. Later this month, we'll start concrete tie and rail replacement work on the Atlantic Branch. Crews will also be out in Southampton and Hempstead performing track maintenance and surfacing.

President Eng acknowledged that, while we can't quantify something that didn't happen, our customers are letting us know that they are seeing and feeling the improvements and positive changes. He reiterated that every component we have made more resilient, reduces the likelihood of a failure during normal times and during storm events. President Eng observed that this adds immeasurable value, allowing us to pre-position our limited staff and equipment in a manner that helps us keep everyone safer, keep service running, and when necessary, respond more quickly to protect or restore service.

President Eng stated that understanding that storm events can change rapidly, real time and accurate information is essential for our riders. We remain committed to robust customer communications, including our industry leading LIRR TrainTime app, to provide real time information and live chat for our customers via text with an LIRR employee in our Customer Call Center.

President Eng stated that our station and car maintainers continue with unprecedented cleaning and sanitization efforts in our ongoing battle against the pandemic. The HVAC in our cars exceed requirements placed on occupied building facilities continuously mixing fresh air with filtered air, fully exchanging the air 12 times an hour.

President Eng stated that we're excited to see our ridership numbers continue to exceed the projections and he believes we'll keep seeing the numbers rise. He noted that while monthly commutation has remained consistent for much of the pandemic, as expected we finally saw a 3% jump in monthly ticket purchases. Although a small sample size, weekday ridership after Labor Day also increased several percentage points: 48% of pre-pandemic levels and 50%, this past Friday. Weekend travel remains robust with both Saturday and Sunday seeing 75% of pre-pandemic ridership.

President Eng stated that ridership was growing breaking modern-day records before the pandemic. Growth was happening, with significant off-peak and weekend increases, which we call "non-commutation." He reported that to help our efforts in getting customers back to the railroad, we've relaunched several popular initiatives that were suspended last year during the height of the pandemic, including the South Fork Commuter Connection and LIRR Getaways packages. The LIRR Getaways proved hugely popular again this summer, with the addition of new packages like our Brewery Tours, complete with special edition LIRR-themed beers. And eliminating the need for special permits to bring bikes aboard our trains makes it easier for people who want to use their bikes for that last-mile connection. President Eng added that once again, our Summer Saturdays program was a success and we were thrilled to start up Autumn Weekends this past weekend.

President Eng observed that people are using the railroad not just for work. That's a good thing, meaning that we will see ridership where we have more capacity and our riders who need to travel during our traditional peak hours will benefit. As businesses rethink how to bring workers back, it's the flexibility they provide that we will be monitoring, giving their employees more options to travel and giving us an opportunity to continually reimagine how we provide service.

President Eng noted that, as traffic is getting worse, he wants people to know that they can get out of their cars and ride the railroad, which is safe to use, even as we continue to make our way through this pandemic. The studies have shown that riding transit is safe. Just as we did through much of last year, just follow the advice of the health experts including properly wearing face coverings, avoid touching your mouth, eyes until you've had a chance to wash and sanitize your hands.

President Eng stated that he is pleased to report that with a heightened emphasis on face coverings, as Kevin mentioned anecdotally, the rate of mask usage is up. Our recent survey on September 8th showed proper mask usage back up to 92%, from the 87% we observed on August 12th. President Eng reiterated that he wants the public to hear it again: you can ride the trains safely, every day. Our train crews have been doing every day since the start of the pandemic and he couldn't be prouder of safely riding the trains every day with them.

President Eng gave a big thanks to our MTA Police Department Explorers, who along with our Stations and T.R.A.C.K.S. team from Corporate Safety who were handing out these

new “We Got You Covered Masks” at Ronkonkoma and Bethpage stations last week. These efforts go a long way to keeping everyone safe.

President Eng stated that he is so proud to be leading this agency of nearly 7,000 hardworking employees – represented and management alike – who truly give their all to their work every day. He is grateful for their expertise and their public service to the customers we serve. It’s because of them that we have come as far as we have in the past three years. President Eng stated that he is confident we will just keep getting better and better.

Co-Chair Law commented that it is great to see that we’re hitting 50%. Noting that a lot of New York City residents work in Long Island, he asked do we break it down with reverse commuters and are those numbers on the rebound as well? President Eng responded that we can break it down, we do have those numbers. During some of the schedules that we ran last year, where we reduced service into the City, that gave us the ability to increase service to the east direction and we saw a ridership uptick. As the ridership patterns change, with the completion of East Side Access and Third Track, along with Double Track, we’ll be able to see ridership increase in both directions, which goes hand in hand with all the development we’re seeing on Long Island.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Eng’s report, comments and comments made by Co-Chair Law.

LIRR SAFETY REPORT:

Vice President – Corporate Safety Lori Ebbighausen stated that LIRR’s Safety Report appears on Page 31 of the Committee Book, reporting on safety performance through July of this year.

Vice President Ebbighausen extended her deepest congratulations to Chrisann Fabio, Karen Gale and Linda Katz from our T.R.A.C.K.S. Community Relations team. Stating that we are tipping our hats to the success of Metro-Man at Metro-North, we submitted a grant to enhance our school safety contest. We’re going to have young people create our own safety superhero, an initiative we’re looking forward to that will roll out in the fall.

Vice President Ebbighausen invited everyone to join us for Rail Safety Week, which is the week of September 20th. We’re going to be out at various stations engaging with our customers and with the community, to focus again on the importance of safety and how important it is that we all work together to ensure a safe environment as we’re travelling to and from our destinations.

Regarding safety statistics, Vice President Ebbighausen reported that for the period ending July 2021, the average Reportable Customer Injury Rate was 3.57 injuries per million customers, down from 4.45 injuries per million customers over the same period last year. During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.73 injuries per 200,000 hours worked, which was up from 3.07 injuries per 200,000 hours worked over the same period last year. We continue to deal with soft tissue injuries. Starting in September, we’re reinvigorating our focus, including launching a new webpage and developing an employee engagement SAFER campaign to prevent sprains and strains in our physically challenging environment.

Board Member Zuckerman asked about Long Island Rail Road and Metro-North COVID-19 vaccination rates, including what the railroads and the Board can do to drive vaccination rates up even further. He noted that he would ask Metro-North about this in parallel. Vice President Ebbighausen's comments in response included that we are focusing on employee engagement and education and messaging about vaccine availability.

Board Member Linn expressed concerns about increased health costs and safety risks associated with a lack of vaccinations. Board Member Tessitore asked the Board to allow the "Vaccine or Test" program to come full circle and see the results in October. Board Member Zuckerman asked him to focus on those people on the front lines. Board Member Tessitore assured him that he would, commenting that we've led by example and we will continue to encourage front line employees.

During the LIRR Safety Report, Clyde Armstrong, Vice President – System Safety for Metro-North, offered comments on this subject from Metro-North's perspective. The minutes of the Metro-North Committee should be consulted for his comments.

The full safety report is 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 Vice President Ebbighausen's remarks and comments made by Board Members

MTAPD REPORT:

The full MTAPD report is filed with the records of this meeting.

MTA CONSTRUCTION & DEVELOPMENT COMPANY

There was no MTA Construction & Development Company ("C&D") presentation to the Committee this month.

MTA CONSTRUCTION & DEVELOPMENT COMPANY ACTION ITEMS

There were no C&D Action Items for to the Committee this month.

MTA CONSTRUCTION & DEVELOPMENT COMPANY PROCUREMENT ITEMS

MTA C&D presented three Procurement items, all of which relate to the East Side Access ("ESA") project and are as follows:

1. A modification (No. 63) to the Traction Power Systems contract (CS084) for the East Side Access ("ESA") project to E-J Electric Installation Co. 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 for the amount of \$2,250,000.

2. A modification (No. 436) to the Systems Facilities Package No. 1 contract (CS179) for ESA Project to Tutor Perini Corporation to (i) install Positive Train Control (“PTC”) communication equipment furnished by the LIRR in designated Communication Rooms and interface and connect the PTC equipment to the 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 the LIRR during integrated testing of the PTC system throughout the ESA operations area for the amount of \$2,176,500.
3. A modification (No. 9) to the Design -build Services for the Morris Park Locomotive Shop & Employee Facility contract (6241) to RCC/AMCC JV for upgrades to the fire supply system and concrete slab replacement for the amount of \$2,175,000.

Upon motion duly made and seconded, all three of these procurement action items were approved by Board.

The details of these procurements are contained in reports filed with the records of this meeting and in the video recording of the meeting, both of which are maintained in the MTA records. Those reports and video recording contain a complete record of the comments made by Board Members and staff at this Board meeting.

LIRR INFORMATION ITEMS:

Four LIRR information items were presented to the Committee:

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

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

LIRR PROCUREMENTS:

There were no LIRR Procurements.

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, maintained in the MTA records.

ADJOURNMENT:

Upon motion duly made and seconded, the Committee unanimously voted to adjourn the meeting at 10:59 a.m.

Respectfully submitted,

/s/ Paige Graves

Paige Graves
Secretary



2021 Metro-North Railroad Committee Work Plan

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>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 rd 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 – 4th Quarter 2020	Diversity and EEO
<u>March 2022</u>	
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 – 1st 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

September 2022

2023 Preliminary Budget (Public Comment)
2021 Mid-Year Forecast
Diversity/EEO Report – 2nd Quarter 2022

Finance
Finance
Diversity and EEO

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2021 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

OCTOBER 2021

2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

LIRR/MNR PTC Project Update

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

Track Program Quarterly Update

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

NOVEMBER 2021

Progress on Way Ahead Strategic Plan

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

DECEMBER 2021

2022 Final Proposed Budget

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

2022 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2021

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

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

JANUARY 2022

Approval of 2022 Committee Work Plan

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

Track Program Quarterly Update

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

FEBRUARY 2022

Adopted Budget/Financial Plan 2022

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

2021 Annual Operating Results

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

Diversity & EEO Report– 4th Quarter 2021

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

MARCH 2022

Annual Elevator/Escalator Report

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

APRIL 2022

Final Review of 2021 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

2021 Annual Ridership Report

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

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– 1st 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 2022

Grand Central Terminal Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

Track Program Quarterly Update

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

SEPTEMBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Budget.

2022 Mid-Year Forecast

The agency will provide the 2022 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2022

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

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2021 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA C&D Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP – Operations
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>October 2021</u>	
2021 Preliminary Budget (Public Comment)	President
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning
<u>November 2021</u>	
East Side Access Support Projects Update	President/Sr. Staff
Year-End Trackwork Programs	Service Planning
<u>December 2021</u>	
2022 Final Proposed Budget	Management & Budget
2022 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2021	Administration/Diversity
Winter Trackwork Program	Service Planning
Review of Committee Charter	Committee Chair & Members
<u>January 2022</u>	
Winter Trackwork Programs & Schedule Adjustments	Service Planning
<u>February 2022</u>	
Adopted Budget/Financial Plan 2022	Management & Budget
2021 Annual Operating Results	Operations
Diversity/EEO Report – 4 th Q 2021	Administration/Diversity
March Timetable and Trackwork Programs	Service Planning
<u>March 2022</u>	
Annual Elevator/Escalator Report	Engineering

Spring Trackwork Programs

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 – 1st 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

September 2022

2023 Preliminary Budget (Public Comment)
2022 Mid-Year Forecast
Fall Trackwork Programs
Diversity/EEO Report – 2nd Quarter 2022

Management & Budget
Service Planning
Administration/Diversity

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2021 Work Plan

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

President's Report

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

Safety Report

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

MTA C&DCapital 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

OCTOBER 2021

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

Project Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

NOVEMBER 2021

East Side Access Support Projects Update

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

Year-End Schedule

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

DECEMBER 2021

Diversity & EEO Report– 3rd Quarter 2021

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as

composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

2022 Final Proposed Budget

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

Proposed 2022 Committee Work Plan

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

Review Committee Charter

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

JANUARY 2022

FEBRUARY 2022

Adopted Budget/Financial Plan 2022

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

2021 Annual Operating Results

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

Diversity & EEO Report– 4th Quarter 2021

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

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2022

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

APRIL 2022

Final Review of 2021 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

2021 Annual Ridership Report

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

Spring Trackwork Programs

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

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– 1st 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.

SEPTEMBER 2022

2022 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2022 Mid-Year Forecast

The agency will provide the 2022 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.



Metro-North Railroad

**If you need
to talk,
we're here
to listen.**

Text NEXT2U to 741741
or call, **1-800-273-TALK (8255)**
www.suicidepreventionlifeline.org

With **Help**, Comes **Hope**



Clyde Armstrong
Vice President
Office of System Safety



Metro-North Railroad

Safety Highlights:

Metro-North Railroad (MNR) continues to make 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.

MNR's Office of System Safety continues to promote suicide prevention and mental health awareness by partnering with the Crisis Text Line and National Suicide Prevention Lifeline to provide resources to those in need. This awareness program provides a direct hotline and mobile text option to immediately connect those in need with a trained counselor.

For the current 12-month period (September 2020 – August 2021) versus the previous 12-month period (September 2019 – August 2020), employee lost time injuries per 200,000 working hours decreased by 4.0%.

The customer reportable injury rate (per one million customers) increased by 74.5 % from September 2021 - August 2020 compared to previous 12-month period (September 2020 - August 2019). 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



August 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	September 2018 - August 2019	September 2019 - August 2020	September 2020 - August 2021	
FRA Reportable Customer Accident Rate per Million Customers	1.06	1.02	1.81	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.24	2.00	1.92	
	2020		2021	
	August	Year to Date	August	Year to Date
Grade Crossing Incidents ¹	0	1	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2020		2021	
	August	Year to Date	August	Year to Date
First Responders Trained	40	855	0	1,045
Employee Safety Training Courses	109	283	157	284
Employees Trained	990	4,356	1,005	5,121
Employee Safety Training Hours	23,904	140,391	16,477	125,305
Customer and Community: Focus on Grade Crossings	2020		2021	
	August	Year to Date	August	Year to Date
Broken Gates	0	13	1	9
MTA Police Details	23	188	30	246
Summons	72	455	64	544
Warnings	31	140	28	193
Community Education and Outreach*	610	33,073	7,135	71,904

*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.



Safety Report Highlights



SAFETY SUPER HERO CONTEST

Help us to create our new Safety Super Hero.

The LIRR Safety Super Hero needs a Name, a Look and a Slogan or Lyrics.

Contest begins October 15th and ends December 15th

We will combine the 3 winners' entries to create and use the LIRR Super Hero to promote safety. **

**To learn more about LIRR's [Virtual](#) outreach safety programs or to schedule an [in person](#) presentation see our webpage: <https://new.mta.info/agency/long-island-rail-road/in-tracks>

K-5
Name Safety Super Hero



Examples

6-8

9-12
Create Slogan or Lyrics

Rules:

Draw an Original Safety Super Hero

Grades K - 5:

To enter, submit a **Name** for our new Safety Super Hero (one entry per student), using "Safety Along The Tracks" as the theme.

Grades 6 - 8:

To enter, submit your original **Drawing** of a brand-new Safety Super Hero (one entry per student), using "Safety Along The Tracks" as this hero's theme and message.

Grades 9 - 12:

To enter, submit a **Slogan** or **Lyrics** for our brand-new Safety Super Hero (one entry per student), using "Safety Along The Tracks" as the theme.

Entries must be e-mailed to tracks@lirr.org using "Safety Super Hero Contest" in the subject line and must include the School's name / Teacher's name, Student's name, address, and daytime phone number.

- Contest is open to entries received between **October 15 - December 15, 2021**; winners will be announced by February 1, 2022.
- If the parent or guardian of a winner under age 18 or winner 18 or older consents, we will have the original entry displayed at various LIRR stations and use the three winning entries combined to promote safety on the LIRR.



Long Island Rail Road

On September 29th, an email was sent to over 2,900 contacts in Suffolk, Nassau and New York City public and private schools inviting students to enter our new Super Hero Contest. October 15th is the official contest start for submission of names, drawings, and slogans or lyrics for the first ever LIRR Safety Super Hero. In our fifth year, the contest theme continues to emphasize Safety Along the Tracks.

Throughout the month of September, TRACKS customer and community engagement activities focused not only on the hazards of grade crossings, tracks, and third rail but also the importance of adhering to federal law which requires the wearing of masks or face coverings on board trains and indoors in stations and on platforms. Welcoming workers back to their offices and students back to school, LIRR Stations, Transportation, and Corporate Safety team members in partnership with MTA Police, MTA Police Explorers, the Federal Railroad Administration, and NYS Department of Transportation Public Transportation Safety Board distributed over 4,500 masks and hand sanitizers. This distribution continued during Rail Safety Week. To date, the TRACKS program partnership between LIRR Corporate Safety and the MTA Police has reached over nineteen thousand participants. The program offers both in person and virtual classes customizable to the needs of the audience. Program offerings include training for special needs populations on how to travel safely using our system and new drivers/driver's education programs. Our community relations specialist can be reached via email at tracks@lirr.org or via phone at (718) 558 3028 to learn more about the program and this year's contest.

The LIRR's third quarter safety FOCUS Day was conducted September 30th. The two main topics for employee engagement were sprains and strains and the vaccine or test mandate. In addition to understanding how employees are experiencing safety at the LIRR, managers and supervisors focused on how to prevent strains and sprains in the field, shop, and office environment. The conversations also focused on resources to get the facts about vaccinations; learning how to upload vaccination cards; and information regarding the mandate to undergo weekly COVID testing starting October 4th.

For the reporting period ending August 2021, the average Reportable Customer Injury Rate was 3.34 injuries per million customers as compared to 4.61 injuries per million customers over the same period last year. This is a twenty-eight percent decrease. The actual number of injuries is down thirty-five percent. Penn Station continues to be the location with the largest number of customer injuries. We meet monthly with our partners at Amtrak and New Jersey Transit to discuss incidents at Penn Station and how we can collaborate to reduce injuries. Slips, trips, and falls result in the most injuries. The type of injury most 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 3.79 injuries per 200,000 hours worked as compared to 3.06 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained averaging approximately forty-five percent of employee injuries annually.

Lori Ebbighausen
Vice President
Corporate Safety

August Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	September 2018 - August 2019	September 2019 - August 2020	September 2020 - August 2021		
FRA Reportable Customer Accident Rate per Million Customers	2.17	4.61	3.34		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.33	3.06	3.79		
		2020		2021	
		August	Year to Date	August	Year to Date
Grade Crossing Incidents ¹	0	2	0		3
Mainline FRA Reportable Train Derailments	0	1	0		1
Mainline FRA Reportable Train Collisions	1	1	0		2

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

Leading Indicators				
Focus on Safety Training	2020		2021	
	August	Year to Date	August	Year to Date
First Responders Trained	39	213	0	264
Employee Safety Training Courses	64	505	88	522
Employees Trained	678	4,778	733	5,471
Employee Safety Training Hours	13,622	103,797	18,760	89,912
Customer and Community:	August	Year to Date	August	Year to Date
Broken Gates	6	50	4	53
MTA Police Details	62	329	24	515
Summons	320	1,473	133	1,785
Warnings	99	482	23	704
Arrests	0	0	0	1
Community Education and Outreach	533	22,274	1,559	19,207
Community Education via Social Media			73,193	556,376

Definitions:

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

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

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

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

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

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

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

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

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



Police Report



Metro-North Railroad

September 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (13 vs 5) for the month of September compared to the same period last year.
- Year to date Metro-North Railroad is up 22 crimes (59 vs 37).
- There was one (1) Hate Crime on Metro-North Railroad for the month of September.

Joseph P. McGrann
Chief of Police



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

September 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	2	1	1	100%
Burglary	3	0	3	100%
Grand Larceny	6	4	2	50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	5	8	160%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	7	-1	-14%
Felony Assault	11	6	5	83%
Burglary	16	4	12	300%
Grand Larceny	25	19	6	32%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	59	37	22	59%



Long Island Rail Road

September 2021 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (6 vs 9) for the month of September compared to the same period last year.
- Year to date Long Island Rail Road is up 2 crimes (51 vs 49).
- There were two (2) Hate Crimes on Long Island Rail Road for the month of September.

Joseph P. McGrann
Chief of Police



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

September 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	1	3	-2	-67%
Burglary	0	1	-1	-100%
Grand Larceny	2	3	-1	-33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	6	9	-3	-33%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	9	16	-7	-44%
Felony Assault	17	8	9	113%
Burglary	6	4	2	50%
Grand Larceny	18	21	-3	-14%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	51	49	2	4%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

September 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	2	3	150%
Felony Assault	3	4	-1	-25%
Burglary	3	1	2	200%
Grand Larceny	8	7	1	14%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	19	14	5	36%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	15	26	-11	-42%
Felony Assault	28	15	13	87%
Burglary	22	8	14	175%
Grand Larceny	43	40	3	8%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	110	90	20	22%

INDEX CRIME REPORT
Per Day Average
September 2021

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	3	2	0
Fel. Assault	3	1	2	0
Burglary	3	0	3	0
Grand Larceny	8	2	6	0
GLA	0	0	0	0
Total	19	6	13	0
Crimes Per Day	0.63	0.20	0.43	0.00



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - September 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	6	3	3	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	6	5	1	20 %
Sexual Orientation	1	0	1	0 %
White	1	2	-1	-50 %
Motivation Total	14	11	3	27 %

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	1	2	-1	-50 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	11	9	2	22 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	14	11	3	27 %



MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 9/30/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	8	21
Felony Assault	24	15
Burglary	11	3
Grand Larceny	25	13
Grand Larceny Auto	2	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	4	5
Arson	6	0
Assault-Misdemeanor	45	28
Breach of Peace	4	6
Child Endangerment	2	2
Criminal Contempt	5	8
Criminal Impersonation	2	3
Criminal Mischief	34	28
Criminal Possession Stolen Property	4	6
Criminal Tampering	3	3
Criminal Trespass	17	23
Disorderly Conduct	0	1
Drug Offenses	11	36
DUI Offenses	5	4
Falsely Reporting an Incident	4	4
Forgery	7	13
Graffiti	52	22
Harassment	1	0
Identity Theft	1	0
Menacing	12	6
Obstruct Government	4	2
Petit Larceny	31	37
Public Lewdness	22	10
Reckless Endangerment	7	8
Resisting Arrest	11	12
Sex Offenses	8	7
Stalking	0	1
Theft of Services	25	53
VTL Offenses	0	1
Warrant Arrest	21	22
Weapons Offenses	7	2
Total Arrests	428	410



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

Joint MNR/LIRR PTC Committee Meeting Oct 18, 2021



LIRR PTC Update – Base Contract



Implementation Summary

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

Progress on Installation and Testing

- PTC design, installation and testing were completed for new Long Beach signaling system.
- Continue to receive contractor software updates to correct system NCRs and variances.
- Started PTC field installations in East Side Access territory
- Amtrak Interoperability at Harold Interlocking:
 - Amtrak OBC 11.7 Siemens software release for D3 Solution is scheduled in 4th quarter 2021 for adjusting WIU D3 Back-to-Back (nested signals) issues
- Currently working to complete open Base Contract items and required warranty support with Alstom/Siemens.
- Continue to address FRA Safety Plan conditions :
 - New functions required to provide Keypad to override Positive Train Stop, and to develop an on-board database, remain under review for action moving forward.



LIRR PTC Timeline – Look Ahead Plan 2021/2022



2021

- 4th Quarter
 - Commence Site Integrated System Testing (SIST)
 - Finalize Warranty & ARDT (Availability Reliability Demonstration Test) agreements
 - Final System software release & field testing
 - NCRs & Variances Closeouts
 - PTC Lab delivery
 - Harold – D3 B2B field testing with Amtrak Rolling Stock

2022

- 1st Quarter
 - Amtrak OBC implementation for D3
 - Deploy Onboard Software OBC 7.2 fleetwide
 - PTC Software Data Maintenance Facility (SDMF) delivery
 - Commence ESA PTC System Testing
- 2nd Quarter
 - Obtain Final PTC documentation (CDRLs, O&M Manuals and As-Builts)
 - Complete Onboard Field Modifications
 - Award PTC Technical Support Services Contract to PTC SI
- 3rd Quarter
 - Closeout PTC contract requirements
 - Commence PTC Operations in East Side Access territory Grand Central
- 4th Quarter
 - PTC Testing on Base Project Infrastructure Projects
 - Complete all outstanding maintenance training
 - Complete Warranty & ARDT (Availability Reliability Demonstration Test) Program
 - Achieve Substantial Completion



MNR Project Update



PTC Implementation Summary

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

Design & Installation Updates and Testing

- Continue to improve PTC operations by closing non-critical software variances across all subsystems.
- PTC Installations and Testing for New Haven Line and Waterbury branch Signal upgrades are ongoing
 - Waterbury branch Site Installation Testing is completed and Site Performance Testing is ongoing with commissioning planned by Dec 2021.
- In coordination with Amtrak, M8 PTC testing for operation on Shore Line East was performed
- M8 fleet has been experiencing in-service PTC anomalies due to software defects. MNR is actively working with Alstom and Kawasaki to address these variances.
 - OBC Software 1.2 deployment is completed which resolved priority variances
 - Alpha 1.3 revision testing was completed with Revenue Release planned for Dec 2021
 - Negotiations are ongoing with Alstom to provide additional ATC/ACSES software modifications required to address FRA Conditions, which will be presented to the Board by the end of 2021. A schedule was submitted to the FRA on Sept 30th.
- MNR completed field and office surveys for the Positive Train Stop Override Keypad design.
- Joint NEC Letter was sent to the FRA on Onboard Database FRA Condition.
- PTC Safety Advisory response on Brake Pilot Valve was submitted to the FRA.



MNR PTC Timeline



2021

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

2022

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





Metro-North Railroad

Information Items



2021 3rd Quarter Maintenance of Way Division

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



Track Projects Systemwide

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

▣	Hudson Line	13,500	ties planned	0	installed	0%	
▣	Harlem	17,200	ties planned	15,582	installed	91%	
▣	New Haven	2,000	ties planned	0	installed	0%	
▣	Waterbury	13,000	ties planned	13,673	installed	105%	
▣	Port Jervis	11,600	ties planned	4,976	installed	43%	
		57,300	ties planned	34,231	installed	60%	of goal
▣	Hudson (SmarTrack)	5,000	ties planned	0	installed	0%	
▣	New Haven (SmarTrack)	5,200	ties planned	5,876	installed	113%	
		10,200	ties planned	5,876	installed	58%	of goal
	Total 2021	67,500	ties planned	40,107	installed	59%	of goal

* All subject to change due to current events



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

▣	GCT	0	ties installed		
▣	Hudson	1,885	ties installed		
▣	Harlem	270	ties installed		
▣	New Haven	1,032	ties installed		
▣	Danbury	0	ties installed		
▣	Waterbury	0	ties installed		
	Total 2021	3,187	ties installed	80%	of goal

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

▣	Hudson Line	3	miles planned	1.9	installed	62%	complete
▣	New Haven	5.3	miles planned	5.0	installed	94%	complete
	Total 2021	8.3	miles planned	6.9	installed	83%	of goal

* All subject to change due to current events



▣ **Welds (2,000 joints planned)**

▫	GCT	4	joints completed		
▫	Hudson Line	192	joints completed		
▫	Harlem Line	283	joints completed		
▫	New Haven	258	joints completed		
▫	Port Jervis	0	joints completed		
	Total 2021	737	joints completed	37%	of goal

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

▫	Hudson Line	13.4	miles planned	0	miles complete	0%
▫	Harlem	7.5	miles planned	19	miles complete	250%
▫	New Haven	61.5	miles planned	61	miles complete	100%
	Total 2021	82.4	miles planned	80	miles complete	97% of goal

* All subject to change due to current events



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

▫	GCT	8	switches	planned	8	switches	completed	100%	complete
▫	Hudson	6	switches	planned	3	switches	completed	50%	complete
▫	Harlem	4	switches	planned	3	switches	completed	0%	complete
▫	New Haven	16	switches	planned	8	switches	completed	50%	complete
▫	Waterbury	1	switch	planned	0	switches	completed	0%	complete
	Total 2021	35	switches	planned	22	switches	completed	63%	of goal

* All subject to change due to current events



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

▣	Harlem Line	2	crossings planned	0	complete	0%	
▣	New Haven						
	▣	Danbury	1	Not in scope	1	complete	100%
	▣	Waterbury	1	crossings planned	0	complete	0%
▣	West of Hudson	1	crossings planned	0	complete	0%	
		Total 2021	5	crossings planned	1	complete	20% of goal

▣ **Surfacing - 754 track miles systemwide (92 miles planned)**

▣	Hudson Line	15	miles planned	28	completed	
▣	Harlem Line	13	miles planned	18	completed	
▣	New Haven	50	miles planned	44	completed	
▣	Port Jervis	14	miles planned	5	completed	
	Total 2021	92	miles planned	95	completed	103% of goal

* All subject to change due to current events



- **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year per FRA)**
 - 1,963 miles completed includes start/stop and continuous testing
 - Total defects found from testing: 137

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

- **GCT Station Track Rehabilitation (44 Platforms systemwide, 2 Platforms Planned)**
 - Track 114 (100% complete)
 - 56 bracket ties, 672 block ties, 1,300 ft. of rail
 - Track 39 (85% complete)
 - 100 bracket ties, 600 block ties, 1,800 ft. of rail

* All subject to change due to current events



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

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
 - HUD 5.19 East 144th Street - Steel Repairs (40% complete)
 - HUD 14.43 Ludlow Street – Flag Repairs (0% complete)
 - HUD 21.05 Bible Factory Truss – Flag Repairs (100% complete)
 - HUD 31.20 Westerly Road – Flag Repairs (100% complete)
 - HUD 38.90 Montrose Station Road – Flag Repairs (30% complete)
 - NH 12.85 South Street – flag Repairs (100% complete)
 - NH 16.37 Centre Ave – Flag Repair (100% complete)
 - NH 20.73 Hillside Ave – Flag Repairs (0% complete)
 - NH 20.89 North Barry – Flag Repairs (100% complete)



▣ **Bridge Timbers (NY only – 966 Timbers Planned)**

▣	HUD 64.79 Wappingers Creek	170	timbers	0% complete
▣	NH 25.54 Westchester Ave Tks 2	60	timbers	100% complete
▣	NH 25.68 Kings Street Tk 2	67	timbers	100% complete
▣	NH 25.94 North Main Street Trk 1	115	timbers	100% complete
▣	NH 25.94 North Main Street Trk 2	115	timbers	100% complete
▣	PJ – JS 32.06 Ramapo River Tk 1 & 2	212	timbers	0% complete
▣	PJ – JS 39.55 Stream Tk 1	21	timbers	0% complete
▣	PJ – JS 55.03 Moodna Viaduct Tk 1	206	timbers	100% complete
	Total 2021	966	Timbers Planned	58% complete

* All subject to change due to current events



- **NY Undergrade Bridge Repair Program**

- Hudson

- Grand Central Terminal (MP 1.0) – Flag Repairs (40% complete)
- Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs, Waterproofing (75% complete)
- Park Ave Viaduct (MP 3.01) – Flag Repair (49 Flags Total, 60% complete)
- Wappinger Falls (MP 64.79) – Flag Repairs (70% complete)

- Harlem

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

- Port Jervis

- Pond Brook (MP 33.94 JS) – Flag Repairs (100% complete)
- Ramapo River (MP 42.77 JS – Flag Repairs (40% complete)
- Laura Lane (MP 47.73) – Replacement (5% complete)
- Woodbury Creek – (MP 50.17) – Flag Repairs (85% complete)
- Moodna Creek – MP50.17 Flag Repairs (95% complete)
- Shea Road (MP 63.04) – Masonry Repairs (85% complete)



CT Bridge Projects

▣ Bridge Timbers (CT only – 700 Timbers Planned)

▣	NH 29.68 Lukes Crossing, Trk 3	32 timbers	100% complete
▣	NH 33.75 Elm St. Tks 3 & 4	106 timbers	0% complete
▣	NH 34.17 East Main St. Tk 3	90 timbers	100% complete
▣	NH 40.89 Franklin (Spring Street) Tks 1 & 2	86 timbers	0% complete
▣	NH 41.28 Washington & Main St. Trk 2	92 timbers	100% complete
▣	NH 53.84 Howard Avenue Tk 2	53 timbers	0% complete
▣	NH 54.77 Warren Street Tk 2	48 timbers	100% complete
▣	NH 54.84 Lafayette Street Tk 2	50 timbers	100% complete
▣	NH 56.20 East Main Street Tk 3	56 timbers	0% complete
▣	NH 57.46 Bishop Ave Tk 3	48 timbers	0% complete
▣	NH 59.96 East Main Street Tk 3	39 timbers	100% complete
	Total 2021	700 Timbers Planned	50% complete

* All subject to change due to current events



▣ **S-Program (New Haven – CT only)**

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

* All subject to change due to current events



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

- ▣ Complete construction of 1,200' new Track 3 walkway (100% complete)

- ▣ **Saga NH 44.32 (Westport, CT)**

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

- ▣ **Right of Way Fence**

- ▣ Install/repair 600' ft of fence throughout systemwide (60% complete)

- ▣ **Graffiti Removal Program**

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

* All subject to change due to current events

Staff Summary

Subject DISPOSITION OF LAND TO NEW YORK STATE DEPARTMENT OF PARKS, RECREATION & HISTORIC PRESERVATION IN FISHKILL AND PHILIPSTOWN, NEW YORK
Department REAL ESTATE
Department Head Name FREDERICKA CUENCA
Department Head Signature
Project Manager Name ROBERT GOLDBERG

Date OCTOBER 20, 2021
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	10/18/2021		X	
2	Finance Committee	10/18/2021	X		
3	Board	10/20/2021	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief Financial Officer		

GRANTOR: MTA Metro-North Railroad (“Metro-North”)

GRANTEE: New York State Department of Parks, Recreation & Historic Preservation (“Parks”)

LOCATION: Breakneck Ridge hiking trailhead on Metro-North's Hudson Line at milepost 54.6 located in the Town of Fishkill in Dutchess County and Town of Philipstown in Putnam County, New York

ACTIVITY: Disposition of an interest in real property for use as a public hiking trail

ACTION REQUESTED: Authorization to convey fee simple title, subject to the reservation of a permanent easement for railroad operations

TERM: Permanent

PROPERTY: 2.41 acres; comprised of portions of two tax lots:
Part of tax lot # 5953-00-530330 in the Town of Fishkill
Part of tax lot # 37.-2-5 in the Town of Philipstown

APPRAISED VALUE: \$80,000

COMPENSATION: \$0

COMMENTS:

The Property has been used by the public for accessing Parks’ Breakneck Ridge Trail for decades and has drawn a growing number of visitors each year. The Breakneck Ridge Trail originates at the trailhead, which is located on the subject Property and adjacent to Route 9D. Metro-North's Hudson Line runs through the Breakneck mountain and the trailhead is located above the tunnel in which Metro-North trains run through. Parks and Metro-North seek to legitimize the use of the trailhead and Parks will implement various safety improvements.

The conveyance will contain reservations and restrictions, including: 1) the irrevocable, perpetual rights for Metro-North to install, operate, maintain, repair, replace, inspect, enlarge and upgrade the railroad right-of-way, tracks, tunnel and related infrastructure, and 2) the irrevocable restriction that no digging or drilling or installation of any sort shall be conducted below

Staff Summary

FINANCE COMMITTEE MEETING



DISPOSITION OF LAND TO NEW YORK STATE DEPARTMENT OF PARKS, RECREATION & HISTORIC PRESERVATION IN FISHKILL AND PHILIPSTOWN, NEW YORK (Cont'd.)

Page 2 of 2

10 feet from the surface of the Property and in no event shall digging or drilling or installing be conducted within 15 feet of the tunnel.

The fair market value of the interest being conveyed as determined by MTA Real Estate's independent appraiser is \$80,000, which is less than \$100,000. As such, pursuant to Public Authorities Law Section 2897, disposition to a municipality may be by negotiation for below fair market value and no "explanatory statement" which provides written notification thereof to the governor, the speaker of the assembly, and the president of the senate of such proposed transfer as to value is required. The conveyance will provide that use and ownership of the easement will remain with Parks, New York State or another governmental entity. The interest is to be conveyed as a donation to Parks since they are a department of New York State and the transaction will benefit the public as its continued use will be for public recreation while reducing Metro-North's liability exposure at a popular hiking trail.

Based on the forgoing, MTA Real Estate requests authorization to convey the Property to New York State Department of Parks, Recreation & Historic Preservation, subject to the reservation of a permanent easement on the above-described terms and conditions.

Staff Summary

Subject BIKE STORAGE PILOT PERMIT AT GRAND CENTRAL TERMINAL
Department REAL ESTATE
Department Head Name FREDERICKA CUENCA
Department Head Signature
Project Manager Name STEVEN BRUSCA

Date October 20, 2021
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	10/18/2021		x	
2	Board	10/20/2021		x	

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad (“Metro-North”)
PERMITTEE: Modular Streetscape Systems Inc
LOCATION: Northern corner of the former Grand Central Terminal Vanderbilt Avenue taxiway
ACTIVITY: Operation of a bike mini pod at GCT
TERM: One (1) year Pilot License
COMPENSATION Fee waived

COMMENTS:

Modular Streetscape Systems Inc approached the Agency to request the use of the Location for a pilot program (the “Program”) to install, operate and maintain a bike pod for bike storage, which provides a higher level of security for bicycle owners. Metro-North is supportive of this pilot request.

The amount of space required is approximately 11.4 ft. long by 6.6 ft. wide and 6.4ft high. The bicycle mini pod accommodates (6) bicycles and is geo-fenced within the app. The bicycle mini pod provides signage that includes instructions on how to utilize the service.

Metro-North reserved the right to terminate the agreement at any time, for whatever reason, at its sole discretion by providing 60 days’ notice. Metro-North also provided \$3,900 as a tenant improvement allowance for the bike mini pod.

The Permit was granted pursuant to the Board-approved Real Estate Department Policy #30 which enables MTA Real Estate to enter into agreements for pilot programs. MTA Legal approved the entry permit as to form. Permittee provided appropriate insurance coverages and indemnifications as prescribed by MTA Risk Management.






Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject NOVEMBER TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date SEPTEMBER 29, 2020			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. FREE						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	10/18/21				3	VP – Corp Comm	1	President 
						2	CTO 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning November 15, 2021, through March 7, 2022.

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

Additionally, Trackwork Programs will support a Switch Removal in Queens Interlocking, Ocean Avenue Substation Construction, a Switch Installation near Floral Park, Track Surfacing and State of Good Repair Work on the Port Washington Branch and a Rail Drop and State of Good Repair Work on the Port Jefferson Branch.

NOVEMBER 15 TIMETABLE CHANGE

Service Improvements

- **Port Washington Branch** – In response to increased ridership, one AM Peak train and one PM Peak train will be added on Port Washington Branch.
 - Beginning on November 15th, the 8:08 AM train from Port Washington making all stops to Great Neck then express to Penn Station and the 4:25 PM train from Penn Station making all stops to Great Neck will be reinstated.

Low Adhesion Schedule Adjustments

- **Ronkonkoma Branch** – In order to protect equipment from flat wheel spots and other damage that can result in shortened train consists during the Autumn leaf season when low adhesion

issues occur, several AM Peak trains will operate on adjusted schedules during the November timetable, reflecting reduced speeds on trains in low adhesion-prone areas.

- **Temporary Service Adjustments:** The train normally departing Greenport at 5:25 AM, will depart 3 minutes earlier at 5:22 AM. In addition, the train that normally departs Farmingdale at 7:51 will depart 2 minutes earlier at 7:49 AM, operating earlier at stations through Bethpage, and the normal 7:32 AM train from Ronkonkoma will depart 3 minutes earlier at 7:29 AM, operating earlier at stations through Farmingdale. Each of these trains will arrive at their western terminal at their normal time.

TRACK WORK PROGRAMS

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

- **Queens Interlocking Project – Switch Removals** – On the weekend of October 23-24 and October 30-31, both main tracks on the Main Line will be out of service between New Hyde Park and Hicksville for 48 hours in support of a series of switch removals as part of the Queens Interlocking Project.
 - **Temporary Service Adjustments:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
 - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*

- *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
 - *Bus service will also be provided between Mineola and Hicksville.*
 - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between Mineola and Hempstead for connections to and from points west.*
 - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*

- **Montauk Branch – Ocean Substation Construction** – On Wednesday, November 3rd and Thursday, November 4th, PSEG will be performing feeder cable work in support of the construction of the new Ocean Substation near Rockville Centre.
 - **Temporary Service Adjustments:** On Wednesday, November 3rd and Thursday, November 4th, both main tracks on Montauk Branch will be out of service for a period of approximately 4 hours on the overnight. With both main tracks out service, bus service will replace train service between Valley Stream and Babylon, with Montauk Branch service adjusted accordingly.

- **Hempstead Branch – Switch Installation** – On the weekends of November 6-7 and November 13-14 both main tracks on the Hempstead Branch will be out of service in support of a switch installation between Bellerose and Floral Park as part of the Queens Interlocking project.
 - **Temporary Service Adjustments:** On the weekends of November 6-7 and November 13-14, buses will replace train service at Bellerose Station and also between Stewart Manor and Hempstead on the Hempstead Branch. Regularly scheduled Hempstead Branch Trains will depart Atlantic Terminal making stops at Nostrand Avenue, East New York, Jamaica, Hollis, Queens Village, Floral Park and then will proceed via the Main Line to Mineola Station where customers will detrain for bus service to all stations between Stewart Manor and Hempstead. Customers at Bellerose Station will be accommodated by buses to/from Queens Village Station for train service.

- **Port Washington Branch – Track Surfacing and State of Good Repair Work** – On the weekend of November 6-7, both main tracks will be out of service between Bayside and Port Washington for approximately 8 hours on the overnight as Track Surfacing is performed. The single main track between Great Neck and Port Washington will be taken out of service for the remainder of the weekend as state of good repair work is performed.
 - **Temporary Service Adjustments:** On the weekends of November 6-7, bus service will replace train service between Bayside and Port Washington during the overnight periods. Bus service will replace train service between Great Neck and Port Washington for the remainder of the weekend.

- **Port Jefferson Branch – Rail Drop and State of Good Repair Work** – On Saturday, November 13th, the single main track between Huntington and Port Jefferson will be out of service for 24 hours in support of a rail drop between Huntington and Port Jefferson and state of good repair work between Stony Brook and Port Jefferson.
 - **Temporary Service Adjustments:** On Saturday, November 13th, bus service will replace train service for a period of 24 hours between Huntington and Port Jefferson.

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

IMPACT ON FUNDING

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





Metro-North Railroad

Procurements

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

Date	10-11-21
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.	10-18-21	x		
2	MTA Board Mtg.	10-20-21	x		

Internal Approvals			
	Approval		Approval
X	President		
X	V.P. & General Counsel		

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

PURPOSE:

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

DISCUSSION:

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

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

MNR proposes to award competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$1,760,000
• KS Engineers, PC. \$1,760,000		
SUB TOTAL:	1	\$1,760,000

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	
SUB TOTAL:		
TOTAL:	1	\$1,760,000

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.

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. | KS Engineers, PC. | \$1,760,000 | <u>Staff Summary Attached</u> |
| | Annual Undergrade/Overhead Bridge Inspection Services | | |

MTA Board approval is requested for this contract modification in an amount not-to-exceed \$1,760,000 for KS Engineers, PC. ("KSE"), a certified Minority Business Enterprise, to provide additional inspection services including retaining walls and transmission poles/towers throughout Metro-North Railroad's Harlem, Hudson, and New Haven lines. The original 36-month contract ("Contract") was competitively solicited via a Request for Proposal and awarded to KSE in April 2021 in the not-to-exceed amount of \$2,991,792. The Contract includes the annual requirements for bridge inspections, underwater inspections, confined space inspections and tunnel inspections in accordance with the New York State Department of Transportation Railroad Bridge Inspection Manual and the Federal Railroad Administration Bridge Safety Regulations.

Recent severe storms damaged utility poles and caused storm-related mud slides that damaged retaining walls throughout Metro-North's territory. The amount and severity of storms over the past few years has increased, requiring Metro-North's Maintenance of Way ("MoW") to increase its frequency of routine inspections of retaining walls and transmission poles/towers. Metro-North has been performing these inspections with in-house staff but now requires third-party assistance. MoW has identified approximately 750 retaining walls and 2,326 transmission poles/towers requiring routine inspection. With these inspections, MoW can continue to preemptively identify potential hazards that could create safety and service risks to train operations and potentially cause damage to Metro-North's right-of-way infrastructure. KSE will also input field inspection data of the retaining wall and transmission poles/towers into Metro-North's bridge inspection system.

This total not-to-exceed amount of \$1,760,000 is to be funded by the Metro-North Operating Budget.

Schedule H: Modifications to Personal and Miscellaneous Service Contracts



Item Number: **1**

Vendor Name (Location) KS Engineers, PC. (Newark, New Jersey)
Description Annual Undergrade/Overhead Bridge Inspection Services
Contract Term (including Options, if any) 36 Months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div. & Dept/Div. Head Name: Procurement & Material Management, Anthony Gardner, Sr. Director

Contract Number 312498	AWO/Modification 2
Original Amount:	\$2,991,792
Prior Modifications:	\$0
Prior Budgetary Increases:	\$0
Current Amount:	\$2,991,792
This Request:	\$1,760,000 (not-to-exceed)
% of This Request to Current Amount:	58.8%
% of Modifications (including This Request) to Original Amount:	58.8%

Purpose:

MTA Board approval is requested for this contract modification in an amount not-to-exceed \$1,760,000 for KS Engineers, PC. ("KSE"), a certified Minority Business Enterprise, to provide additional inspection services including retaining walls and transmission poles/towers throughout Metro-North Railroad's Harlem, Hudson, and New Haven lines. The original 36-month contract ("Contract") was competitively solicited via a Request for Proposal and awarded to KSE in April 2021 in the not-to-exceed amount of \$2,991,792. The Contract includes the annual requirements for bridge inspections, underwater inspections, confined space inspections and tunnel inspections in accordance with the New York State Department of Transportation Railroad Bridge Inspection Manual and the Federal Railroad Administration Bridge Safety Regulations.

Discussion:

Recent severe storms damaged utility poles and caused storm-related mud slides that damaged retaining walls throughout Metro-North's territory. The amount and severity of storms over the past few years has increased, requiring Metro-North's Maintenance of Way ("MoW") to increase its frequency of routine inspections of retaining walls and transmission poles/towers. Metro-North has been performing these inspections with in-house staff but now requires third-party assistance. MoW has identified approximately 750 retaining walls and 2,326 transmission poles/towers requiring routine inspection. With these inspections, MoW can continue to preemptively identify potential hazards that could create safety and service risks to train operations and potentially cause damage to Metro-North's right-of-way infrastructure. KSE will also input field inspection data of the retaining wall and transmission poles/towers into Metro-North's bridge inspection system.

KSE's original proposal for this scope was \$1,800,000, however, MTA initiated discussions resulting in a price concession of \$40,000 reducing the price to \$1,760,000. It is in the public's best interest to leverage KSE's knowledge, experience, cost, and schedule coordination with the MoW inspection program, and approve a contract modification for these additional services at the negotiated not-to-exceed amount of \$1,760,000. Accordingly, this contract modification is a high priority for Metro-North in order to ensure that critical infrastructure remains in a state-of-good repair.

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



Continued:

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 work with KSE to include applicable cybersecurity requirements prior to issuance of the notice of award.

Impact on Funding:

This total not-to-exceed amount of \$1,760,000 is to be funded by the Metro-North Operating Budget.

Alternatives:

None recommended.

Recommendation:

It is recommended that the MTA Board approve Metro-North's contract modification to the firm KS Engineers, PC. to provide additional inspections for retaining walls and transmission poles/towers throughout Metro-North's Harlem, Hudson, and New Haven lines.

**PROCUREMENT PACKAGE
October 2021**






This picture depicts the Cherry Valley Road Bridge which was originally constructed in 1906 and carries two active electrified tracks of the Hempstead Branch, located between the Nassau Boulevard and Garden City Stations in Nassau County. This month's Procurement Package contains an item for the removal and replacement of this bridge.

PROCUREMENTS

The Procurement Agenda this month includes one procurement action for a proposed expenditure of \$16.7M

Staff Summary

Subject Request for Authorization to Award a Procurement Action					
Department Contracts					
Department Head Name & Title David K. Cannon, Vice President					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Joint Committee	10/18/21	X		
2	Board	10/20/21	X		

Date: October 14, 2021			
Internal Approvals			
	Approval		Approval
 10/14/21	Deputy Chief Development Officer, Delivery		President
Tim Mulligan <small>Digitally signed by Tim Mulligan Date: 2021.10.14 12:17:09 -0400</small>	Deputy Chief Development Officer, Development	 10/14/21	Executive Vice President & General Counsel

PURPOSE

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

DISCUSSION

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
C. Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)	1	\$16,663,538.40
TOTAL	1	\$16,663,538.40

Budget Impact:

The approval of this procurement action will obligate the capital funds in the amount listed. Funds are available in the capital budget for this purpose.

Recommendation:

The procurement action be approved as proposed. (The item is 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.

OCTOBER 2021















LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule C. Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)
(Staff Summaries required for all items greater than \$1M)

- | | | | |
|-----------|--|------------------------|--------------------------------------|
| 1. | Railroad Construction Company, Inc. | \$16,663,538.40 | <u>Staff Summary Attached</u> |
| | Contract No. 6375 | | |
| | 720 days | | |

MTA Construction and Development requests Board approval to award a competitively solicited and negotiated design-build contract for the removal and replacement of the Cherry Valley Avenue Bridge located in Garden City on the Long Island Railroad's Hempstead Branch.

Dept & Dept Head Paul Dietlin, LIRR Business Unit, Delivery Department 						SUMMARY INFORMATION																			
Contracts Department Ian Goldrich 						Vendor Name Railroad Construction Company, Inc.	Contract Number 6375																		
Board Reviews						Description Design-Build Services for the Cherry Valley Road Bridge Removal & Replacement																			
<table border="1"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>MNR & LIRR Joint Committee</td> <td>10/18/21</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Board</td> <td>10/20/21</td> <td>X</td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	MNR & LIRR Joint Committee	10/18/21	X			2	Board	10/20/21	X			Total Amount \$16,663,538.40 - Award \$300,000 - Stipends	
Order	To	Date	Approval	Info	Other																				
1	MNR & LIRR Joint Committee	10/18/21	X																						
2	Board	10/20/21	X																						
Internal Approvals						Contract Term 720 Days																			
<table border="1"> <thead> <tr> <th></th> <th>Approval</th> <th></th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td> Tim Mulligan Deputy Chief, Development  </td> <td></td> <td>  </td> <td> President </td> </tr> <tr> <td>  Deputy Chief, Delivery 10/14/21 </td> <td></td> <td>  10/14/21 </td> <td> Executive Vice President & General Counsel </td> </tr> </tbody> </table>							Approval		Approval	Tim Mulligan Deputy Chief, Development 			President	 Deputy Chief, Delivery 10/14/21		 10/14/21	Executive Vice President & General Counsel	Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A							
	Approval		Approval																						
Tim Mulligan Deputy Chief, Development 			President																						
 Deputy Chief, Delivery 10/14/21		 10/14/21	Executive Vice President & General Counsel																						
						Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																			
						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																			
						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																			
						Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:																			

PURPOSE/RECOMMENDATION

MTA Construction & Development ("C&D") requests Board approval to award a competitively solicited and negotiated design-build contract to Railroad Construction Company, Inc. for the removal and replacement of the Cherry Valley Avenue Bridge located in Garden City on the Long Island Railroad's ("LIRR") Hempstead Branch in the amount of \$16,663,538.40 and for a duration of 720 days. In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation included stipends in the amount of \$50,000 to be paid to each of the unsuccessful proposers whose proposal met defined proposal standards. Accordingly, C&D requests that the Board also approve the payment of stipends to each of the six unsuccessful proposers for a total amount of \$300,000.

DISCUSSION

The Cherry Valley Road Bridge was originally constructed in 1906 as a two-bay single span bridge supported by three non-redundant girders carrying two active electrified tracks of the Hempstead Branch, located between the Nassau Boulevard and Garden City Stations in Nassau County. The bridge exhibits a variety of deficiencies due to weathering and bridge strikes, and will only get worse as time moves on. The potential for further significant deterioration exists which could cause severe service interruptions, which would greatly inconvenience the surrounding communities along the Hempstead Branch. If the bridge is not replaced, LIRR will increasingly incur significant emergency repair costs, the necessity of slowing traffic and even periodic track closures that will have a severe impact on operations.

A one-step Request for Proposal ("RFP") was used to solicit this Contract. The requirements were publicly advertised in the New York State Contract Reporter, N.Y. Daily News, and on the MTA website. In response to the RFP, proposals were received from the following seven entities:

- BOVE-GCCOM Construction Co., Inc. JV (“BOVE-GCCOM”) – a joint venture consisting of BOVE and GCCOM Construction Co., Inc.
- ECCO III Enterprises, Inc.
- MLJ/J-Track JV -a joint venture consisting of MLJ Contracting Corp. and J-Track, LLC
- Perfetto Contracting Co., Inc.
- Posillico Inc.
- Railroad Construction Company, Inc. (“RCC”)
- Walsh Construction Co.

The proposals were evaluated and scored by a Selection Committee consisting of representatives from C&D and LIRR, utilizing pre-established selection criterion considering the following factors: Technical Approach; Planning and Scheduling; Qualifications and Experience; and Cost. After evaluating the technical and cost proposals, the Selection Committee determined RCC and BOVE-GCCOM to be the two top ranked proposers. While the other proposers adhered to the technical requirements, RCC’s and BOVE-GCCOM’s proposals demonstrated superior means and methods and an increased likelihood for adherence to the schedule and decreased risk associated with maintaining operations.

The Selection Committee then invited BOVE-GCCOM and RCC for oral presentations and to discuss technical clarifications and confirm each firm’s overall understanding of the project. Both firms demonstrated a thorough and comprehensive understanding of the project and adequately responded to all questions. Following the discussions, Best and Final Offers (“BAFOs”) were requested from both BOVE-GCCOM and RCC, requesting clarifications of technical items and pricing, along with revised pricing based on the clarifications obtained through oral presentations and technical discussions. The results of the BAFOs were as follows:

BOVE-GCCOM	\$16,482,000
RCC	\$16,849,178

After review of the BAFOs, the Selection Committee unanimously determined that the proposal submitted by RCC was the most advantageous to the MTA and provided best value. RCC’s unique technical solution for jacking the existing bridge during the five major weekend outages greatly reduces schedule risks associated with the project and mitigates the impact on the public. Finally, RCC has extensive experience and a successful track record with the completion of similar heavy civil construction and delivering similar capital projects on schedule and within budget.

C&D entered into post BAFO negotiations with RCC with an eye towards reducing RCC’s pricing. At the conclusion of negotiations, the parties agreed to an overall price reduction of \$185,639.60, resulting in a final negotiated cost of \$16,663,538.40. A cost and price analysis was performed and it was determined that the negotiated price is fair and reasonable.

RCC has been found to be responsible.

D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established 20% DBE goals for this contract. Although this is a design-build contract with some undefined scope of work, RCC is projecting to meet the required 20% DBE Goal. RCC has achieved the assigned D/M/WBE goals on previous completed MTA contracts.

IMPACT ON FUNDING

Federal funding for this project is included in the MTA’s 2020 – 2024 Capital Program Budget.

ALTERNATIVES

There are no alternatives, as MTA currently lacks the available resources to undertake the design and construction of this bridge.

Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

September 2021 Highlights: Operations Report

East of Hudson

September service operated above the annual 94% OTP goal at 95.0% OTP, and YTD performance was above goal at 97.4%.

Hudson Line – 92.0% YTD: 97.6%

11 trains (0.30%) canceled or terminated

Harlem Line – 94.3% YTD: 97.8%

35 trains (0.70%) canceled or terminated

New Haven Line – 97.1% YTD: 97.0%

40 trains (0.58%) canceled or terminated

Major Incidents: On September 1st and 2nd tropical storm Ida impacted MNR service territory, which led to service interruption on September 2nd. Subsequently train service experienced residual delays for several days because of flooding from the storm that resulted in speed restrictions and track outages.

West of Hudson

September service operated below the annual 94% OTP goal at 91.8% OTP, and YTD performance was slightly below goal at 93.4%.

Pascack Valley – 94.1% YTD: 94.7%

Port Jervis – 88.6% YTD: 91.5%

As a result of tropical storm Ida, 43 total trains (2.60%) were canceled or terminated on WOH service. Pascack Valley Line: 11, and Port Jervis Line: 32.

Equipment

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

In August, Fleet Mean Distance between failures operated above goal at 308,201 miles against the goal of 175,000 miles.

All in-service passenger cars were disinfected every 24 hours

Performance Summary			2021 Data			2020 Data		
			Annual Goal	September	YTD thru September	September	YTD thru September	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	95.0%	97.4%	98.5%	97.9%	
		AM Peak	94.0%				96.6%	
		AM Reverse Peak	94.0%				97.8%	
		PM Peak	94.0%				98.2%	
		Total Peak	94.0%				97.5%	
		Off Peak Weekday	94.0%	94.4%	97.3%	98.4%	97.6%	
		Weekend	94.0%	96.8%	97.8%	98.7%	98.9%	
		Hudson Line	Overall	94.0%	92.0%	97.6%	98.1%	98.3%
			AM Peak	94.0%				96.2%
			AM Reverse Peak	94.0%				98.2%
			PM Peak	94.0%				98.8%
			Total Peak	94.0%				97.5%
			Off Peak Weekday	94.0%	91.2%	97.7%	97.8%	98.2%
			Weekend	94.0%	95.0%	97.2%	98.9%	98.9%
		Harlem Line	Overall	94.0%	94.3%	97.8%	98.4%	97.7%
			AM Peak	94.0%				96.9%
			AM Reverse Peak	94.0%				96.8%
			PM Peak	94.0%				97.9%
			Total Peak	94.0%				97.2%
			Off Peak Weekday	94.0%	93.2%	97.7%	98.2%	97.2%
			Weekend	94.0%	97.8%	98.3%	98.9%	99.3%
		New Haven Line	Overall	94.0%	97.1%	97.0%	98.8%	97.8%
			AM Peak	94.0%				96.7%
			AM Reverse Peak	94.0%				98.6%
			PM Peak	94.0%				98.2%
			Total Peak	94.0%				97.6%
			Off Peak Weekday	94.0%	97.1%	96.8%	98.9%	97.5%
		Weekend	94.0%	97.0%	97.8%	98.4%	98.6%	
Operating Statistics	Trains Scheduled			15,441	117,983	12,423	125,720	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			13.2	14.1	18.4	13.9	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	149	750	63	618	
	Trains Canceled		230	54	78	3	208	
	Trains Terminated		230	32	99	14	120	
	Percent of Scheduled Trips Completed		99.8%	99.4%	99.8%	99.9%	99.7%	
Consist Compliance	System	Overall	99.0%	100.0%	100.0%	100.0%	99.9%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.0%				99.2%	
		AM Reverse Peak	99.0%				100.0%	
		PM Peak	99.0%				99.8%	
		Total Peak	99.0%				99.5%	
		Off Peak Weekday	99.0%	100.0%	100.0%	100.0%	100.0%	
		Weekend	99.0%	100.0%	100.0%	100.0%	100.0%	
		Hudson Line	AM Peak	99.0%				99.7%
			PM Peak	99.0%				100.0%
		Harlem Line	AM Peak	99.0%				99.6%
			PM Peak	99.0%				99.7%
		New Haven Line	AM Peak	99.0%				98.4%
			PM Peak	99.0%				99.7%

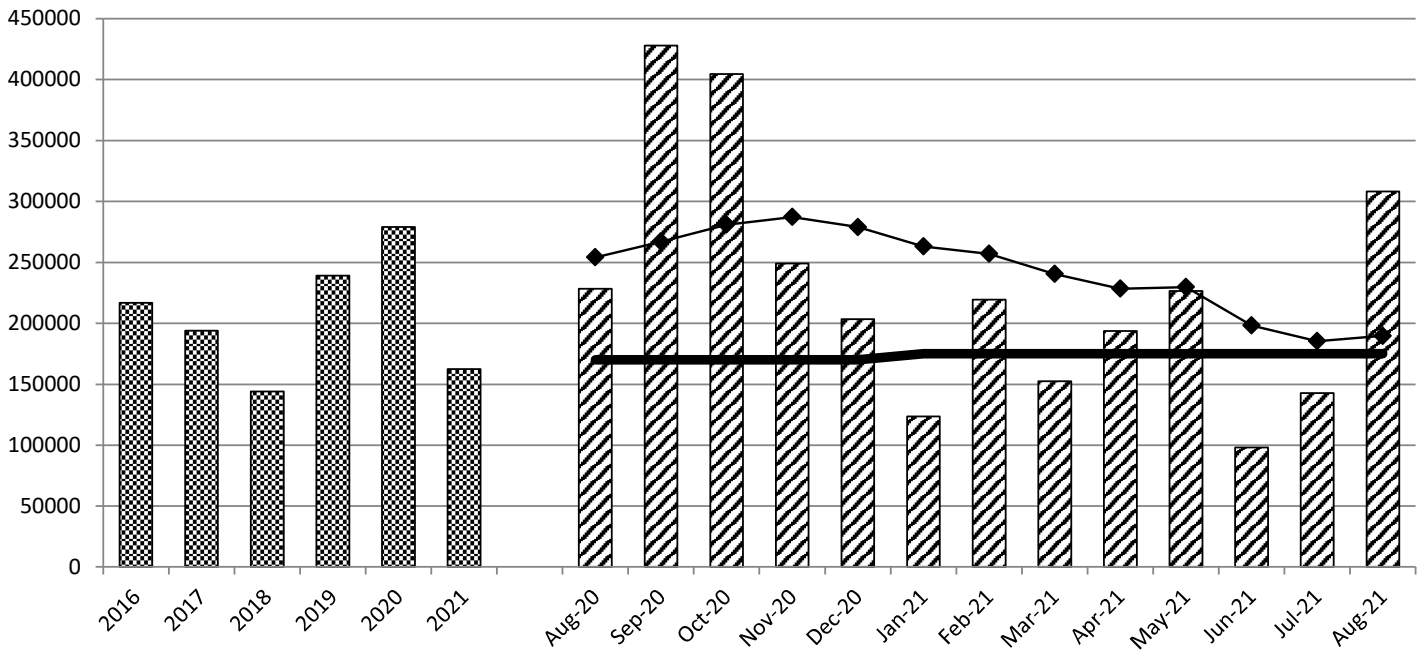
SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	August	2021 Data		2020 Data		YTD 2021 Vs 2020
			September	YTD thru September	September	YTD thru September	
Engineering (Scheduled)	5.7%	16	95	538	19	274	264
Engineering (Unscheduled)	9.9%	77	163	1,225	89	1,274	-48
Maintenance of Equipment	15.9%	170	263	2,016	128	1,120	896
Transportation	4.1%	26	69	308	20	217	91
Capital Projects	1.0%	5	17	91	6	173	-82
Weather and Environmental	30.8%	170	511	1,518	62	1,036	482
Police	9.9%	90	163	834	152	726	107
Customers	2.1%	5	35	128	9	126	2
Other	20.5%	25	340	649	44	500	150
3rd Party Operations	0.0%	5	1	6	0	4	3
TOTAL	100.0%	590	1,656	7,313	528	5,449	1,864
HUDSON LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2021 Vs 2020
Engineering (Scheduled)	0.8%	4	4	59	10	75	-16
Engineering (Unscheduled)	9.2%	15	47	196	33	166	30
Maintenance of Equipment	19.1%	34	98	353	24	283	70
Transportation	1.2%	11	6	44	5	41	3
Capital Projects	2.5%	4	13	43	2	39	4
Weather and Environmental	57.6%	47	295	594	1	80	514
Police	3.1%	54	16	250	42	192	58
Customers	2.1%	3	11	29	6	40	-11
Other	4.3%	18	22	82	14	145	-63
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	190	512	1,650	137	1,061	589
HARLEM LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2021 Vs 2020
Engineering (Scheduled)	8.6%	11	53	201	5	124	77
Engineering (Unscheduled)	8.1%	11	50	326	20	428	-102
Maintenance of Equipment	6.8%	49	42	301	84	338	-37
Transportation	7.6%	6	47	115	2	83	32
Capital Projects	0.2%	1	1	9	0	79	-70
Weather and Environmental	29.1%	89	179	488	40	284	204
Police	15.1%	8	93	224	24	200	24
Customers	0.3%	1	2	21	0	38	-17
Other	24.1%	0	148	190	20	182	8
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	176	615	1,875	195	1,756	119
NEW HAVEN LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2021 Vs 2020
Engineering (Scheduled)	7.5%	1	29	231	5	74	157
Engineering (Unscheduled)	10.6%	51	41	580	36	680	-100
Maintenance of Equipment	10.3%	83	40	998	20	479	519
Transportation	4.1%	10	16	148	13	94	54
Capital Projects	0.8%	0	3	39	4	54	-15
Weather and Environmental	9.3%	34	36	424	21	671	-247
Police	13.2%	28	51	310	86	332	-22
Customers	1.8%	0	7	51	3	47	4
Other	42.4%	7	164	353	9	173	180
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	214	387	3,134	197	2,604	530

	Equip-ment Type	Total Fleet Size	2021 Data					2020 Data			
			MDBF Goal (miles)	Aug MDBF (miles)	Primary Failure Goal	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)	12 month MDBF Rolling Avg (miles)	Aug MDBF (miles)	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)
Mean Distance Between Failures	M8	405	290,000	1,944,028	5	1	122,901	170,676	692,643	2	447,995
	M3	138	80,000	99,520	2	3	125,237	127,434	137,253	1	135,362
	M7	334	340,000	1,393,784	5	1	498,905	467,574	421,054	3	552,420
	Coach	207	210,000	559,294	5	2	377,819	380,513	475,096	2	339,584
	P-32	31	21,000	36,925	6	4	32,592	33,833	18,390	7	34,419
	BL-20	12	13,000	5,710	3	5	15,141	15,143	8,334	2	15,216
	Fleet	1127	175,000	308,201	26	16	162,496	189,673	228,311	17	273,887
	M8		290,000	1,944,028	5	1	122,901	170,676	692,643	2	447,995
M3/7		235,000	423,086	7	4	367,022	352,055	350,104	4	422,089	
Diesel/Coach		85,000	117,713	14	11	129,691	133,182	99,599	11	136,369	

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

ALL FLEETS Mean Distance Between Failures 2016 - 2021



West of Hudson Performance Summary			2021 Data			2020 Data		
			Annual Goal	September	YTD thru September	September	YTD thru September	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	94.0%	91.8%	93.4%	96.4%	95.0%	
		AM Peak	94.0%	92.7%	93.8%	97.1%	94.4%	
		PM Peak	94.0%	91.9%	95.2%	97.8%	94.7%	
		Total Peak	94.0%	92.3%	94.5%	97.4%	94.5%	
		Off Peak Weekday	94.0%	89.9%	92.2%	96.2%	94.8%	
		Weekend	94.0%	94.8%	93.9%	95.1%	95.5%	
		Pascack Line	Overall	94.0%	94.1%	94.7%	97.1%	96.1%
		AM Peak	94.0%	92.3%	96.2%	98.6%	96.4%	
		PM Peak	94.0%	93.9%	96.5%	97.3%	95.2%	
		Total Peak	94.0%	93.0%	96.4%	98.0%	95.8%	
		Off Peak Weekday	94.0%	92.2%	93.1%	96.0%	96.0%	
		Weekend	94.0%	99.1%	95.5%	98.2%	96.6%	
		Port Jervis Line	Overall	94.0%	88.6%	91.5%	95.4%	93.3%
		AM Peak	94.0%	93.3%	90.7%	95.2%	92.1%	
		PM Peak	94.0%	89.7%	93.7%	98.4%	94.0%	
		Total Peak	94.0%	91.3%	92.2%	96.8%	93.1%	
		Off Peak Weekday	94.0%	87.2%	91.1%	96.5%	93.2%	
	Weekend	94.0%	87.3%	91.2%	89.8%	93.6%		
Operating Statistics	Trains Scheduled			1,627	14,768	1,628	13,216	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			19.7	21.8	21.5	21.3	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		300	43	406	24	257	
	Trains Canceled		60	35	106	4	125	
	Trains Terminated		60	8	53	4	41	
	Percent of Scheduled Trips Completed		99.4%	97.4%	98.9%	99.5%	98.7%	
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	92.3%	93.1%	94.8%	98.5%	
	Pascack Valley - AM		99.0%	92.3%	92.8%	94.7%	98.5%	
	Port Jervis - AM		99.0%	92.3%	90.7%	95.0%	98.4%	

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

SEPTEMBER 2021 STANDEE REPORT

East of Hudson			SEPT 2020	YTD 2020	SEPT 2021	YTD 2021
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
Total Standees			0	2	0	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	4	0	0
Total Standees			0	4	0	0
New Haven Line	Line	Program Standees	0	0	0	0
		Add'l Standees	0	13	0	0
Total Standees			0	13	0	0
EAST OF HUDSON TOTAL - AM PEAK			0	19	0	0
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
New Haven Line	Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
Total Standees			0	2	0	0
EAST OF HUDSON TOTAL - PM PEAK			0	2	0	0

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

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

Definitions

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs at GCT/125th St.. However, for certain New Haven Line trains, this maximum load point is east of Stamford.

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists reported as consist compliance less than 100%.

Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Holidays and Special Events for which there are special equipment programs are not included.

Elevator Availability	2021		2020	
	September	Year to Date	September	Year to Date
Grand Central Terminal	98.57%	99.44%	100.00%	98.63%
Harlem	99.92%	99.96%	99.95%	99.62%
Hudson	99.88%	99.94%	98.89%	99.31%
New Haven	99.88%	99.93%	99.89%	98.80%
Overall Average	99.56%	99.82%	99.68%	99.09%

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	
	September	Year to Date	September	Year to Date
Grand Central Terminal	100.00%	99.79%	100.00%	99.92%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.89%	100.00%	99.96%

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



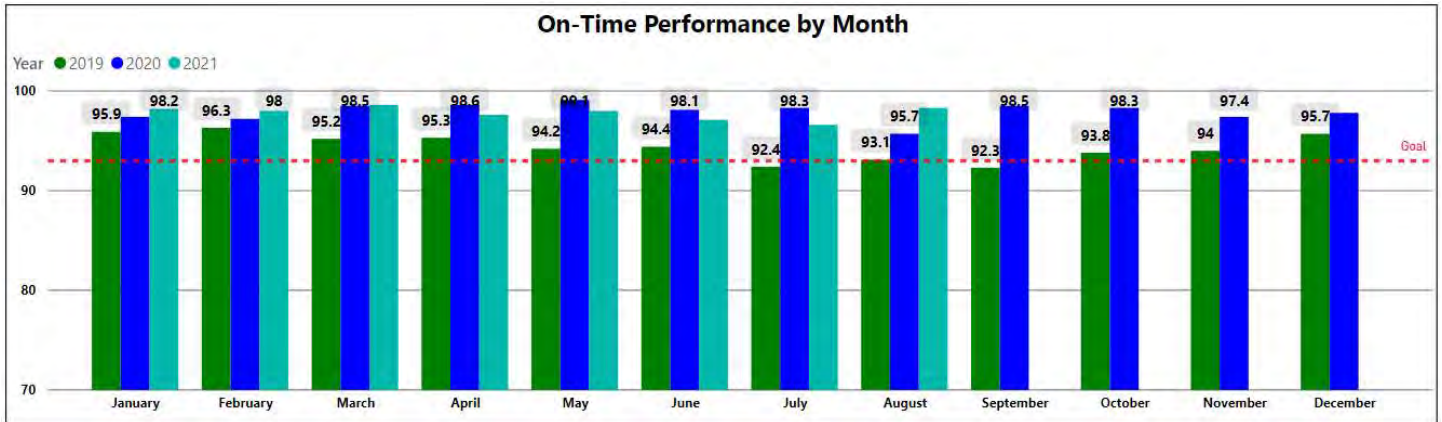
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2021		2020	
Goal	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.

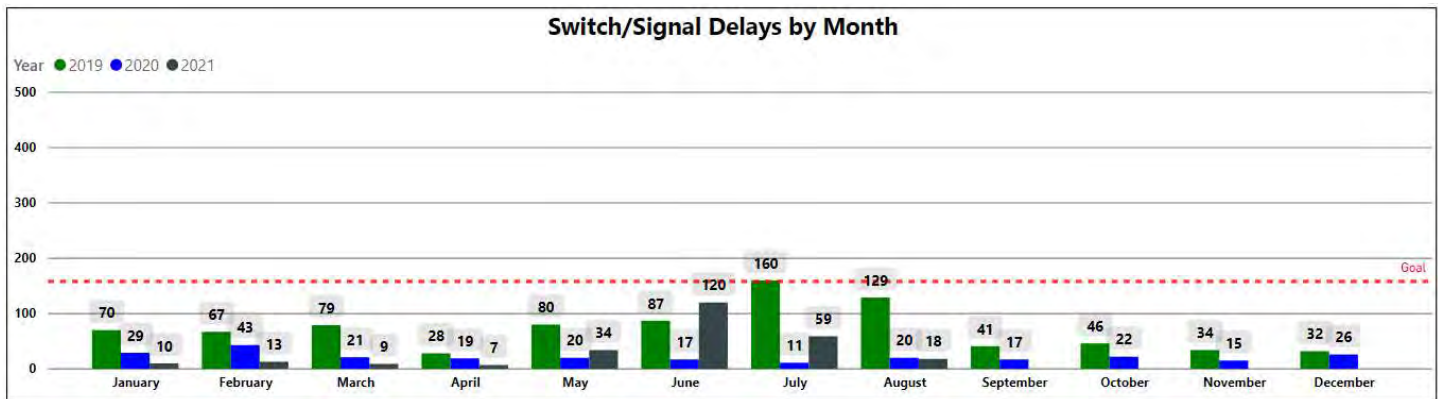
	2021		2020	
Goal	August	YTD	August	YTD
1138	0	0	0	0



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



As the remnants of Hurricane Ida moved into our area on Wednesday, September 1, Metro-North suspended late night service due to extreme flooding conditions, downed trees, and power outages. Service remained suspended all day Thursday, September 2, as our crews assessed the storm's impact on our infrastructure, including washouts, mudslides, collapsed walls, flooding, fallen trees, and damage to power and signal infrastructure. Metro-North employees worked around the clock to restore service as quickly as possible.



Metro-North Railroad

September 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) September 2021 Financial Results

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

- Ridership of 20.2 million was 7.6% unfavorable vs. 2020 and 68.7% unfavorable vs. 2019 pre-COVID levels. Ridership was 5.3% favorable vs. Forecast primarily due to higher non-commutation ridership. Consequently, farebox revenue of \$170.9 million was \$6.4 million higher than Forecast.
- Total revenue of \$186.6 million was \$0.5 million or 0.3% higher vs. Forecast primarily due to higher farebox revenue partially offset by lower advertising, GCT retail, and parking revenue.
- Total expenses of \$966.1 million were \$10.1 million or 1.0% favorable vs. Forecast primarily due to the timing of expenses for maintenance and engineering services.

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

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

	<u>Midyear Forecast</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
Total Revenue	\$186.1	\$186.6	\$0.5	0.3%
Total Expenses before Non-Cash Liability Adjs.	976.2	966.1	10.1	1.0%
Operating Surplus/(Deficit)	(790.1)	(779.5)	10.6	1.3%
<i>Other Non-Cash Liabilities</i>	218.5	208.7	9.9	4.5%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(1,008.7)	(988.1)	20.5	2.0%
<i>Cash Adjustments</i>	158.5	201.8	43.2	27.3%
Net Cash Surplus/(Deficit)	(\$850.1)	(\$786.4)	\$63.8	7.5%

Steven Weiss

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

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

September 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$988.1 million was \$20.5 million or 2.0% favorable vs. the Forecast.

Major drivers of the September 2021 YTD favorable result of \$20.5 million include lower Non-Reimbursable Expenses of \$20.0 million primarily due to timing of maintenance and engineering services and lower non-cash liability adjustments. Non-Reimbursable Revenues were favorable by \$0.5 million, primarily due to higher farebox revenue partially offset by lower advertising, GCT retail, and parking revenue.

September 2021 YTD Reimbursable Expenses of \$181.6 million were \$33.0 million favorable vs. the Forecast primarily due to the timing of several projects including the Signal Replacement from Greenwich to South Norwalk, Connecticut Track Program, Positive Train Control, Bridge Timbers Installation and other various projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$6.4 million higher vs. the Forecast primarily due to higher East of Hudson non-commutation ridership.
 - YTD Ridership of 20.2 million was 5.3% favorable vs. the Forecast, 7.6% unfavorable vs 2020 and 68.7% unfavorable vs pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$5.8 million unfavorable vs. the Forecast primarily due to lower advertising, GCT retail, and parking revenue.
- **Capital and Other Reimbursements** – YTD was \$33.0 million or 15.4% unfavorable vs. the Forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,356.4 million were \$53.0 million or 3.8% favorable vs. the Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$840.2 million YTD were \$19.5 million favorable vs. the Forecast.

- **Payroll** – YTD was \$10.0 million favorable vs. the Forecast primarily due to lower train and engine crew payments as well timing of hiring of vacant positions and higher attrition due to retirements and resignations.
- **Overtime** – YTD was \$6.7 million favorable vs. the Forecast primarily due to revised crew needs in Transportation.

Non-Labor Expenses of \$307.5 million YTD were \$23.5 million favorable vs. the Forecast.

- **Electric Power** – YTD results were \$3.4 million unfavorable vs. the Forecast primarily due to higher rates partially offset by lower usage.
- **Fuel** – YTD expenses were \$0.4 million favorable vs. the Forecast primarily due to lower usage partially offset by higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$11.7 million favorable vs. the Forecast due to the timing of Reimbursable project activity as well as Non-Reimbursable expenses for BL-20 locomotive overhauls, infrastructure maintenance, and miscellaneous maintenance and operating contracts, and a mid-year true-up for MTA Police Allocations partially offset by the timing of COVID-19 cleaning invoices.
- **Professional Services** – YTD was \$18.4 million favorable vs. the Forecast due to the timing of Reimbursable project activity and Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$0.6 million unfavorable vs. the Forecast due to higher Reimbursable project activity partially offset by the timing of rolling stock maintenance events as well as lower rolling stock material usage.
- **Other Business Expenses** – YTD was \$2.4 million unfavorable vs. the Forecast primarily due to higher subsidy payments to New Jersey Transit and higher credit card processing fees.

Depreciation and Other Non-Cash Liability Adjustments – YTD were \$9.9 million favorable vs. Forecast.

CASH DEFICIT SUMMARY

September YTD Net Cash Deficit of \$786.4 million was \$63.8 million or 7.5% favorable to the Forecast primarily due to the timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 20.6% was 0.6 percentage points favorable vs. the Forecast.
- Adjusted Cost per Passenger of \$46.01 was \$3.65 favorable vs. the Forecast.
- Revenue per Passenger of \$8.45 was \$0.12 unfavorable vs. the Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 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
Revenue												
Farebox Revenue	\$25.569	\$26.636	\$1.067	4.2	\$0.000	\$0.000	\$0.000	-	\$25.569	\$26.636	\$1.067	4.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.357	2.576	0.219	9.3	0.000	0.000	0.000	-	2.357	2.576	0.219	9.3
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.320	14.933	3.612	31.9	11.320	14.933	3.612	31.9
CDOT	0.000	0.000	0.000	-	15.740	11.750	(3.989)	(25.3)	15.740	11.750	(3.989)	(25.3)
Other	0.000	0.000	0.000	-	0.955	1.162	0.206	21.6	0.955	1.162	0.206	21.6
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	28.016	27.845	(0.171)	(0.6)	28.016	27.845	(0.171)	(0.6)
Total Revenue	\$27.926	\$29.212	\$1.286	4.6	\$28.016	\$27.845	(\$0.171)	(0.6)	\$55.942	\$57.057	\$1.115	2.0
Expenses												
<i>Labor:</i>												
Payroll	\$44.544	\$43.241	\$1.303	2.9	\$4.842	\$5.265	(\$0.423)	(8.7)	\$49.386	\$48.506	\$0.880	1.8
Overtime	7.218	8.938	(1.720)	(23.8)	2.725	2.837	(0.112)	(4.1)	9.942	11.775	(1.832)	(18.4)
Health and Welfare	9.117	8.464	0.654	7.2	1.650	1.780	(0.130)	(7.9)	10.768	10.244	0.524	4.9
OPEB Current Payment	3.322	3.525	(0.203)	(6.1)	0.000	0.000	0.000	-	3.322	3.525	(0.203)	(6.1)
Pensions	10.082	9.722	0.361	3.6	1.374	1.640	(0.266)	(19.3)	11.457	11.362	0.095	0.8
Other Fringe Benefits	10.889	10.678	0.211	1.9	1.316	1.442	(0.126)	(9.6)	12.205	12.120	0.085	0.7
Reimbursable Overhead	(5.801)	(5.964)	0.163	2.8	5.543	6.081	(0.537)	(9.7)	(0.258)	0.117	(0.375)	*
Total Labor	\$79.371	\$78.602	\$0.769	1.0	\$17.451	\$19.046	(\$1.595)	(9.1)	\$96.822	\$97.648	(\$0.826)	(0.9)
<i>Non-Labor:</i>												
Electric Power	\$4.855	\$6.023	(\$1.167)	(24.0)	\$0.000	\$0.000	\$0.000	-	\$4.855	\$6.023	(\$1.167)	(24.0)
Fuel	1.445	1.449	(0.004)	(0.3)	0.000	0.000	0.000	-	1.445	1.449	(0.004)	(0.3)
Insurance	1.459	1.462	(0.003)	(0.2)	0.146	0.230	(0.084)	(57.3)	1.606	1.692	(0.087)	(5.4)
Claims	0.111	0.041	0.069	62.8	0.000	0.000	0.000	-	0.111	0.041	0.069	62.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.320	9.847	(0.527)	(5.7)	2.705	1.001	1.704	63.0	12.025	10.848	1.177	9.8
Professional Service Contracts	3.365	2.562	0.803	23.9	3.930	3.578	0.351	8.9	7.295	6.140	1.154	15.8
Materials & Supplies	9.512	7.892	1.620	17.0	3.784	3.972	(0.188)	(5.0)	13.296	11.864	1.432	10.8
Other Business Expenses	1.406	1.447	(0.041)	(2.9)	0.000	0.018	(0.018)	-	1.406	1.465	(0.058)	(4.2)
Total Non-Labor	\$31.475	\$30.724	\$0.751	2.4	\$10.565	\$8.799	\$1.766	16.7	\$42.040	\$39.523	\$2.516	6.0
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$110.846	\$109.327	\$1.519	1.4	\$28.016	\$27.845	\$0.171	0.6	\$138.862	\$137.171	\$1.690	1.2
Depreciation	23.314	23.416	(0.102)	(0.4)	0.000	0.000	0.000	-	23.314	23.416	(0.102)	(0.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	5.671	2.996	2.675	47.2	0.000	0.000	0.000	-	5.671	2.996	2.675	47.2
Environmental Remediation	0.493	(0.067)	0.560	*	0.000	0.000	0.000	-	0.493	(0.067)	0.560	*
GASB75 Adjustment	0.000	(0.470)	0.470	-	0.000	0.000	0.000	-	0.000	(0.470)	0.470	-
Total Expenses	\$140.323	\$135.201	\$5.122	3.7	\$28.016	\$27.845	\$0.171	0.6	\$168.339	\$163.046	\$5.293	3.1
Net Surplus/(Deficit)	(\$112.397)	(\$105.989)	\$6.408	5.7	\$0.000	\$0.000	\$0.000	-	(\$112.397)	(\$105.989)	\$6.408	5.7
<i>Cash Conversion Adjustments:</i>												
Depreciation	23.314	23.416	0.102	0.4	0.000	0.000	0.000	-	23.314	23.416	0.102	0.4
Operating/Capital	(5.959)	(2.262)	3.697	62.0	0.000	0.000	0.000	-	(5.959)	(2.262)	3.697	62.0
Other Cash Adjustments	(6.433)	(5.053)	1.380	21.4	0.000	0.000	0.000	-	(6.433)	(5.053)	1.380	21.4
Total Cash Conversion Adjustments	\$10.922	\$16.100	\$5.179	47.4	\$0.000	\$0.000	\$0.000	-	\$10.922	\$16.100	\$5.179	47.4
Net Cash Surplus/(Deficit)	(\$101.475)	(\$89.888)	\$11.587	11.4	\$0.000	\$0.000	\$0.000	-	(\$101.475)	(\$89.888)	\$11.587	11.4

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 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
Revenue												
Farebox Revenue	\$164.526	\$170.899	\$6.373	3.9	\$0.000	\$0.000	\$0.000	-	\$164.526	\$170.899	\$6.373	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	21.557	15.726	(5.832)	(27.1)	0.000	0.000	0.000	-	21.557	15.726	(5.832)	(27.1)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	92.405	84.436	(7.969)	(8.6)	92.405	84.436	(7.969)	(8.6)
CDOT	0.000	0.000	0.000	-	112.319	87.721	(24.597)	(21.9)	112.319	87.721	(24.597)	(21.9)
Other	0.000	0.000	0.000	-	9.862	9.455	(0.407)	(4.1)	9.862	9.455	(0.407)	(4.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	214.586	181.613	(32.973)	(15.4)	214.586	181.613	(32.973)	(15.4)
Total Revenue/Receipts	\$186.083	\$186.624	\$0.541	0.3	\$214.586	\$181.613	(\$32.973)	(15.4)	\$400.670	\$368.238	(\$32.432)	(8.1)
Expenses												
<i>Labor:</i>												
Payroll	\$394.760	\$390.429	\$4.331	1.1	\$41.648	\$35.964	\$5.684	13.6	\$436.408	\$426.393	\$10.015	2.3
Overtime	63.949	60.152	3.797	5.9	23.710	20.829	2.881	12.2	87.659	80.981	6.679	7.6
Health and Welfare	81.799	80.696	1.103	1.3	14.254	12.233	2.021	14.2	96.053	92.929	3.124	3.3
OPEB Current Payment	30.033	31.176	(1.142)	(3.8)	0.000	0.000	0.000	-	30.033	31.176	(1.142)	(3.8)
Pensions	93.197	94.795	(1.598)	(1.7)	11.843	10.565	1.278	10.8	105.040	105.361	(0.321)	(0.3)
Other Fringe Benefits	94.976	93.091	1.885	2.0	11.381	9.904	1.477	13.0	106.357	102.995	3.362	3.2
Reimbursable Overhead	(50.038)	(43.058)	(6.980)	(13.9)	48.275	43.472	4.803	9.9	(1.763)	0.414	(2.177)	*
Total Labor	\$708.676	\$707.280	\$1.396	0.2	\$151.112	\$132.968	\$18.143	12.0	\$859.787	\$840.248	\$19.540	2.3
<i>Non-Labor:</i>												
Electric Power	\$39.178	\$42.482	(\$3.304)	(8.4)	\$0.140	\$0.261	(\$0.121)	(86.5)	\$39.317	\$42.743	(\$3.425)	(8.7)
Fuel	12.802	12.413	0.389	3.0	0.000	0.000	0.000	-	12.802	12.413	0.389	3.0
Insurance	12.845	12.862	(0.016)	(0.1)	1.429	1.395	0.034	2.4	14.274	14.257	0.017	0.1
Claims	0.814	1.382	(0.568)	(69.8)	0.000	0.000	0.000	-	0.814	1.382	(0.568)	(69.8)
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	85.403	80.516	4.887	5.7	15.752	8.899	6.853	43.5	101.155	89.415	11.740	11.6
Professional Service Contracts	27.619	22.166	5.453	19.7	23.636	10.652	12.985	54.9	51.255	32.817	18.438	36.0
Materials & Supplies	76.913	72.744	4.169	5.4	22.481	27.280	(4.800)	(21.3)	99.393	100.024	(0.631)	(0.6)
Other Business Expenses	11.956	14.263	(2.307)	(19.3)	0.037	0.158	(0.121)	*	11.993	14.421	(2.429)	(20.3)
Total Non-Labor	\$267.529	\$258.828	\$8.702	3.3	\$63.475	\$48.645	\$14.830	23.4	\$331.004	\$307.473	\$23.532	7.1
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$976.205	\$966.107	\$10.098	1.0	\$214.586	\$181.613	\$32.973	15.4	\$1,190.791	\$1,147.720	\$43.071	3.6
Depreciation	208.290	213.713	(5.423)	(2.6)	0.000	0.000	0.000	-	208.290	213.713	(5.423)	(2.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	7.587	(3.805)	11.392	*	0.000	0.000	0.000	-	7.587	(3.805)	11.392	*
Environmental Remediation	2.522	(0.230)	2.752	*	0.000	0.000	0.000	-	2.522	(0.230)	2.752	*
GASB75 Adjustment	0.144	(1.019)	1.163	*	0.000	0.000	0.000	-	0.144	(1.019)	1.163	*
Total Expenses	\$1,194.748	\$1,174.765	\$19.982	1.7	\$214.586	\$181.613	\$32.973	15.4	\$1,409.334	\$1,356.379	\$52.956	3.8
Net Surplus/(Deficit)	(\$1,008.665)	(\$988.141)	\$20.524	2.0	\$0.000	\$0.000	\$0.000	-	(\$1,008.665)	(\$988.141)	\$20.524	2.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	208.290	213.713	5.423	2.6	0.000	0.000	0.000	-	208.290	213.713	5.423	2.6
Operating/Capital	(36.910)	(21.985)	14.925	40.4	0.000	0.000	0.000	-	(36.910)	(21.985)	14.925	40.4
Other Cash Adjustments	(12.831)	10.049	22.880	*	0.000	0.000	0.000	-	(12.831)	10.049	22.880	*
Total Cash Conversion Adjustments	\$158.549	\$201.777	\$43.228	27.3	\$0.000	\$0.000	\$0.000	-	\$158.549	\$201.777	\$43.228	27.3
Net Cash Surplus/(Deficit)	(\$850.115)	(\$786.364)	\$63.751	7.5	\$0.000	\$0.000	\$0.000	-	(\$850.115)	(\$786.364)	\$63.751	7.5

Notes:

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-- 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
 September 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	\$1.067	4.2%	Reflects higher non-commutation and commutation ridership on the Harlem and New Haven East of Hudson Lines.	\$6.373	3.9%	Reflects higher non-commutation ridership across all of the East of Hudson Lines.
OTHER OPERATING REVENUE	Non-Reimb	\$0.219	9.3%	Higher GCT retail partially offset by lower advertising revenues.	(\$5.832)	(27.1%)	Lower advertising, GCT Retail, and commuter parking revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$0.171)	(0.6%)		(\$32.973)	(15.4%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	(\$0.423)	(8.7%)	Reflects timing of project activity.	\$5.684	13.6%	Reflects timing of project activity.
OVERTIME	Non-Reimb	(\$1.720)	(23.8%)	See overtime charts.	\$3.797	5.9%	See overtime charts.
	Reimb	(\$0.112)	(4.1%)	See overtime charts.	\$2.881	12.2%	See overtime charts.
HEALTH AND WELFARE	Non-Reimb	\$0.654	7.2%	Primarily reflects lower than forecasted rates.	\$1.103	1.3%	
	Reimb	(\$0.130)	(7.9%)	Reflects timing of project activity.	\$2.021	14.2%	Reflects timing of project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.203)	(6.1%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.	(\$1.142)	(3.8%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.
PENSIONS	Non-Reimb	\$0.361	3.6%	Primarily reflects reversal of prior month over accrual.	(\$1.598)	(1.7%)	
	Reimb	(\$0.266)	(19.3%)	Reflects timing of project activity.	\$1.278	10.8%	Reflects timing of project activity.
OTHER FRINGE BENEFITS	Reimb	(\$0.126)	(9.6%)	Reflects timing of project activity.	\$1.477	13.0%	Reflects timing of project activity.
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.163	2.8%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.	(\$6.980)	(13.9%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	(\$0.537)	(9.7%)		\$4.803	9.9%	
ELECTRIC POWER	Non-Reimb	(\$1.167)	(24.0%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction electric usage.	(\$3.304)	(8.4%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction and non-traction electric usage.

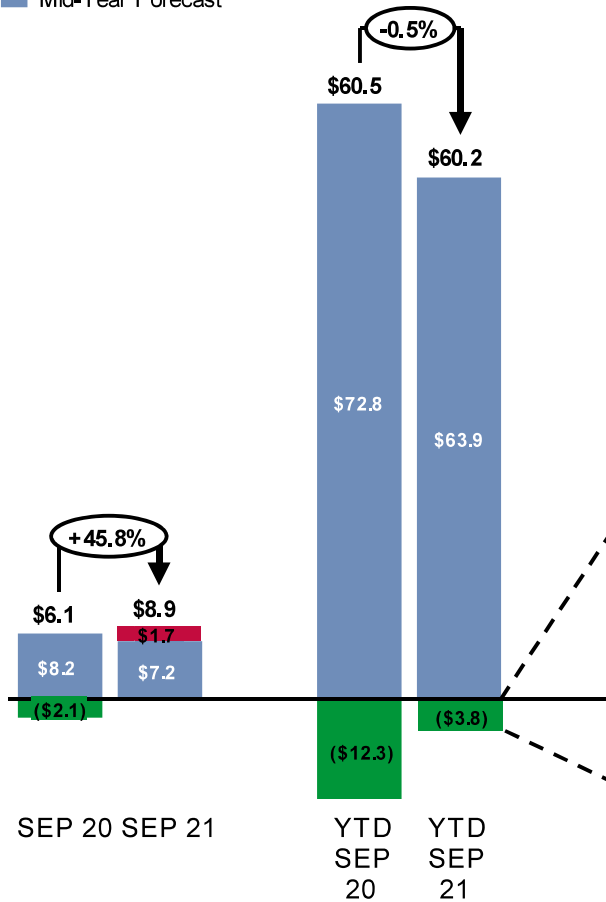
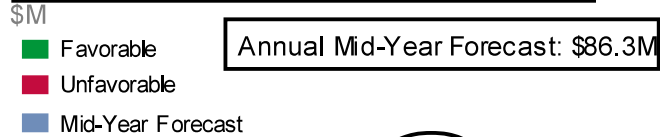
MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
September 2021
(\$ in millions)

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
		\$	%		\$	%	
FUEL	Non-Reimb	(\$0.004)	(0.3%)		\$0.389	3.0%	Lower than forecasted non-revenue fuel usage partially offset by higher than forecasted revenue fuel rates and revenue fuel usage.
INSURANCE	Reimb	(\$0.084)	(57.3%)	Reflects timing of project activity.	\$0.034	2.4%	
CLAIMS	Non-Reimb	\$0.069	62.8%	Reflects a lower passenger claims provision than forecasted.	(\$0.568)	(69.8%)	Reflects a higher passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$0.527)	(5.7%)	Reflects timing of expenses for the BL-20 locomotive overhaul as well as miscellaneous maintenance and operating contracts partially offset by a mid-year true-up for MTA Police Allocations.	\$4.887	5.7%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, miscellaneous maintenance and operating contracts, and a mid-year true-up for MTA Police Allocations partially offset by a nine month catch-up charge for Graybar COVID-19 cleaning efforts.
	Reimb	\$1.704	63.0%	Reflects timing of project activity.	\$6.853	43.5%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.803	23.9%	Lower than anticipated engineering services.	\$5.453	19.7%	Lower than anticipated engineering services.
	Reimb	\$0.351	8.9%	Reflects timing of project activity.	\$12.985	54.9%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Non-Reimb	\$1.620	17.0%	Primarily timing of rolling stock maintenance events and rolling stock material usage.	\$4.169	5.4%	Timing of rolling stock maintenance events as well as material usage partially offset by the net impact of various inventory adjustments resulting from year-to-date true-ups.
	Reimb	(\$0.188)	(5.0%)	Reflects timing of project activity.	(\$4.800)	(21.3%)	Reflects timing of project activity.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.041)	(2.9%)		(\$2.307)	(19.3%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and higher credit card fees partially offset by lower miscellaneous expense.
	Reimb	(\$0.018)	-	Reflects timing of project activity.	(\$0.121)	*	Reflects timing of project activity.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$2.675	*	Reflects adjustments to account for MNR's net pension liability.	\$11.392	*	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.560	*	Reflects timing of projects requiring remediation.	\$2.752	*	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.470	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	\$1.163	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$3.697	62.0%	Reflects timing of project activity.	\$14.925	40.4%	Reflects timing of project activity.

* Variance exceeds 100%.

METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

September 2021 and YTD Mid-Year Forecast v.s. variance

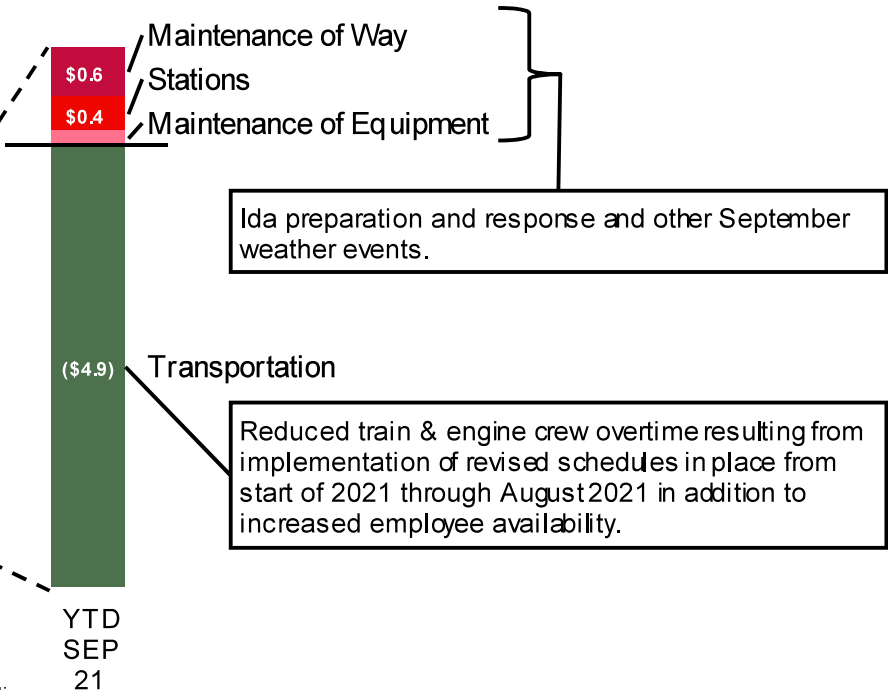


Overview

- Overall decrease of \$0.3M or 0.5% compared to YTD September 2020
- 5.9% below 2021 Mid-Year Forecast
- Preparation and response to the remnants of Hurricane Ida offset by revised crew needs in Transportation
- Connecticut paid \$15.4M of total \$60.2M; Connecticut's share of YTD Variance is favorable \$2.0M of the favorable \$3.8M

YTD variance by division

(\$3.8M), (5.9%)



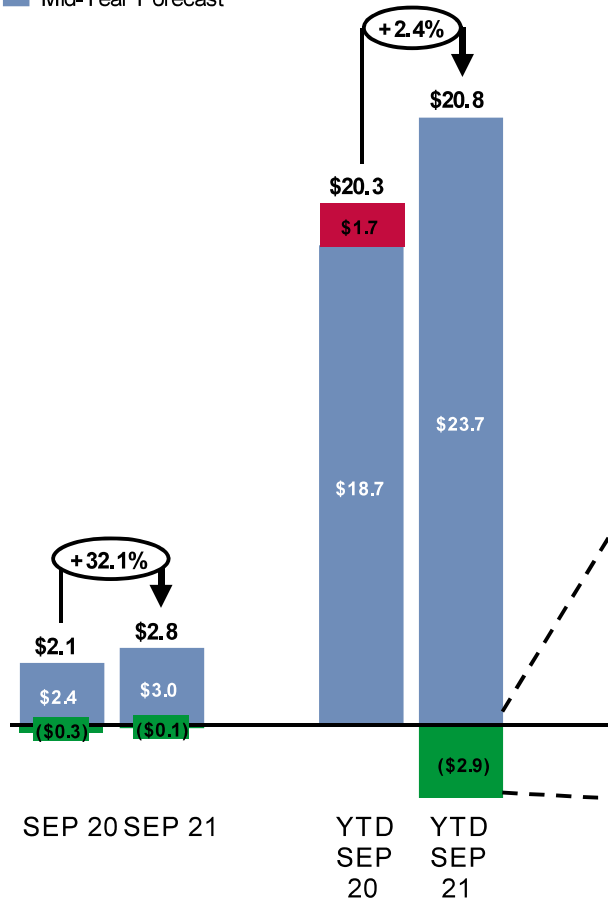
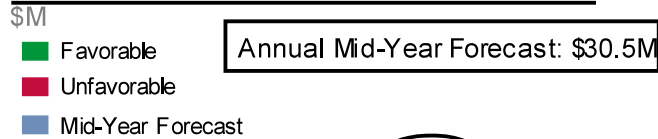
Ida preparation and response and other September weather events.

Reduced train & engine crew overtime resulting from implementation of revised schedules in place from start of 2021 through August 2021 in addition to increased employee availability.

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

METRO-NORTH RAILROAD –Reimbursable Overtime Variance

September 2021 and YTD Mid-Year Forecast v.s. variance

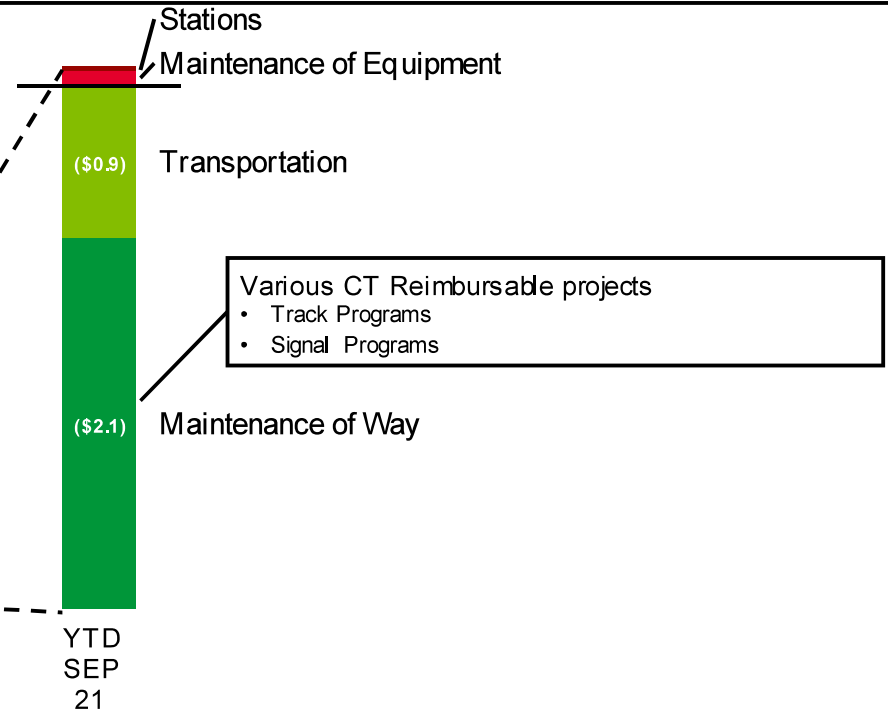


Overview

- Overall increase of \$0.5M or 2.4% compared to YTD September 2020
- 12.2% below 2021 Mid-Year Forecast
- Main cause for favorable variance is less than planned work on CT Capital projects
- Connecticut paid \$7.7M of total \$20.8M; Connecticut's share of YTD Variance is favorable \$3.6M of the favorable \$2.9M

YTD variance by division

(\$2.9M), (12.2%)



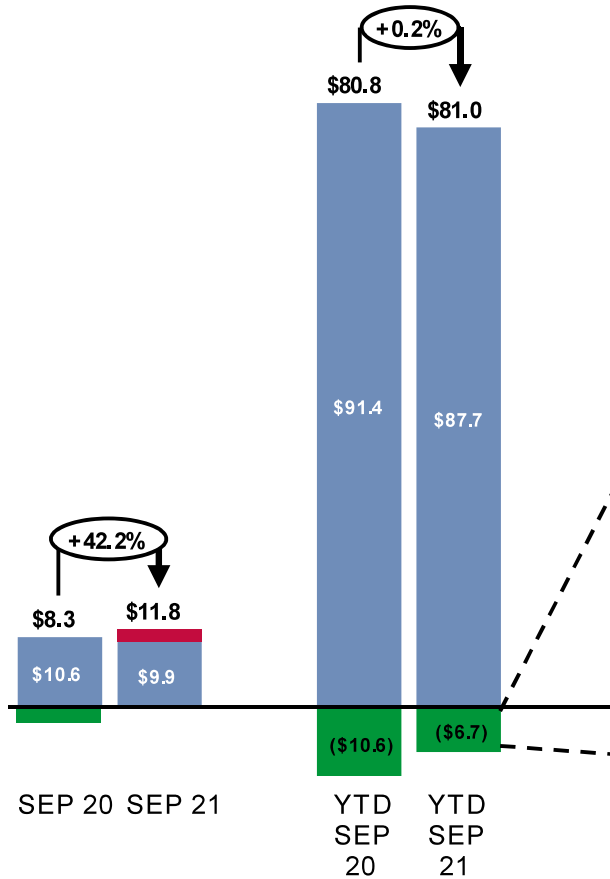
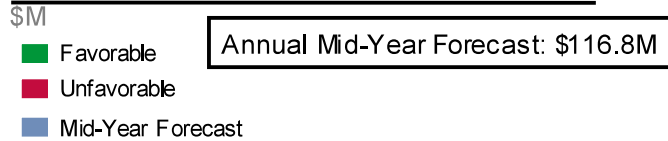
Various CT Reimbursable projects

- 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

September 2021 and YTD Mid-Year Forecast vs. variance

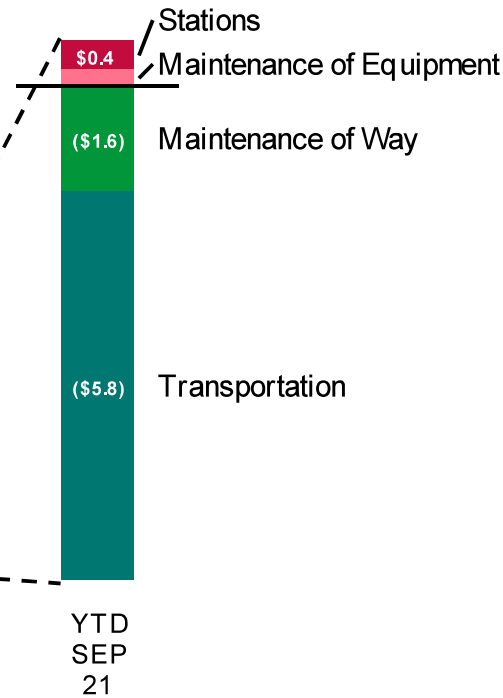


Overview

- Overall increase of \$0.2M or 0.2% compared to YTD September 2020
- 7.6% below 2021 Mid-Year Forecast
- Preparation and response to the remnants of Hurricane Ida , revised crew needs in Transportation, lower Reimbursable Project activity in Maintenance of Way
- Connecticut paid \$23.1M of total \$81.0M; Connecticut's share of YTD Variance is a favorable \$5.6M of the overall favorable \$6.7M

YTD variance by division

(\$6.7M), (7.6%)



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

	SEPTEMBER 2021				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$25.409	\$25.224	(\$0.185)	(0.7)	\$162.264	\$164.837	\$2.573	1.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.755	4.933	0.178	3.7	46.451	44.690	(1.761)	(3.8)
<i>Capital & Other Reimbursements:</i>								
MTA	11.320	3.974	(7.346)	(64.9)	82.182	72.305	(9.877)	(12.0)
CDOT	15.740	5.602	(10.138)	(64.4)	122.144	103.667	(18.477)	(15.1)
Other	0.955	0.280	(0.675)	(70.7)	10.093	9.260	(0.833)	(8.3)
Total Capital and Other Reimbursements	28.016	9.856	(18.160)	(64.8)	214.419	185.232	(29.187)	(13.6)
Total Receipts	\$58.180	\$40.013	(\$18.167)	(31.2)	\$423.135	\$394.759	(\$28.376)	(6.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$55.843	\$48.217	\$7.626	13.7	\$427.412	\$406.780	\$20.632	4.8
Overtime	11.367	11.776	(0.409)	(3.6)	84.795	78.133	6.662	7.9
Health and Welfare	11.696	10.612	1.084	9.3	102.395	101.956	0.439	0.4
OPEB Current Payment	3.322	3.514	(0.192)	(5.8)	30.427	31.226	(0.799)	(2.6)
Pensions	11.891	12.280	(0.389)	(3.3)	106.195	105.987	0.208	0.2
Other Fringe Benefits	13.548	11.046	2.502	18.5	155.117	153.441	1.676	1.1
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	-
Total Labor	\$107.667	\$97.445	\$10.222	9.5	\$906.341	\$877.523	\$28.817	3.2
<i>Non-Labor:</i>								
Electric Power	\$5.122	\$5.722	(\$0.600)	(11.7)	\$43.690	\$45.822	(\$2.132)	(4.9)
Fuel	1.445	1.521	(0.076)	(5.2)	11.992	11.991	0.001	0.0
Insurance	0.507	0.000	0.507	100.0	7.242	5.160	2.082	28.7
Claims	1.380	0.041	1.339	97.0	2.236	2.463	(0.227)	(10.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	18.670	8.691	9.979	53.4	117.075	85.389	31.686	27.1
Professional Service Contracts	7.116	2.288	4.828	67.8	44.258	20.676	23.582	53.3
Materials & Supplies	13.830	11.404	2.426	17.5	103.983	95.236	8.747	8.4
Other Business Expenditures	3.917	2.789	1.128	28.8	36.434	36.863	(0.429)	(1.2)
Total Non-Labor	\$51.988	\$32.456	\$19.532	37.6	\$366.910	\$303.600	\$63.310	17.3
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$159.655	\$129.901	\$29.754	18.6	\$1,273.250	\$1,181.123	\$92.127	7.2
Net Cash Deficit (excludes Opening Cash Balance)	(\$101.475)	(\$89.888)	\$11.587	11.4	(\$850.115)	(\$786.364)	\$63.751	7.5
Subsidies								
MTA	78.016	53.333	(24.683)	(31.6)	565.091	491.398	(73.693)	(13.0)
CDOT	23.459	22.008	(1.450)	(6.2)	244.000	260.575	16.575	6.8
Total Subsidies	\$101.475	\$75.341	(\$26.134)	(25.8)	\$809.091	\$751.973	(\$57.118)	(7.1)
Cash Timing and Availability Adjustment	\$0.000	\$11.436	\$11.436	-	\$45.678	(\$18.657)	(\$64.335)	*

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)**

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	September Month vs Mid-Year Forecast			Year-to-Date as of September 30th, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
OTHER OPERATING REVENUE	0.178	3.7%	Primarily reflects higher Amtrak receipts than forecasted.	(1.761)	(3.8%)	Primarily reflects lower GCT retail, advertising and miscellaneous revenues partially offset by higher Amtrak receipts.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(7.346)	(64.9%)	Primarily reflects lower cash receipts partially offset by higher capital related project activity than forecasted.	(9.877)	(12.0%)	Primarily reflects lower cash receipts partially offset by higher capital related project activity than forecasted.
CDOT	(10.138)	(64.4%)	Primarily reflects lower cash receipts combined with lower capital related project activity than forecasted.	(18.477)	(15.1%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	(0.675)	(70.7%)	Primarily reflects lower cash receipts partially offset by higher reimbursable related project activity than forecasted.	(0.833)	(8.3%)	Reflects lower reimbursable related project activity combined with lower cash receipts than forecasted.
PAYROLL	7.626	13.7%	Primarily reflects the timing of remittance payments for the employee portion of withheld income taxes, pay periods and RWA payments partially offset by inter-agency payroll.	20.632	4.8%	Primarily reflects timing of RWA payments, pay periods and remittance payments for the employee portion of withheld income taxes partially offset by inter-agency payroll.
OVERTIME	(0.409)	(3.6%)	Primarily reflects preparation and clean-up activities for remnants of Hurricane Ida as well as Tropical Storm Henri.	6.662	7.9%	Primarily reflects revised train & engine crew requirements.
HEALTH & WELFARE	1.084	9.3%	Primarily reflects the timing of payments for health insurance premiums.	0.439	0.4%	
OPEB CURRENT PAYMENT	(0.192)	(5.8%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.	(0.799)	(2.6%)	
OTHER FRINGE BENEFITS	2.502	18.5%	Primarily reflects the timing of payroll taxes partially offset by higher than forecasted employee claim payments.	1.676	1.1%	
ELECTRIC POWER	(0.600)	(11.7%)	Primarily reflects higher than forecasted traction and non-traction electric rates partially offset by timing of payments.	(2.132)	(4.9%)	Primarily reflects higher than forecasted traction and non-traction electric rates partially offset by timing of payments.
FUEL	(0.076)	(5.2%)	Primarily reflects timing of payments.	0.001	0.0%	
INSURANCE	0.507	100.0%	Reflects the timing of insurance premium payments.	2.082	28.7%	Reflects the timing of insurance premium payments.
CLAIMS	1.339	97.0%	Reflects timing of forecasted passenger injury settlements.	(0.227)	(10.1%)	Primarily reflects a higher than forecasted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	9.979	53.4%	Primarily reflects the timing of payments for MTA Police Services, timing of project activity and expenses for the BL-20 locomotive overhaul as well as the timing of miscellaneous maintenance and operating contracts.	31.686	27.1%	Primarily reflects the timing of payments for MTA Police Services, timing of project activity and expenses for the BL-20 locomotive overhaul as well as the timing of infrastructure maintenance and miscellaneous maintenance and operating contracts.

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	September Month vs Mid-Year Forecast			Year-to-Date as of September 30th, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
PROFESSIONAL SERVICE CONTRACTS	4.828	67.8%	Primarily reflects lower than anticipated consulting and other engineering services as well as the timing of project activity.	23.582	53.3%	Primarily reflects the timing of project activity and engineering services.
MATERIALS & SUPPLIES	2.426	17.5%	Primarily reflects timing of rolling stock maintenance events.	8.747	8.4%	Primarily reflects timing of rolling stock maintenance events.
OTHER BUSINESS EXPENSES	1.128	28.8%	Primarily reflects the timing of subsidy payments to New Jersey Transit.	(0.429)	(1.2%)	
MTA SUBSIDY RECEIPTS	(24.683)	(31.6%)	Reflects available cash balance and lower cash deficit partially offset by lower CDOT subsidy.	(73.693)	(13.0%)	Reflects lower cash deficit and higher CDOT subsidy partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	(1.450)	(6.2%)	Primarily reflects a lower CDOT share of the estimated monthly deficit than forecasted.	16.575	6.8%	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)

	SEPTEMBER 2021				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.160)	(\$1.412)	(\$1.252)	*	(\$2.262)	(\$6.062)	(\$3.800)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.398	2.357	(0.041)	(1.7)	24.894	28.964	4.070	16.3
<i>Capital & Other Reimbursements:</i>								
MTA	0.000	(10.959)	(10.959)	-	(10.223)	(12.131)	(1.908)	(18.7)
CDOT	0.000	(6.148)	(6.148)	-	9.825	15.946	6.120	62.3
Other	0.000	(0.882)	(0.882)	-	0.230	(0.195)	(0.426)	*
Total Capital and Other Reimbursements	0.000	(17.989)	(17.989)	-	(0.167)	3.619	3.786	*
Total Revenue/Receipts	\$2.238	(\$17.044)	(\$19.282)	*	\$22.465	\$26.521	\$4.056	18.1
Expenditures								
<i>Labor:</i>								
Payroll	(\$6.457)	\$0.289	\$6.746	*	\$8.996	\$19.613	\$10.616	*
Overtime	(1.424)	(0.001)	1.423	99.9	2.865	2.848	(0.017)	(0.6)
Health and Welfare	(0.929)	(0.368)	0.560	60.3	(6.343)	(9.027)	(2.684)	(42.3)
OPEB Current Payment	0.000	0.011	0.000	-	(0.393)	(0.050)	0.343	87.2
Pensions	(0.434)	(0.918)	(0.484)	*	(1.155)	(0.626)	0.529	45.8
Other Fringe Benefits	(1.343)	1.074	2.417	*	(48.760)	(50.446)	(1.686)	(3.5)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.258)	0.117	0.375	*	(1.763)	0.414	2.177	*
Total Labor	(\$10.845)	\$0.203	\$11.048	*	(\$46.553)	(\$37.275)	\$9.278	19.9
<i>Non-Labor:</i>								
Electric Power	(\$0.267)	\$0.301	\$0.568	*	(\$4.373)	(\$3.079)	\$1.293	29.6
Fuel	0.000	(0.072)	(0.072)	-	0.810	0.422	(0.388)	(47.9)
Insurance	1.098	1.692	0.594	54.1	7.033	9.097	2.064	29.4
Claims	(1.269)	0.000	1.270	*	(1.422)	(1.081)	0.341	24.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(6.645)	2.157	8.802	*	(15.920)	4.026	19.946	*
Professional Service Contracts	0.179	3.852	3.674	*	6.997	12.141	5.144	73.5
Materials & Supplies	(0.534)	0.460	0.994	*	(4.589)	4.788	9.378	*
Other Business Expenses	(2.510)	(1.324)	1.186	47.3	(24.441)	(22.442)	1.999	8.2
Total Non-Labor	(\$9.948)	\$7.067	\$17.015	*	(\$35.905)	\$3.873	\$39.778	*
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$20.793)	\$7.270	\$28.063	*	(\$82.459)	(\$33.403)	\$49.056	59.5
Depreciation	23.314	23.416	0.102	0.4	208.290	213.713	5.423	2.6
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	5.671	2.996	(2.675)	47.2	7.587	(3.805)	(11.392)	*
Environmental Remediation	0.493	(0.067)	(0.560)	*	2.522	(0.230)	(2.752)	*
GASB75 Adjustment	0.000	(0.470)	(0.470)	-	0.144	(1.019)	(1.163)	*
Total Expenditures Adjustments	\$8.684	\$33.144	\$24.461	*	\$136.084	\$175.256	\$39.171	28.8
Total Cash Conversion Adjustments	\$10.922	\$16.100	\$5.179	47.4	\$158.549	\$201.777	\$43.228	27.3

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
SEPTEMBER 2021
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	MID-YEAR FORECAST	2021	2020 ^(A)	MID-YEAR FORECAST		2020		MID-YEAR FORECAST	2021	2020 ^(A)	MID-YEAR FORECAST		2020	
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	1.653	1.707	1.176	0.054	3.2%	0.531	45.1%	11.701	11.316	32.747	(0.385)	-3.3%	(21.431)	-65.4%
<i>Harlem Line - Non-Commutation</i>	5.322	5.939	2.693	0.617	11.6%	3.246	120.6%	33.808	35.739	27.573	1.932	5.7%	8.166	29.6%
TOTAL HARLEM LINE	\$6.975	\$7.646	\$3.869	\$0.671	9.6%	\$3.777	97.6%	\$45.509	\$47.055	\$60.320	\$1.547	3.4%	(\$13.264)	-22.0%
<i>Hudson Line - Commutation</i>	1.178	1.181	0.810	0.002	0.2%	0.370	45.7%	8.380	8.113	22.045	(0.267)	-3.2%	(13.932)	-63.2%
<i>Hudson Line - Non-Commutation</i>	5.208	4.605	2.820	(0.603)	-11.6%	1.785	63.3%	32.953	33.346	25.234	0.393	1.2%	8.112	32.1%
TOTAL HUDSON LINE	\$6.386	\$5.786	\$3.631	(\$0.601)	-9.4%	\$2.155	59.4%	\$41.333	\$41.459	\$47.279	\$0.126	0.3%	(\$5.820)	-12.3%
<i>New Haven Line - Commutation</i>	1.908	2.063	1.208	0.154	8.1%	0.855	70.7%	13.182	13.083	43.529	(0.098)	-0.7%	(30.446)	-69.9%
<i>New Haven Line - Non-Commutation</i>	9.756	10.465	4.449	0.709	7.3%	6.016	135.2%	60.830	65.154	49.400	4.324	7.1%	15.754	31.9%
TOTAL NEW HAVEN LINE	\$11.665	\$12.528	\$5.657	\$0.863	7.4%	\$6.871	121.5%	\$74.011	\$78.237	\$92.929	\$4.226	5.7%	(\$14.692)	-15.8%
All Lines - Commutation	4.740	4.950	3.195	0.210	4.4%	1.756	55.0%	33.263	32.512	98.321	(0.750)	-2.3%	(65.809)	-66.9%
All Lines - Non-Commutation	20.286	21.009	9.962	0.723	3.6%	11.047	110.9%	127.591	134.239	102.207	6.649	5.2%	32.033	31.3%
TOTAL EAST OF HUDSON LINES	\$25.026	\$25.959	\$13.156	\$0.933	3.7%	\$12.803	97.3%	\$160.853	\$166.752	\$200.528	\$5.898	3.7%	(\$33.776)	-16.8%
West of Hudson^(B)	\$0.544	\$0.677	\$0.391	\$0.134	24.6%	\$0.287	73.4%	\$3.673	\$4.147	\$4.584	0.474	12.9%	(0.437)	-9.5%
TOTAL FAREBOX REVENUE	\$25.569	\$26.636	\$13.547	\$1.067	4.2%	\$13.089	96.6%	\$164.526	\$170.899	\$205.112	\$6.373	3.9%	(\$34.213)	-16.7%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	0.262	0.293	0.212	0.031	11.7%	0.081	38.4%	1.969	1.963	3.895	(0.006)	-0.3%	(1.932)	-49.6%
<i>Harlem Line - Non-Commutation</i>	0.606	0.703	0.348	0.097	16.0%	0.355	101.9%	4.075	4.311	3.171	0.236	5.8%	1.140	36.0%
TOTAL HARLEM LINE	0.868	0.996	0.560	0.128	14.7%	0.436	77.9%	6.044	6.274	7.066	0.229	3.8%	(0.792)	-11.2%
<i>Hudson Line - Commutation</i>	0.139	0.153	0.111	0.014	10.2%	0.042	38.2%	1.048	1.066	2.216	0.018	1.7%	(1.150)	-51.9%
<i>Hudson Line - Non-Commutation</i>	0.460	0.438	0.263	(0.022)	-4.9%	0.175	66.3%	3.051	3.176	2.242	0.126	4.1%	0.935	41.7%
TOTAL HUDSON LINE	0.599	0.591	0.374	(0.008)	-1.4%	0.217	58.0%	4.098	4.242	4.458	0.144	3.5%	(0.216)	-4.8%
<i>New Haven Line - Commutation</i>	0.312	0.359	0.223	0.047	15.2%	0.136	61.0%	2.279	2.319	4.901	0.041	1.8%	(2.582)	-52.7%
<i>New Haven Line - Non-Commutation</i>	0.975	1.099	0.514	0.124	12.7%	0.585	113.9%	6.458	6.975	4.996	0.517	8.0%	1.979	39.6%
TOTAL NEW HAVEN LINE	1.287	1.459	0.737	0.172	13.3%	0.721	97.8%	8.737	9.294	9.897	0.558	6.4%	(0.602)	-6.1%
Total Ridership East of Hudson	0.713	0.805	0.545	0.092	12.9%	0.260	47.6%	5.296	5.348	11.012	0.053	1.0%	(5.664)	-51.4%
All Lines - Commutation	2.041	2.240	1.125	0.199	9.7%	1.115	99.0%	13.583	14.462	10.408	0.878	6.5%	4.054	39.0%
All Lines - Non-Commutation	2.754	3.045	1.671	0.291	10.6%	1.374	82.2%	18.879	19.810	21.420	0.931	4.9%	(1.610)	-7.5%
TOTAL EAST OF HUDSON LINES	2.754	3.045	1.671	0.291	10.6%	1.374	82.2%	18.879	19.810	21.420	0.931	4.9%	(1.610)	-7.5%
West of Hudson^(B)	0.043	0.069	0.036	0.026	59.3%	0.032	89.2%	0.329	0.419	0.478	0.089	27.1%	(0.059)	-12.4%
TOTAL EAST & WEST OF HUDSON LINES	2.797	3.114	1.707	0.317	11.3%	1.407	82.4%	19.209	20.229	21.898	1.020	5.3%	(1.669)	-7.6%

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

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

MTA METRO-NORTH RAILROAD
2021 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
September 30, 2021

<u>Department</u>	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	2	2	-	
Labor Relations	10	9	1	
Safety	58	55	3	
Security	17	15	2	
Office of the Executive VP	6	-	6	C
VP Ops Support and Org Res	-	16	(16)	C
Corporate & Public Affairs	13	13	-	
Customer Service	45	42	3	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	34	30	4	
Training	73	72	1	
Employee Relations & Diversity	4	4	-	
VP Planning	1	-	1	
Capital Planning & Programming	10	8	2	
Long Range Planning	5	4	1	
Controller	54	54	0	
Budget	16	13	3	
Procurement & Material Mgmt	20	16	4	
Total Administration	382	367	15	
Operations				
Operations Support	49	45	4	C
Rolling Stock & EAM	14	12	2	
Transportation	1,629	1,567	62	A
Customer Service	377	339	38	B, C
Metro-North West	27	31	(4)	
Total Operations	2,096	1,995	101	
Maintenance				
Maintenance of Equipment	1,573	1,523	50	A, B
Maintenance of Way	2,072	1,997	75	A
Procurement & Material Mgmt	111	106	5	
Total Maintenance	3,756	3,625	131	
Engineering/Capital				
Construction Management	19	17	2	
Engineering & Design	54	53	1	
Total Engineering/Capital	73	70	3	
Total Positions	6,307	6,057	250	
Non-Reimbursable	5,583	5,503	80	
Reimbursable	724	554	170	
Total Full-Time	6,306	6,056	250	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

(C) Variance reflects MNR reorganization to establish the VP of Operation Support and Organizational Resiliency Department.

MTA METRO-NORTH RAILROAD
2021 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
September 30, 2021

FUNCTION/OCCUPATION	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	133	128	5
Professional, Technical, Clerical	249	240	9
Operational Hourlies	-	-	-
Total Administration	382	367	15
Operations			
Managers/Supervisors	245	231	14
Professional, Technical, Clerical	260	222	38
Operational Hourlies	1,591	1,541	50
Total Operations	2,096	1,995	101
Maintenance			
Managers/Supervisors	651	641	10
Professional, Technical, Clerical	492	455	37
Operational Hourlies	2,613	2,530	83
Total Maintenance	3,756	3,625	131
Engineering/Capital			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	46	44	2
Operational Hourlies	-	-	-
Total Engineering/Capital	73	70	3
Total Positions			
Managers/Supervisors	1,056	1,025	31
Professional, Technical, Clerical	1,047	961	86
Operational Hourlies	4,204	4,071	133
Total Positions	6,307	6,057	250

**MTA METRO-NORTH RAILROAD
2021 MID-YEAR FORECAST VS. ACTUALS
September 30, 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	382	367	15	
Operations	2,096	1,995	101	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,756	3,625	131	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	73	70	3	
Total Agency-wide Headcount	6,307	6,057	250	
Non-Reimbursable	5,583	5,503	80	
Reimbursable	724	554	170	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
September 2021**

	MONTH			VARIANCE	
	Fav/(Unfav)				
	MYF	2021	2020*	MYF	2020
Farebox Operating Ratio					
Standard ^(B)	22.6%	24.4%	13.0%	1.8%	11.4%
Adjusted ^(C)	25.9%	28.1%	10.6%	2.2%	17.5%
Cost per Passenger					
Standard ^(B)	\$40.46	\$35.10	\$61.41	\$5.36	\$26.31
Adjusted ^(C)	\$39.38	\$34.06	\$60.46	\$5.33	\$26.40
Passenger Revenue/Passenger	\$9.14	\$8.55	\$7.97	(\$0.59)	\$0.59

	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	MYF	2021	2020*	MYF	2020
Farebox Operating Ratio					
Standard ^(B)	16.8%	17.8%	22.0%	1.0%	-4.1%
Adjusted ^(C)	20.0%	20.6%	27.0%	0.6%	-6.4%
Cost per Passenger					
Standard ^(B)	\$51.03	\$47.38	\$41.96	\$3.65	(\$5.43)
Adjusted ^(C)	\$49.66	\$46.01	\$41.12	\$3.65	(\$4.89)
Passenger Revenue/Passenger	\$8.57	\$8.45	\$9.21	(\$0.12)	(\$0.76)

(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.



Metro-North Railroad

Finance Report

Steven Weiss

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



Over the course of a month the Electricians at Grand Central Terminal cleaned each of the 56 “starlights” in the Terminal ceiling. This is performed once per year. In the future, the team will be adding longer lights in different parts of the ceiling so the “stars” can be seen a little brighter. They will range in size from 3 and a half inches to 6 inches.



Metro-North Railroad

August 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) August 2021 Financial Results

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

- Ridership of 17.1 million was 15.2% unfavorable vs. 2020 and 70.1% unfavorable vs. 2019 pre-COVID levels. Ridership was 4.3% favorable vs. Forecast primarily due to higher non-commutation ridership. Consequently, farebox revenue of \$144.3 million was \$5.3 million higher than Forecast.
- Total revenue of \$157.4 million was \$0.7 million or 0.5% lower vs. Forecast primarily due to lower advertising, GCT retail, and parking revenue partially offset by higher farebox revenue.
- Total expenses of \$856.8 million were \$8.6 million or 1.0% favorable vs. Forecast primarily due to the timing of contractual costs and consulting and engineering services.

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

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

	<u>Midyear Forecast</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
Total Revenue	\$158.2	\$157.4	(\$0.7)	-0.5%
Total Expenses before Non-Cash Liability Adjs.	865.4	856.8	8.6	1.0%
Operating Surplus/(Deficit)	(707.2)	(699.4)	7.8	1.1%
<i>Other Non-Cash Liabilities</i>	189.1	182.8	6.3	3.3%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(896.3)	(882.2)	14.1	1.6%
<i>Cash Adjustments</i>	147.6	185.7	38.0	25.8%
Net Cash Surplus/(Deficit)	(\$748.6)	(\$696.5)	\$52.2	7.0%

Steven Weiss

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

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

August 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$882.2 million was \$14.1 million or 1.6% favorable vs. the Forecast.

Major drivers of the August 2021 YTD favorable result of \$14.1 million include lower Non-Reimbursable Expenses of \$14.9 million primarily due to lower contractual costs, consulting and engineering services and lower non-cash liability adjustments. Non-Reimbursable Revenues were unfavorable by \$0.7 million, primarily driven by lower advertising, GCT retail, and parking revenue partially offset by higher farebox revenue.

August 2021 YTD Reimbursable Expenses of \$153.8 million were \$32.8 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, Positive Train Control, Bridge Timbers Installation and other various projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$5.3 million higher vs. the Forecast primarily due to higher East of Hudson non-commutation ridership.
 - YTD Ridership of 17.1 million was 4.3% favorable vs. the Forecast, 15.2% unfavorable vs 2020 and 70.1% unfavorable vs pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$6.1 million unfavorable vs. the Forecast primarily due to lower advertising, GCT retail, and parking revenue.
- **Capital and Other Reimbursements** – YTD was \$32.8 million or 17.6% unfavorable vs. the Forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,193.3 million were \$47.7 million or 3.8% favorable vs. the Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$742.6 million YTD were \$20.4 million favorable vs. the Forecast.

- **Payroll** – YTD was \$9.1 million favorable vs. the Forecast primarily due to lower train and engine crew payments as well 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 \$8.5 million favorable vs. the Forecast primarily due to revised crew needs in Transportation.

Non-Labor Expenses of \$267.9 million YTD were \$21.0 million favorable vs. the Forecast.

- **Electric Power** – YTD results were \$2.3 million unfavorable vs. the Forecast primarily due to higher rates partially offset by lower usage.
- **Fuel** – YTD expenses were \$0.4 million favorable vs. the Forecast primarily due to lower usage partially offset by higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$10.6 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 \$17.3 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 \$2.1 million unfavorable vs. the Forecast due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control project partially offset by the timing of rolling stock maintenance events and material usage and miscellaneous inventory adjustments.
- **Other Business Expenses** – YTD was \$2.4 million unfavorable vs. the Forecast primarily due to higher subsidy payments to New Jersey Transit and higher credit card processing fees.

Depreciation and Other Non-Cash Liability Adjustments – YTD were \$6.3 million favorable vs. Forecast.

CASH DEFICIT SUMMARY

August YTD Net Cash Deficit of \$696.5 million was \$52.2 million or 7.0% favorable to the Forecast primarily due to the timing of payments for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 19.6% was 0.4 percentage points favorable vs. the Forecast.
- Adjusted Cost per Passenger of \$48.19 was \$3.23 favorable vs. the Forecast.
- Revenue per Passenger of \$8.43 was \$0.04 unfavorable vs. the Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 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
Revenue												
Farebox Revenue	\$25.370	\$24.997	(\$0.373)	(1.5)	\$0.000	\$0.000	\$0.000	-	\$25.370	\$24.997	(\$0.373)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.390	(0.304)	(2.694)	*	0.000	0.000	0.000	-	2.390	(0.304)	(2.694)	*
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.455	9.255	(2.199)	(19.2)	11.455	9.255	(2.199)	(19.2)
CDOT	0.000	0.000	0.000	-	14.952	11.282	(3.671)	(24.5)	14.952	11.282	(3.671)	(24.5)
Other	0.000	0.000	0.000	-	1.008	0.610	(0.397)	(39.4)	1.008	0.610	(0.397)	(39.4)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	27.415	21.147	(6.267)	(22.9)	27.415	21.147	(6.267)	(22.9)
Total Revenue	\$27.760	\$24.692	(\$3.068)	(11.1)	\$27.415	\$21.147	(\$6.267)	(22.9)	\$55.175	\$45.840	(\$9.335)	(16.9)
Expenses												
<i>Labor:</i>												
Payroll	\$45.193	\$43.393	\$1.800	4.0	\$5.117	\$4.178	\$0.938	18.3	\$50.310	\$47.572	\$2.738	5.4
Overtime	7.314	6.095	1.219	16.7	2.986	2.517	0.469	15.7	10.300	8.612	1.688	16.4
Health and Welfare	9.207	8.218	0.989	10.7	1.765	1.436	0.329	18.7	10.972	9.653	1.318	12.0
OPEB Current Payment	3.322	3.424	(0.102)	(3.1)	0.000	0.000	0.000	-	3.322	3.424	(0.102)	(3.1)
Pensions	10.246	10.190	0.056	0.5	1.465	1.321	0.144	9.8	11.711	11.511	0.200	1.7
Other Fringe Benefits	11.003	11.016	(0.013)	(0.1)	1.411	1.166	0.244	17.3	12.414	12.183	0.231	1.9
Reimbursable Overhead	(6.231)	(4.974)	(1.257)	(20.2)	5.973	4.939	1.035	17.3	(0.258)	(0.036)	(0.222)	(86.2)
Total Labor	\$80.054	\$77.362	\$2.692	3.4	\$18.717	\$15.557	\$3.160	16.9	\$98.771	\$92.919	\$5.852	5.9
<i>Non-Labor:</i>												
Electric Power	\$4.722	\$5.352	(\$0.630)	(13.3)	\$0.000	\$0.000	\$0.000	-	\$4.722	\$5.352	(\$0.630)	(13.3)
Fuel	1.391	1.424	(0.033)	(2.4)	0.000	0.000	0.000	-	1.391	1.424	(0.033)	(2.4)
Insurance	1.459	1.464	(0.004)	(0.3)	0.170	0.179	(0.009)	(5.4)	1.629	1.642	(0.013)	(0.8)
Claims	0.111	0.021	0.089	80.7	0.000	0.000	0.000	-	0.111	0.021	0.089	80.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.178	10.414	(1.236)	(13.5)	2.396	1.089	1.307	54.6	11.574	11.503	0.071	0.6
Professional Service Contracts	3.390	1.163	2.228	65.7	4.330	3.319	1.011	23.3	7.720	4.482	3.239	42.0
Materials & Supplies	9.488	7.429	2.060	21.7	1.803	0.986	0.817	45.3	11.291	8.414	2.877	25.5
Other Business Expenses	1.467	1.582	(0.115)	(7.8)	0.000	0.019	(0.019)	-	1.467	1.601	(0.134)	(9.1)
Total Non-Labor	\$31.206	\$28.848	\$2.358	7.6	\$8.698	\$5.590	\$3.108	35.7	\$39.904	\$34.439	\$5.466	13.7
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$111.260	\$106.210	\$5.050	4.5	\$27.415	\$21.147	\$6.267	22.9	\$138.675	\$127.358	\$11.317	8.2
Depreciation	23.314	24.226	(0.912)	(3.9)	0.000	0.000	0.000	-	23.314	24.226	(0.912)	(3.9)
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	0.000	0.493	100.0	0.000	0.000	0.000	-	0.493	0.000	0.493	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$135.067	\$130.436	\$4.631	3.4	\$27.415	\$21.147	\$6.267	22.9	\$162.481	\$151.583	\$10.898	6.7
Net Surplus/(Deficit)	(\$107.307)	(\$105.744)	\$1.563	1.5	\$0.000	\$0.000	\$0.000	-	(\$107.307)	(\$105.744)	\$1.563	1.5
<i>Cash Conversion Adjustments:</i>												
Depreciation	23.314	24.226	0.912	3.9	0.000	0.000	0.000	-	23.314	24.226	0.912	3.9
Operating/Capital	(2.352)	(2.359)	(0.008)	(0.3)	0.000	0.000	0.000	-	(2.352)	(2.359)	(0.008)	(0.3)
Other Cash Adjustments	11.583	17.254	5.671	49.0	0.000	0.000	0.000	-	11.583	17.254	5.671	49.0
Total Cash Conversion Adjustments	\$32.545	\$39.120	\$6.575	20.2	\$0.000	\$0.000	\$0.000	-	\$32.545	\$39.120	\$6.575	20.2
Net Cash Surplus/(Deficit)	(\$74.762)	(\$66.624)	\$8.138	10.9	\$0.000	\$0.000	\$0.000	-	(\$74.762)	(\$66.624)	\$8.138	10.9

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
AUGUST 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
Revenue												
Farebox Revenue	\$138,957	\$144,262	\$5,305	3.8	\$0.000	\$0.000	\$0.000	-	\$138,957	\$144,262	\$5,305	3.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	19,200	13,150	(6,050)	(31.5)	0.000	0.000	0.000	-	19,200	13,150	(6,050)	(31.5)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	81.085	69,503	(11,581)	(14.3)	81.085	69,503	(11,581)	(14.3)
CDOT	0.000	0.000	0.000	-	96.579	75,971	(20,608)	(21.3)	96.579	75,971	(20,608)	(21.3)
Other	0.000	0.000	0.000	-	8,907	8,294	(613)	(6.9)	8,907	8,294	(613)	(6.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	186,570	153,768	(32,802)	(17.6)	186,570	153,768	(32,802)	(17.6)
Total Revenue/Receipts	\$158.157	\$157.412	(\$0.745)	(0.5)	\$186.570	\$153.768	(\$32.802)	(17.6)	\$344.728	\$311.181	(\$33.547)	(9.7)
Expenses												
<i>Labor:</i>												
Payroll	\$350,216	\$347,188	\$3,028	0.9	\$36,806	\$30,699	\$6,107	16.6	\$387,022	\$377,887	\$9,135	2.4
Overtime	56,731	51,214	5,517	9.7	20,986	17,992	2,994	14.3	77,717	69,206	8,511	11.0
Health and Welfare	72,682	72,232	0,449	0.6	12,603	10,453	2,150	17.1	85,285	82,686	2,600	3.0
OPEB Current Payment	26,711	27,651	(9,939)	(3.5)	0.000	0.000	0.000	-	26,711	27,651	(9,939)	(3.5)
Pensions	83,114	85,074	(1,959)	(2.4)	10,469	8,925	1,544	14.7	93,583	93,999	(4,416)	(4.4)
Other Fringe Benefits	84,087	82,413	1,674	2.0	10,065	8,462	1,603	15.9	94,152	90,874	3,278	3.5
Reimbursable Overhead	(44,237)	(37,095)	(7,143)	(16.1)	42,732	37,392	5,340	12.5	(1,505)	0,297	(1,802)	*
Total Labor	\$629.304	\$628.677	\$0.627	0.1	\$133.661	\$113.923	\$19.738	14.8	\$762.965	\$742.600	\$20.366	2.7
<i>Non-Labor:</i>												
Electric Power	\$34,322	\$36,459	(\$2,137)	(6.2)	\$0.140	\$0,261	(\$0,121)	(86.5)	\$34,462	\$36,720	(\$2,258)	(6.6)
Fuel	11,356	10,964	0,393	3.5	0.000	0.000	0.000	-	11,356	10,964	0,393	3.5
Insurance	11,386	11,400	(0,014)	(0.1)	1,283	1,165	0,118	9.2	12,669	12,565	0,104	0.8
Claims	0,704	1,341	(0,637)	(90.6)	0.000	0.000	0.000	-	0,704	1,341	(0,637)	(90.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	76,083	70,669	5,414	7.1	13,047	7,898	5,149	39.5	89,130	78,567	10,563	11.9
Professional Service Contracts	24,254	19,603	4,650	19.2	19,707	7,074	12,633	64.1	43,960	26,677	17,284	39.3
Materials & Supplies	67,401	64,852	2,548	3.8	18,697	23,308	(4,611)	(24.7)	86,097	88,160	(2,063)	(2.4)
Other Business Expenses	10,549	12,816	(2,266)	(21.5)	0.037	0,140	(0,104)	*	10,586	12,956	(2,370)	(22.4)
Total Non-Labor	\$236.055	\$228.104	\$7.951	3.4	\$52.910	\$39.846	\$13.064	24.7	\$288.964	\$267.949	\$21.015	7.3
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$865.359	\$856.781	\$8.578	1.0	\$186.570	\$153.768	\$32.802	17.6	\$1,051.930	\$1,010.549	\$41.381	3.9
Depreciation	184,976	190,297	(5,321)	(2.9)	0.000	0.000	0.000	-	184,976	190,297	(5,321)	(2.9)
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	2,030	(0,163)	2,193	*	0.000	0.000	0.000	-	2,030	(0,163)	2,193	*
GASB75 Adjustment	0,144	(0,549)	0,693	*	0.000	0.000	0.000	-	0,144	(0,549)	0,693	*
Total Expenses	\$1,054.425	\$1,039.564	\$14.860	1.4	\$186.570	\$153.768	\$32.802	17.6	\$1,240.995	\$1,193.333	\$47.663	3.8
Net Surplus/(Deficit)	(\$896.268)	(\$882.152)	\$14.115	1.6	\$0.000	\$0.000	\$0.000	-	(\$896.268)	(\$882.152)	\$14.115	1.6
<i>Cash Conversion Adjustments:</i>												
Depreciation	184,976	190,297	5,321	2.9	0.000	0.000	0.000	-	184,976	190,297	5,321	2.9
Operating/Capital	(30,951)	(19,723)	11,228	36.3	0.000	0.000	0.000	-	(30,951)	(19,723)	11,228	36.3
Other Cash Adjustments	(6,398)	15,102	21,500	*	0.000	0.000	0.000	-	(6,398)	15,102	21,500	*
Total Cash Conversion Adjustments	\$147.628	\$185.677	\$38.049	25.8	\$0.000	\$0.000	\$0.000	-	\$147.628	\$185.677	\$38.049	25.8
Net Cash Surplus/(Deficit)	(\$748.640)	(\$696.476)	\$52.165	7.0	\$0.000	\$0.000	\$0.000	-	(\$748.640)	(\$696.476)	\$52.165	7.0

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
 August 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	(\$0.373)	(1.5%)		\$5.305	3.8%	Reflects higher East of Hudson non-commutation ridership.
OTHER OPERATING REVENUE	Non-Reimb	(\$2.694)	*	Lower GCT retail and advertising revenues.	(\$6.050)	(31.5%)	Lower advertising, GCT Retail, and parking revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$6.267)	(22.9%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$32.802)	(17.6%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	\$1.800	4.0%	Primarily lower train and engine crew payments as well as lower hiring and greater attrition partially offset by timing of retiree payouts.	\$3.028	0.9%	
	Reimb	\$0.938	18.3%	Reflects timing of project activity.	\$6.107	16.6%	Reflects timing of project activity.
OVERTIME	Non-Reimb	\$1.219	16.7%	See overtime charts.	\$5.517	9.7%	See overtime charts.
	Reimb	\$0.469	15.7%	See overtime charts.	\$2.994	14.3%	See overtime charts.
HEALTH AND WELFARE	Non-Reimb	\$0.989	10.7%	Reflects lower than forecasted labor costs and rates.	\$0.449	0.6%	
	Reimb	\$0.329	18.7%	Reflects timing of project activity.	\$2.150	17.1%	Reflects timing of project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.102)	(3.1%)		(\$0.939)	(3.5%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.
	Reimb						
PENSIONS	Reimb	\$0.144	9.8%	Reflects timing of project activity.	\$1.544	14.7%	Reflects timing of project activity.
OTHER FRINGE BENEFITS	Reimb	\$0.244	17.3%	Reflects timing of project activity.	\$1.603	15.9%	Reflects timing of project activity.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.257)	(20.2%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$7.143)	(16.1%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	\$1.035	17.3%		\$5.340	12.5%	
ELECTRIC POWER	Non-Reimb	(\$0.630)	(13.3%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction electric usage.	(\$2.137)	(6.2%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction electric usage.
FUEL	Non-Reimb	(\$0.033)	(2.4%)		\$0.393	3.5%	Lower than forecasted revenue and non-revenue fuel usage partially offset by higher than forecasted revenue fuel rates.

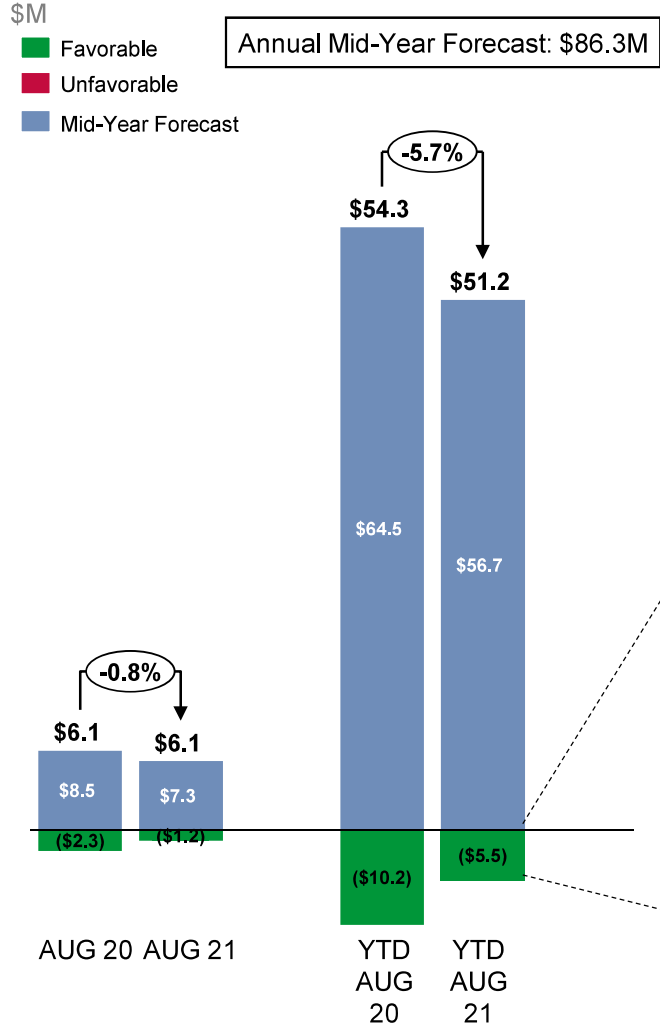
MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
 August 2021
 (\$ in millions)

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
		\$	%		\$	%	
INSURANCE	Reimb	(\$0.009)	(5.4%)	Reflects timing of project activity.	\$0.118	9.2%	Reflects timing of project activity.
CLAIMS	Non-Reimb	\$0.089	80.7%	Reflects a lower passenger claims provision than forecasted.	(\$0.637)	(90.6%)	Reflects a higher passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$1.236)	(13.5%)	Reflects timing of expenses for miscellaneous maintenance and operating contracts.	\$5.414	7.1%	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	\$1.307	54.6%	Reflects timing of project activity.	\$5.149	39.5%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$2.228	65.7%	Lower than anticipated consulting and engineering services.	\$4.650	19.2%	Lower than anticipated consulting and engineering services.
	Reimb	\$1.011	23.3%	Reflects timing of project activity.	\$12.633	64.1%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Non-Reimb	\$2.060	21.7%	Timing of rolling stock maintenance events, rolling stock material usage, and infrastructure repairs.	\$2.548	3.8%	Primarily due to lower costs resulting from the timing of rolling stock maintenance events as well as lower rolling stock material usage and infrastructure repairs partially offset by the net impact of various inventory adjustments resulting from year-to-date true-ups.
	Reimb	\$0.817	45.3%	Reflects timing of project activity.	(\$4.611)	(24.7%)	Reflects timing of project activity.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.115)	(7.8%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments.	(\$2.266)	(21.5%)	Primarily due to higher subsidy payments to New Jersey Transit and higher credit card fees.
	Reimb	(\$0.019)	-	Reflects timing of project activity.	(\$0.104)	*	Reflects timing of project activity.
DEPRECIATION	Non-Reimb	(\$0.912)	(3.9%)	Reflects higher capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	(\$5.321)	(2.9%)	
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	100.0%		\$8.717	100.0%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.493	100.0%	Reflects timing of projects requiring remediation.	\$2.193	*	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	(\$0.008)	(0.3%)		\$11.228	36.3%	Reflects timing of project activity.

* Variance exceeds 100%.

METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

August 2021 and YTD Mid-Year Forecast vs. variance

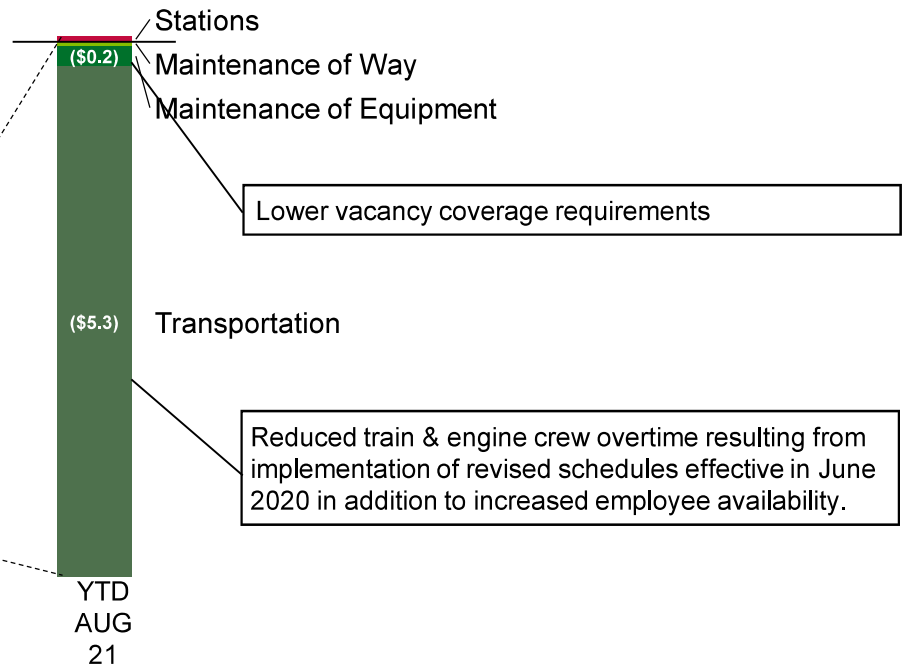


Overview

- Overall decrease of \$3.1M or 5.7% compared to YTD August 2020
- 9.7% below 2021 Mid-Year Forecast
- Revised crew needs in Transportation and lower vacancy coverage in Maintenance of Equipment
- Connecticut paid \$13.1M of total \$51.2M; Connecticut's share of YTD Variance is favorable \$2.3M of the favorable \$5.5M

YTD variance by division

(\$5.5M), (9.7%)



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

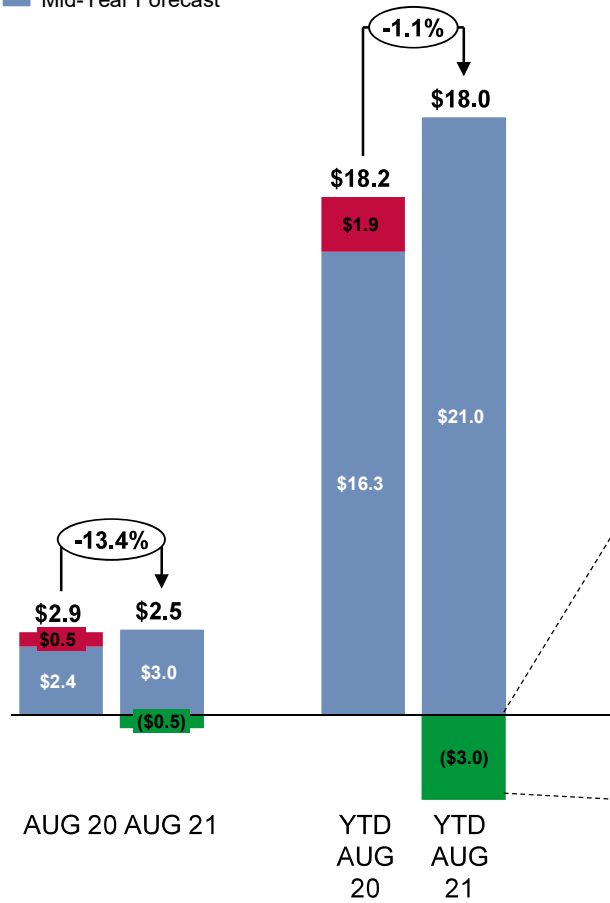
METRO-NORTH RAILROAD –Reimbursable Overtime Variance

August 2021 and YTD Mid-Year Forecast vs. variance

\$M

■ Favorable
■ Unfavorable
■ Mid-Year Forecast

Annual Mid-Year Forecast: \$30.5M

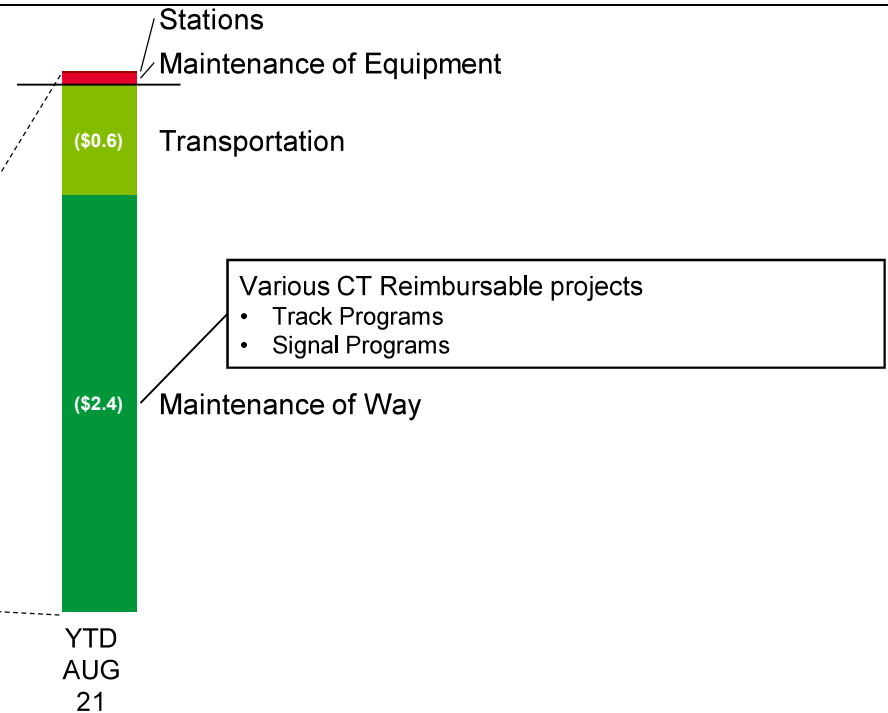


Overview

- Overall decrease of \$0.2M or 1.1% compared to YTD August 2020
- 14.3% below 2021 Mid-Year Forecast
- Main cause for favorable variance is less than planned work on CT Capital projects
- Connecticut paid \$6.9M of total \$18.0M; Connecticut's share of YTD Variance is favorable \$3.2M of the favorable \$3.0M

YTD variance by division

(\$3.0M), (14.3%)



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

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

August 2021 and YTD Mid-Year Forecast vs. variance

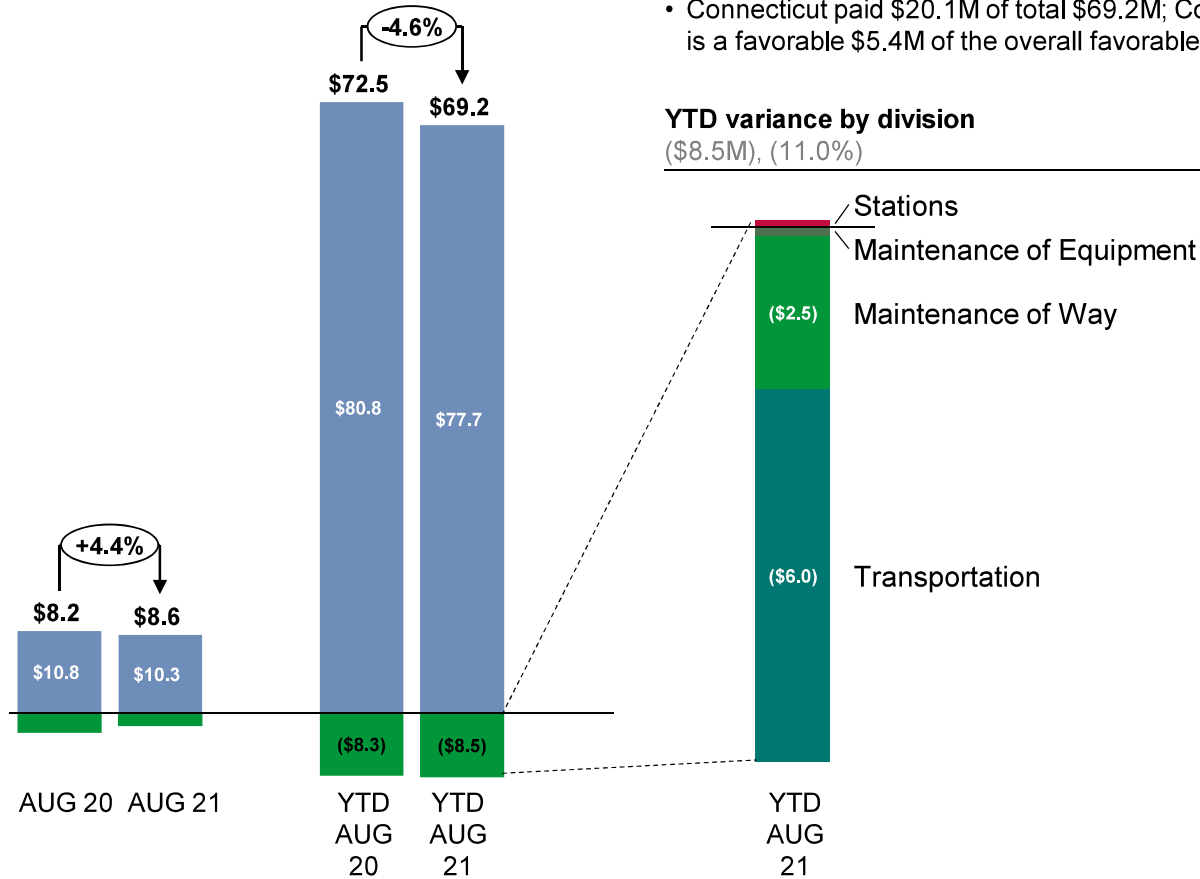
Overview

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Annual Mid-Year Forecast: \$116.8M

- Overall decrease of \$3.3M or 4.6% compared to YTD August 2020
- 11.0% below 2021 Mid-Year Forecast
- Revised crew needs in Transportation, lower Reimbursable Project activity in Maintenance of Way and lower vacancy coverage Maintenance of Equipment
- Connecticut paid \$20.1M of total \$69.2M; Connecticut's share of YTD Variance is a favorable \$5.4M of the overall favorable \$8.5M



YTD variance by division

(\$8.5M), (11.0%)

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

	AUGUST 2021				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$25.213	\$24.732	(\$0.481)	(1.9)	\$136.855	\$139.613	\$2.758	2.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.506	5.684	1.178	26.1	41.697	39.757	(1.940)	(4.7)
<i>Capital & Other Reimbursements:</i>								
MTA	11.455	13.752	2.297	20.1	70.862	68.331	(2.531)	(3.6)
CDOT	14.952	11.223	(3.729)	(24.9)	106.404	98.065	(8.339)	(7.8)
Other	1.008	1.229	0.221	22.0	9.137	8.980	(0.157)	(1.7)
Total Capital and Other Reimbursements	27.415	26.204	(1.211)	(4.4)	186.403	175.376	(11.027)	(5.9)
Total Receipts	\$57.134	\$56.620	(\$0.514)	(0.9)	\$364.955	\$354.746	(\$10.209)	(2.8)
Expenditures								
<i>Labor:</i>								
Payroll	\$45.197	\$41.849	\$3.348	7.4	\$371.568	\$358.563	\$13.005	3.5
Overtime	9.397	7.970	1.427	15.2	73.428	66.357	7.071	9.6
Health and Welfare	11.925	10.563	1.362	11.4	90.699	91.343	(0.644)	(0.7)
OPEB Current Payment	3.322	3.520	(0.198)	(5.9)	27.105	27.712	(0.607)	(2.2)
Pensions	11.891	11.726	0.165	1.4	94.305	93.707	0.598	0.6
Other Fringe Benefits	10.883	11.552	(0.669)	(6.1)	141.569	142.396	(0.827)	(0.6)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$92.614	\$87.180	\$5.435	5.9	\$798.673	\$780.078	\$18.596	2.3
<i>Non-Labor:</i>								
Electric Power	\$4.989	\$6.749	(\$1.760)	(35.3)	\$38.568	\$40.100	(\$1.532)	(4.0)
Fuel	1.391	1.234	0.157	11.3	10.547	10.470	0.077	0.7
Insurance	0.883	0.000	0.883	100.0	6.734	5.160	1.574	23.4
Claims	0.111	0.057	0.054	48.5	0.856	2.422	(1.566)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.446	6.703	2.743	29.0	98.405	76.698	21.707	22.1
Professional Service Contracts	6.839	2.918	3.921	57.3	37.142	18.388	18.754	50.5
Materials & Supplies	11.615	12.024	(0.409)	(3.5)	90.153	83.832	6.321	7.0
Other Business Expenditures	4.008	6.379	(2.371)	(59.2)	32.517	34.074	(1.557)	(4.8)
Total Non-Labor	\$39.281	\$36.064	\$3.217	8.2	\$314.922	\$271.144	\$43.778	13.9
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$131.896	\$123.244	\$8.652	6.6	\$1,113.595	\$1,051.222	\$62.373	5.6
Net Cash Deficit (excludes Opening Cash Balance)	(\$74.762)	(\$66.624)	\$8.138	10.9	(\$748.640)	(\$696.476)	\$52.165	7.0
Subsidies								
MTA	52.164	44.656	(7.508)	(14.4)	487.075	438.065	(49.010)	(10.1)
CDOT	22.598	20.464	(2.134)	(9.4)	220.541	238.567	18.026	8.2
Total Subsidies	\$74.762	\$65.120	(\$9.642)	(12.9)	\$707.616	\$676.632	(\$30.984)	(4.4)
Cash Timing and Availability Adjustment	\$0.000	\$1.086	\$1.086	-	\$45.678	(\$30.093)	(\$75.771)	*

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)

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	August Month vs Mid-Year Forecast			Year-to-Date as of August 31st, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
OTHER OPERATING REVENUE	1.178	26.1%	Primarily reflects timing of miscellaneous and GCT retail revenues partially offset by the timing of advertising revenues.	(1.940)	(4.7%)	Primarily reflects lower GCT retail, advertising and miscellaneous revenues partially offset by higher Amtrak receipts.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	2.297	20.1%	Primarily reflects higher cash receipts partially offset by lower capital related project activity than forecasted.	(2.531)	(3.6%)	Primarily reflects lower capital related project activity combined with lower cash receipts than forecasted.
CDOT	(3.729)	(24.9%)	Primarily reflects lower capital related project activity than forecasted.	(8.339)	(7.8%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	0.221	22.0%	Primarily reflects higher cash receipts partially offset by lower reimbursable related project activity than forecasted.	(0.157)	(1.7%)	Reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.
PAYROLL	3.348	7.4%	Primarily reflects timing of pay periods and RWA payments partially offset by inter-agency payroll and remittance payments for the employee portion of withheld income taxes.	13.005	3.5%	Primarily reflects timing of RWA payments and pay periods partially offset by inter-agency payroll and remittance payments for the employee portion of withheld income taxes.
OVERTIME	1.427	15.2%	Primarily reflects revised train & engine crew requirements.	7.071	9.6%	Primarily reflects revised train & engine crew requirements.
HEALTH & WELFARE	1.362	11.4%	Primarily reflects the timing of payments for health insurance premiums.	(0.644)	(0.7%)	
OPEB CURRENT PAYMENT	(0.198)	(5.9%)	Primarily reflects the timing of payments for health insurance premiums for retirees.	(0.607)	(2.2%)	
OTHER FRINGE BENEFITS	(0.669)	(6.1%)	Primarily reflects higher than forecasted employee claim payments partially offset by the timing of payroll taxes.	(0.827)	(0.6%)	
ELECTRIC POWER	(1.760)	(35.3%)	Primarily reflects timing of payments combined with higher than forecasted traction and non-traction electric rates.	(1.532)	(4.0%)	Primarily reflects higher than forecasted traction and non-traction electric rates partially offset by timing of payments.
FUEL	0.157	11.3%	Primarily reflects timing of payments partially offset by higher than forecasted revenue and non-revenue fuel rates.	0.077	0.7%	
INSURANCE	0.883	100.0%	Reflects the timing of insurance premium payments.	1.574	23.4%	Reflects the timing of insurance premium payments.
CLAIMS	0.054	48.5%	Primarily reflects lower than forecasted passenger injury settlements.	(1.566)	*	Primarily reflects a higher than forecasted passenger injury settlement.
MAINTENANCE & OTHER OPERATING CONTRACTS	2.743	29.0%	Primarily reflects timing of project activity as well as timing of expenses for miscellaneous maintenance and operating contracts.	21.707	22.1%	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 timing of project activity.

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		
	August Month vs Mid-Year Forecast			Year-to-Date as of August 31st, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
PROFESSIONAL SERVICE CONTRACTS	3.921	57.3%	Primarily reflects the timing of project activity as well as lower than anticipated consulting and other engineering services.	18.754	50.5%	Primarily reflects the timing of project activity as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	(0.409)	(3.5%)	Primarily reflects timing of rolling stock maintenance events, rolling stock material usage and infrastructure repairs.	6.321	7.0%	Primarily reflects lower costs resulting from the timing of rolling stock maintenance events as well as lower rolling stock material usage and infrastructure repairs.
OTHER BUSINESS EXPENSES	(2.371)	(59.2%)	Primarily reflects higher New Jersey Transit subsidy payments resulting from inflationary adjustments.	(1.557)	(4.8%)	Primarily reflects higher miscellaneous expenses and credit card fees than forecasted.
MTA SUBSIDY RECEIPTS	(7.508)	(14.4%)	Reflects lower cash deficit and available cash balance partially offset by lower CDOT subsidy.	(49.010)	(10.1%)	Reflects lower cash deficit and higher CDOT subsidy partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	(2.134)	(9.4%)	Primarily reflects a lower share of the prior month deficit than forecasted.	18.026	8.2%	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)

	AUGUST 2021				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.157)	(\$0.265)	(\$0.108)	(68.7)	(\$2.102)	(\$4.649)	(\$2.548)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.116	5.988	3.872	*	22.496	26.607	4.111	18.3
<i>Capital & Other Reimbursements:</i>								
MTA	0.000	4.497	4.497	-	(10.223)	(1.172)	9.050	88.5
CDOT	0.000	(0.059)	(0.059)	-	9.825	22.094	12.269	*
Other	0.000	0.619	0.619	-	0.230	0.686	0.456	*
Total Capital and Other Reimbursements	0.000	5.057	5.057	-	(0.167)	21.608	21.775	*
Total Revenue/Receipts	\$1.959	\$10.780	\$8.821	*	\$20.227	\$43.565	\$23.338	*
Expenditures								
<i>Labor:</i>								
Payroll	\$5.113	\$5.723	\$0.610	11.9	\$15.454	\$19.324	\$3.870	25.0
Overtime	0.904	0.642	(0.261)	(28.9)	4.289	2.849	(1.440)	(33.6)
Health and Welfare	(0.953)	(0.910)	0.043	4.6	(5.414)	(8.657)	(3.244)	(59.9)
OPEB Current Payment	0.000	(0.096)	0.000	-	(0.393)	(0.061)	0.333	84.5
Pensions	(0.180)	(0.215)	(0.035)	(19.6)	(0.721)	0.292	1.013	*
Other Fringe Benefits	1.530	0.631	(0.900)	(58.8)	(47.417)	(51.522)	(4.104)	(8.7)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.258)	(0.036)	0.222	86.2	(1.505)	0.297	1.802	*
Total Labor	\$6.156	\$5.739	(\$0.417)	(6.8)	(\$35.708)	(\$37.478)	(\$1.770)	(5.0)
<i>Non-Labor:</i>								
Electric Power	(\$0.267)	(\$1.397)	(\$1.130)	*	(\$4.106)	(\$3.380)	\$0.726	17.7
Fuel	0.000	0.190	0.190	-	0.810	0.494	(0.316)	(39.0)
Insurance	0.746	1.642	0.896	*	5.935	7.405	1.470	24.8
Claims	0.000	(0.036)	(0.036)	-	(0.153)	(1.081)	(0.928)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.128	4.800	2.672	*	(9.275)	1.869	11.144	*
Professional Service Contracts	0.881	1.564	0.682	77.4	6.818	8.289	1.471	21.6
Materials & Supplies	(0.324)	(3.610)	(3.286)	*	(4.055)	4.328	8.383	*
Other Business Expenses	(2.541)	(4.778)	(2.237)	(88.0)	(21.931)	(21.118)	0.813	3.7
Total Non-Labor	\$0.623	(\$1.625)	(\$2.248)	*	(\$25.957)	(\$3.195)	\$22.763	87.7
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	\$6.779	\$4.114	(\$2.666)	(39.3)	(\$61.665)	(\$40.673)	\$20.993	34.0
Depreciation								
OPEB Obligation	23.314	24.226	0.912	3.9	184.976	190.297	5.321	2.9
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	1.916	(6.801)	(8.717)	*
GASB75 Adjustment	0.493	0.000	(0.493)	(100.0)	2.030	(0.163)	(2.193)	*
Total Expenditures Adjustments	0.000	0.000	0.000	-	0.144	(0.549)	(0.693)	*
Total Expenditures Adjustments	\$30.586	\$28.340	(\$2.246)	(7.3)	\$127.400	\$142.111	\$14.711	11.5
Total Cash Conversion Adjustments	\$32.545	\$39.120	\$6.575	20.2	\$147.628	\$185.677	\$38.049	25.8

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
AUGUST 2021
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	MID-YEAR FORECAST	2021	2020 ^(A)	MID-YEAR FORECAST		2020		MID-YEAR FORECAST	2021	2020 ^(A)	MID-YEAR FORECAST		2020	
FAREBOX REVENUE														
Harlem Line - Commutation	1.640	1.390	0.921	(0.251)	-15.3%	0.468	50.8%	10.048	9.609	31.571	(0.439)	-4.4%	(21.961)	-69.6%
Harlem Line - Non-Commutation	5.280	5.176	2.020	(0.105)	-2.0%	3.156	156.3%	28.486	29.801	24.880	1.315	4.6%	4.920	19.8%
TOTAL HARLEM LINE	\$6.920	\$6.565	\$2.941	(\$0.355)	-5.1%	\$3.624	123.2%	\$38.534	\$39.410	\$56.451	\$0.876	2.3%	(\$17.041)	-30.2%
Hudson Line - Commutation	1.169	1.037	0.687	(0.132)	-11.3%	0.350	51.0%	7.202	6.932	21.235	(0.269)	-3.7%	(14.303)	-67.4%
Hudson Line - Non-Commutation	5.167	5.126	2.351	(0.042)	-0.8%	2.775	118.1%	27.745	28.741	22.414	0.996	3.6%	6.328	28.2%
TOTAL HUDSON LINE	\$6.336	\$6.163	\$3.038	(\$0.174)	-2.7%	\$3.125	102.9%	\$34.947	\$35.673	\$43.649	\$0.727	2.1%	(\$7.975)	-18.3%
New Haven Line - Commutation	1.893	1.708	1.105	(0.185)	-9.8%	0.603	54.5%	11.273	11.021	42.321	(0.253)	-2.2%	(31.301)	-74.0%
New Haven Line - Non-Commutation	9.680	9.842	3.516	0.162	1.7%	6.327	180.0%	51.074	54.689	44.951	3.615	7.1%	9.738	21.7%
TOTAL NEW HAVEN LINE	\$11.574	\$11.550	\$4.621	(\$0.023)	-0.2%	\$6.929	150.0%	\$62.347	\$65.709	\$87.272	\$3.362	5.4%	(\$21.563)	-24.7%
All Lines - Commutation	4.703	4.135	2.714	(0.568)	-12.1%	1.421	52.4%	28.523	27.562	95.127	(0.961)	-3.4%	(67.565)	-71.0%
All Lines - Non-Commutation	20.128	20.143	7.886	0.016	0.1%	12.258	155.4%	107.305	113.231	92.245	5.926	5.5%	20.986	22.7%
TOTAL EAST OF HUDSON LINES	\$24.830	\$24.279	\$10.600	(\$0.552)	-2.2%	\$13.679	129.1%	\$135.828	\$140.793	\$187.372	\$4.965	3.7%	(\$46.579)	-24.9%
West of Hudson ^(B)	\$0.539	\$0.718	\$0.472	\$0.179	33.1%	\$0.246	52.2%	\$3.129	\$3.470	\$4.193	\$0.340	10.9%	(0.724)	-17.3%
TOTAL FAREBOX REVENUE	\$25.370	\$24.997	\$11.071	(\$0.373)	-1.5%	\$13.925	125.8%	\$138.957	\$144.262	\$191.565	\$5.305	3.8%	(\$47.303)	-24.7%
RIDERSHIP														
Harlem Line - Commutation	0.267	0.233	0.163	(0.034)	-12.7%	0.071	43.5%	1.707	1.670	3.684	(0.037)	-2.1%	(2.013)	-54.7%
Harlem Line - Non-Commutation	0.617	0.601	0.269	(0.016)	-2.6%	0.332	123.7%	3.469	3.608	2.822	0.139	4.0%	0.786	27.8%
TOTAL HARLEM LINE	0.885	0.834	0.431	(0.050)	-5.7%	0.403	93.5%	5.176	5.278	6.506	0.102	2.0%	(1.228)	-18.9%
Hudson Line - Commutation	0.141	0.138	0.097	(0.004)	-2.7%	0.041	42.0%	0.909	0.913	2.106	0.004	0.4%	(1.193)	-56.6%
Hudson Line - Non-Commutation	0.469	0.486	0.220	0.017	3.6%	0.265	120.6%	2.590	2.739	1.979	0.148	5.7%	0.760	38.4%
TOTAL HUDSON LINE	0.610	0.623	0.317	0.013	2.1%	0.306	96.6%	3.499	3.651	4.084	0.152	4.3%	(0.433)	-10.6%
New Haven Line - Commutation	0.318	0.294	0.190	(0.023)	-7.4%	0.105	55.2%	1.967	1.960	4.678	(0.007)	-0.3%	(2.718)	-58.1%
New Haven Line - Non-Commutation	0.994	1.021	0.412	0.028	2.8%	0.610	148.1%	5.483	5.875	4.482	0.393	7.2%	1.394	31.1%
TOTAL NEW HAVEN LINE	1.312	1.316	0.601	0.004	0.3%	0.714	118.8%	7.449	7.835	9.159	0.386	5.2%	(1.324)	-14.5%
Total Ridership East of Hudson	0.726	0.665	0.449	(0.061)	-8.4%	0.216	48.1%	4.583	4.543	10.467	(0.040)	-0.9%	(5.924)	-56.6%
All Lines - Commutation	2.080	2.108	0.901	0.028	1.4%	1.208	134.1%	11.542	12.222	9.283	0.680	5.9%	2.939	31.7%
All Lines - Non-Commutation	2.806	2.773	1.350	(0.033)	-1.2%	1.424	105.5%	16.125	16.765	19.749	0.640	4.0%	(2.984)	-15.1%
TOTAL EAST OF HUDSON LINES	0.044	0.073	0.034	0.029	66.9%	0.040	117.3%	0.286	0.350	0.442	0.064	22.2%	(0.092)	-20.8%
West of Hudson ^(B)	2.850	2.847	1.383	(0.004)	-0.1%	1.463	105.8%	16.411	17.115	20.191	0.703	4.3%	(3.076)	-15.2%

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

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

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

<u>Department</u>	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	2	2	-	
Labor Relations	10	8	2	
Safety	58	56	2	
Security	17	16	1	
Office of the Executive VP	6	-	6	C
VP Ops Support and Org Res	-	16	(16)	C
Corporate & Public Affairs	13	13	-	
Customer Service	45	44	1	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	34	33	1	
Training	73	72	1	
Employee Relations & Diversity	4	4	-	
VP Planning	1	-	1	
Capital Planning & Programming	10	9	1	
Long Range Planning	5	4	1	
Controller	54	54	0	
Budget	16	13	3	
Procurement & Material Mgmt	20	17	3	
Total Administration	382	375	7	
Operations				
Operations Support	49	42	7	C
Rolling Stock & EAM	14	11	3	
Transportation	1,620	1,566	54	A
Customer Service	377	340	38	B, C
Metro-North West	27	33	(6)	
Total Operations	2,087	1,992	95	
Maintenance				
Maintenance of Equipment	1,571	1,516	55	A, B
Maintenance of Way	2,058	1,996	62	A
Procurement & Material Mgmt	111	107	4	
Total Maintenance	3,740	3,619	121	
Engineering/Capital				
Construction Management	19	17	2	
Engineering & Design	54	53	1	
Total Engineering/Capital	73	70	3	
Total Positions	6,282	6,056	226	
Non-Reimbursable	5,500	5,542	(42)	
Reimbursable	782	514	268	
Total Full-Time	6,281	6,055	226	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

(C) Variance reflects MNR reorganization to establish the VP of Operation Support and Organizational Resiliency Department.

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

FUNCTION/OCCUPATION	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	133	132	1
Professional, Technical, Clerical	249	243	6
Operational Hourlies	-	-	-
Total Administration	382	375	7
Operations			
Managers/Supervisors	244	231	13
Professional, Technical, Clerical	260	232	28
Operational Hourlies	1,583	1,529	54
Total Operations	2,087	1,992	95
Maintenance			
Managers/Supervisors	646	646	0
Professional, Technical, Clerical	490	458	32
Operational Hourlies	2,604	2,515	89
Total Maintenance	3,740	3,619	121
Engineering/Capital			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	46	44	2
Operational Hourlies	-	-	-
Total Engineering/Capital	73	70	3
Total Positions			
Managers/Supervisors	1,050	1,035	15
Professional, Technical, Clerical	1,045	978	67
Operational Hourlies	4,187	4,044	143
Total Positions	6,282	6,056	226

**MTA METRO-NORTH RAILROAD
2021 MID-YEAR FORECAST VS. ACTUALS
August 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	382	375	7	
Operations	2,087	1,992	95	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,740	3,619	121	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	73	70	3	
Total Agency-wide Headcount	6,282	6,056	226	
Non-Reimbursable	5,500	5,542	(42)	
Reimbursable	782	514	268	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
August 2021**

	MONTH			VARIANCE	
	MYF	2021	2020*	Fav/(Unfav)	
				MYF	2020
Farebox Operating Ratio					
Standard ^(B)	23.1%	23.4%	11.3%	0.3%	12.1%
Adjusted ^(C)	26.5%	24.4%	16.5%	-2.1%	7.9%
Cost per Passenger					
Standard ^(B)	\$38.58	\$37.51	\$70.70	\$1.07	\$33.19
Adjusted ^(C)	\$37.52	\$36.41	\$69.95	\$1.11	\$33.53
Passenger Revenue/Passenger	\$8.90	\$8.78	\$8.00	(\$0.12)	\$0.78

	YEAR-TO-DATE			VARIANCE	
	MYF	2021	2020*	Fav/(Unfav)	
				MYF	2020
Farebox Operating Ratio					
Standard ^(B)	16.0%	17.0%	23.1%	1.0%	-6.1%
Adjusted ^(C)	19.3%	19.6%	29.0%	0.4%	-9.4%
Cost per Passenger					
Standard ^(B)	\$52.84	\$49.62	\$40.35	\$3.22	(\$9.27)
Adjusted ^(C)	\$51.41	\$48.19	\$39.53	\$3.23	(\$8.65)
Passenger Revenue/Passenger	\$8.47	\$8.43	\$9.32	(\$0.04)	(\$0.89)

(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



September 2021

North White Plains Station

Photo provided by Luis Rodriguez





Metro-North Railroad

September 2021 Highlights: Ridership Report

(Note: September West of Hudson ridership is preliminary)

September 2021 vs. 2020

The substantial ridership increase in September 2021 compared to September 2020 is attributed to the impact of return-to-work policies and school reopenings, vaccinations, and testing regimes facilitating the gradual return of normal commutation patterns and discretionary travel, as compared to conditions before these strategies were implemented.

East of Hudson ridership increased 82.2% vs. September 2020 and was 10.57% above the forecast.

- East of Hudson Commutation ridership increased by 47.6%.
- East of Hudson Non-Commutation ridership increased by 99.0%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 58.0%.
- Harlem Line Ridership increased by 77.9%.
- New Haven Line Ridership increased by 97.8%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 69.7%.
- Pascack Valley Line Ridership increased by 126%.

September 2021 vs. 2019

Total Rail Ridership decreased by -59.0%.

- East of Hudson ridership decreased by -56.6%.
- West of Hudson ridership decreased by -55.1%.

Note:

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

Ben Cornelius

Director

Operations Planning & Analysis

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

RIDERSHIP SUMMARY

September Ridership and Revenue (millions)

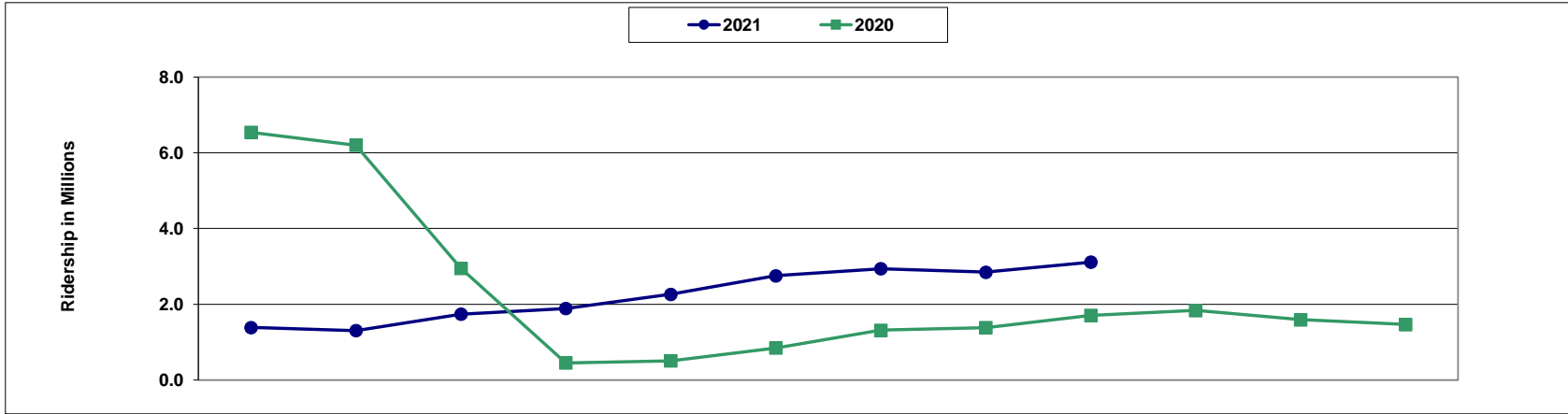
	September 2021	% Change vs. 2020
Total Rail Ridership	3.114	▲ 82.39%
Commutation Ridership	0.820	▲ 48.27%
Non-Commutation Ridership	2.294	▲ 98.74%
Connecting Service Ridership	0.012	▲ 157.82%
Total MNR System Ridership	3.126	▲ 82.59%
Rail Revenue	\$26.64	▲ 96.62%

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

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	20.229	▼ -7.62%	▲ 15.84%
Commutation Ridership	5.437	▼ -51.69%	▼ -24.90%
Non-Commutation Ridership	14.791	▲ 38.98%	▲ 44.68%
Connecting Service Ridership	0.062	▼ -51.87%	▲ 2.44%
Total MNR System Ridership	20.291	▼ -7.88%	▲ 15.79%
Rail Revenue	\$170.90	▲ 96.62%	▲ 4.17%

SEPTEMBER 2021 RAIL RIDERSHIP (1)

- September's Total Rail Ridership was 82.4% above 2020 and 11.3% above forecast.

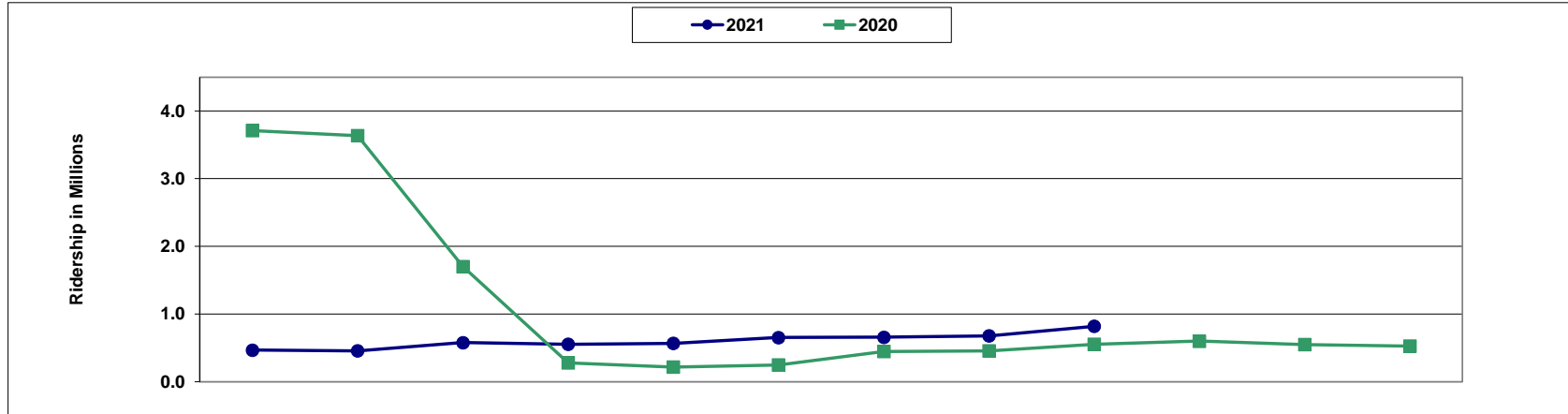


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.8	3.1				3.1
2020	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	1.7
PCT CHG.	-78.8%	-79.0%	-41.1%	320.5%	345.3%	225.0%	123.3%	105.8%	82.4%				82.4%

1) Includes East and West of Hudson.

SEPTEMBER 2021 RAIL COMMUTATION RIDERSHIP (1)

- September's Rail Commutation Ridership was 48.3% above 2020 and 13.3% above forecast.

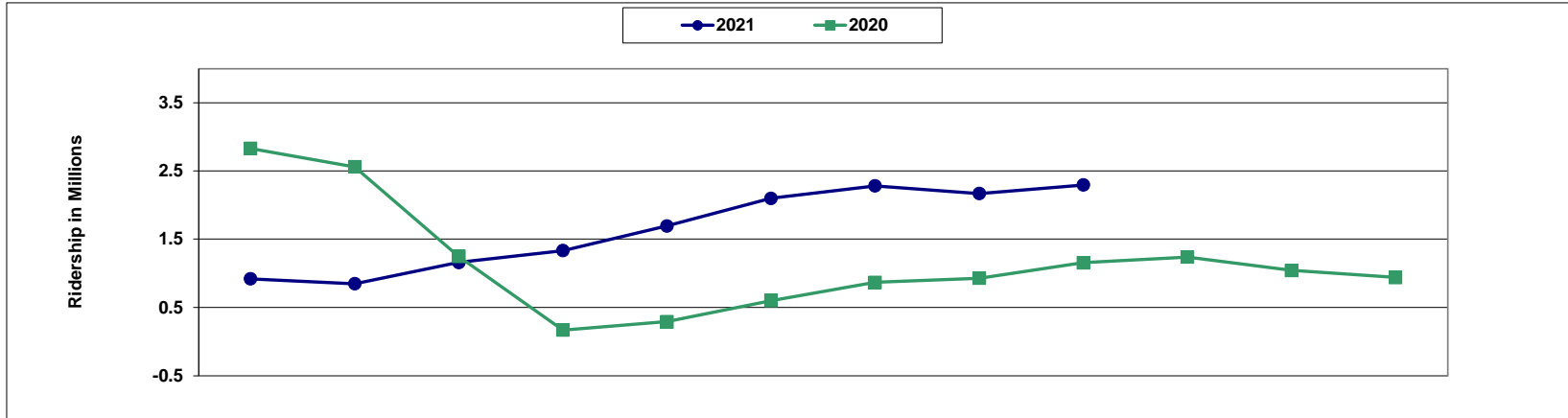


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7	0.8				0.8
2020	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	0.6
PCT CHG.	-87.4%	-87.5%	-66.0%	98.8%	160.3%	162.0%	46.8%	48.9%	48.3%				48.3%

1) Includes East and West of Hudson.

SEPTEMBER 2021 RAIL NON-COMMUTATION RIDERSHIP (1)

- September's Rail Non-Commutation Ridership was 98.7% above 2020 and 10.6% above forecast.

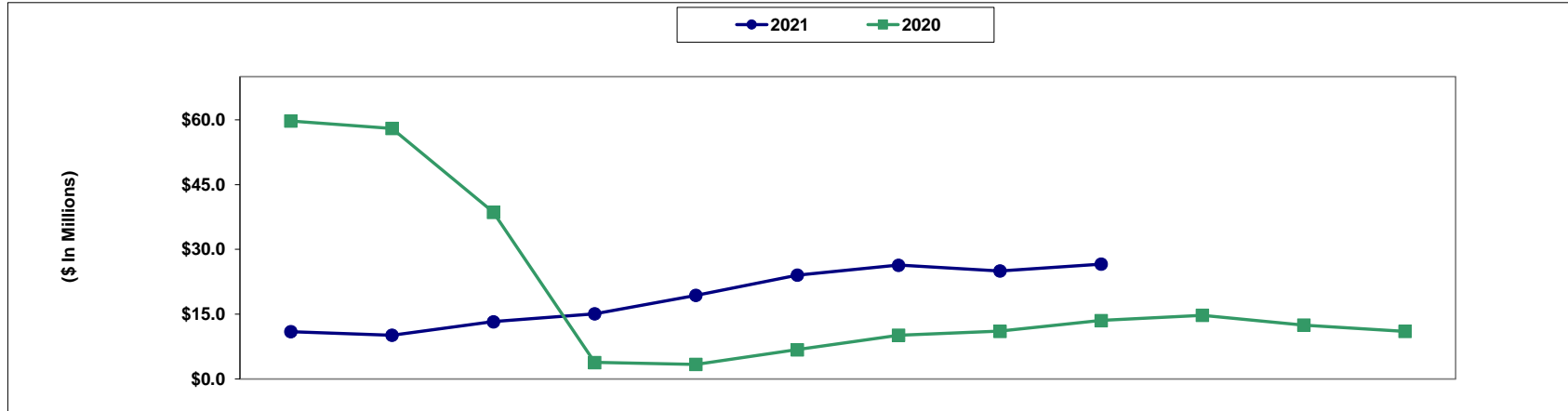


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.9	0.8	1.2	1.3	1.7	2.1	2.3	2.2	2.3				2.3
2020	2.8	2.6	1.2	0.2	0.3	0.6	0.9	0.9	1.2	1.2	1.0	0.9	1.2
PCT CHG.	-67.6%	-66.9%	-7.1%	686.9%	484.1%	251.3%	162.9%	133.7%	98.7%				98.7%

1) Includes East and West of Hudson.

SEPTEMBER 2021 RAIL REVENUE (1)

- September's Total Rail Revenue was 96.6% above 2020 and 4.2% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$11.0	\$10.2	\$13.3	\$15.1	\$19.4	\$24.1	\$26.4	\$25.0	\$26.6				\$26.6
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$13.5
PCT CHG.	-81.6%	-82.5%	-65.7%	294.2%	469.9%	253.4%	160.5%	125.8%	96.6%				96.6%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
SEPTEMBER 2021

TICKET TYPE/SERVICE	SEPTEMBER 2021	SEPTEMBER 2021	VARIANCE VS. FORECAST		SEPTEMBER 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	805,067	712,857	92,210	12.9%	545,454	259,613	47.6%
West of Hudson	14,791	10,542	4,249	40.3%	7,478	7,313	97.8%
Total Rail Commutation Ridership	819,858	723,399	96,459	13.3%	552,932	266,926	48.3%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,239,914	2,041,098	198,816	9.7%	1,125,369	1,114,545	99.0%
West of Hudson	54,034	32,667	21,367	65.4%	28,901	25,133	87.0%
Total Rail Non-Commutation Ridership	2,293,948	2,073,766	220,182	10.6%	1,154,270	1,139,678	98.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	3,044,981	2,753,955	291,026	10.57%	1,670,823	1,374,158	82.2%
West of Hudson (2)	68,825	43,210	25,615	59.3%	36,379	32,446	89.2%
TOTAL RAIL RIDERSHIP	3,113,806	2,797,165	316,641	11.3%	1,707,202	1,406,604	82.4%
CONNECTING SERVICES RIDERSHIP	11,710	13,009	(1,299)	-10.0%	4,542	7,168	157.8%
TOTAL MNR SYSTEM RIDERSHIP	3,125,516	2,810,174	315,342	11.2%	1,711,744	1,413,772	82.6%

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	YTD	FORECAST		YTD		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	5,348,328	7,113,231	(1,764,903)	-24.8%	11,012,216	(5,663,888)	-51.4%
West of Hudson	88,931	126,418	(37,487)	-29.7%	242,639	(153,708)	-63.3%
Total Rail Commutation Ridership	5,437,259	7,239,649	(1,802,390)	-24.9%	11,254,855	(5,817,596)	-51.7%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	14,461,834	10,046,235	4,415,599	44.0%	10,407,899	4,053,935	39.0%
West of Hudson	329,576	177,310	152,266	85.9%	235,285	94,291	40.1%
Total Rail Non-Commutation Ridership	14,791,410	10,223,545	4,567,865	44.7%	10,643,184	4,148,226	39.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	19,810,162	17,159,466	2,650,696	15.4%	21,420,115	(1,609,953)	-7.5%
West of Hudson	418,507	303,728	114,779	37.8%	477,924	(59,417)	-12.4%
TOTAL RAIL RIDERSHIP	20,228,669	17,463,194	2,765,475	15.8%	21,898,039	(1,669,370)	-7.6%
CONNECTING SERVICES RIDERSHIP							
	62,204	60,722	1,482	2.4%	129,237	(67,033)	-51.9%
TOTAL MNR SYSTEM RIDERSHIP	20,290,873	17,523,916	2,766,957	15.8%	22,027,276	(1,736,403)	-7.9%

Notes:

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

MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
SEPTEMBER 2021

LINE	SEPTEMBER 2021 ACTUAL	SEPTEMBER 2020 RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	995,604	559,732	435,872	77.9%
Hudson Line	590,561	373,730	216,831	58.0%
New Haven Line	1,458,817	737,361	721,456	97.8%
Total East of Hudson	3,044,981	1,670,823	1,374,158	82.2%
WEST OF HUDSON				
Port Jervis Line	40,395	23,802	16,593	69.7%
Pascack Valley Line	28,430	12,577	15,853	126.0%
Total West of Hudson (2)	68,825	36,379	32,446	89.2%
TOTAL RAIL RIDERSHIP	3,113,806	1,707,202	1,406,604	82.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	8,145	4,542	3,603	79.3%
Haverstraw-Ossining Ferry	2,080	NA	2,080	NA
Newburgh-Beacon Ferry	1,485	NA	1,485	NA
Total Connecting Services	11,710	4,542	7,168	157.8%
TOTAL MNR SYSTEM	3,125,516	1,711,744	1,413,772	82.6%

Notes:

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

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

TICKET TYPE/SERVICE	2021 YTD ACTUAL	2020 YTD RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	6,273,847	7,065,657	(791,810)	-11.2%
Hudson Line	4,241,999	4,457,791	(215,792)	-4.8%
New Haven Line	9,294,317	9,896,667	(602,350)	-6.1%
Total East of Hudson	19,810,162	21,420,115	(1,609,953)	-7.5%
WEST OF HUDSON				
Port Jervis Line	257,323	286,242	(28,919)	-10.1%
Pascack Valley Line	161,184	191,682	(30,498)	-15.9%
Total West of Hudson	418,507	477,924	(59,417)	-12.4%
TOTAL RAIL RIDERSHIP	20,228,669	21,898,039	(1,669,370)	-7.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	58,322	94,722	(36,400)	-38.4%
Haverstraw-Ossining Ferry	2,230	23,309	(21,079)	-90.4%
Newburgh-Beacon Ferry	1,652	11,206	(9,554)	-85.3%
Total Connecting Services	62,204	129,237	(67,033)	-51.9%
TOTAL MNR SYSTEM	20,290,873	22,027,276	(1,736,403)	-7.9%

Notes:

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

Monthly Ridership Report

Ben Cornelius

Director – Operations Planning & Analysis



August 2021

Grand Central Terminal

Photo provided by Luis Rodriguez





Metro-North Railroad

August 2021 Highlights: Ridership Report

(Note: August West of Hudson ridership is preliminary)

August 2021 vs. 2020

Substantial ridership increases in August 2021 compared to August 2020 are attributed to the impact of return-to-work policies, vaccinations, and testing regimes facilitating the gradual return of normal commutation patterns and discretionary travel, as compared to conditions before these strategies were implemented.

East of Hudson ridership increased 105.5% vs. August 2020 and was 1.18% below the forecast.

- East of Hudson Commutation ridership increased by 48.1%.
- East of Hudson Non-Commutation ridership increased by 134.1%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 96.6%.
- Harlem Line Ridership increased by 93.5%.
- New Haven Line Ridership increased by 118.8%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 78.4%.
- Pascack Valley Line Ridership increased by 193.8%.

August 2021 vs. 2019

Total Rail Ridership decreased by 62.5%.

- East of Hudson ridership decreased by 61.4%.
- West of Hudson ridership decreased by 38.7%.

Note:

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

Ben Cornelius

Director

Operations Planning & Analysis

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

RIDERSHIP SUMMARY

August Ridership and Revenue (millions)

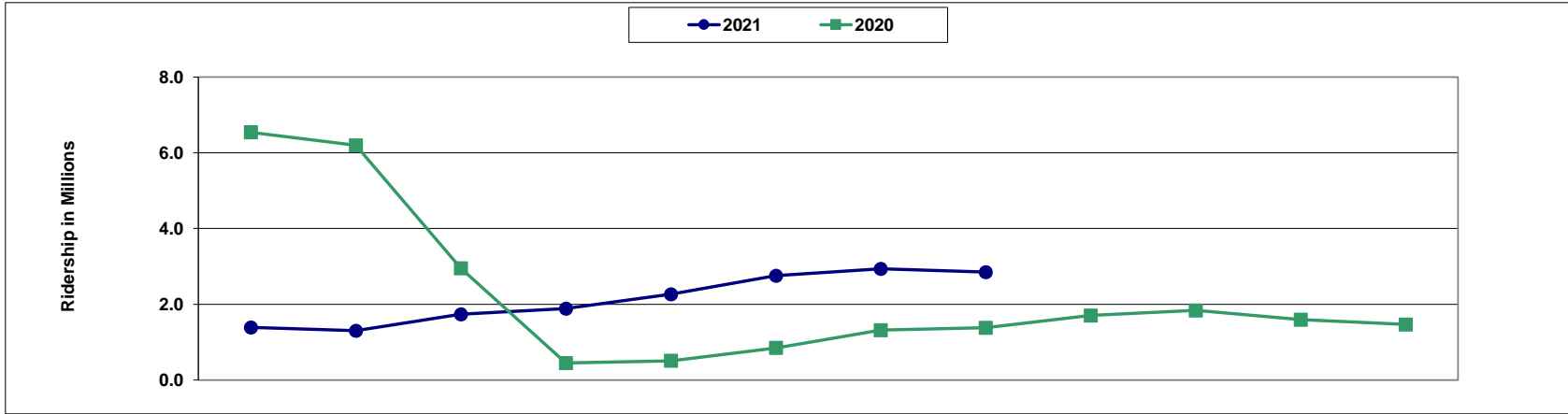
	August 2021	% Change vs. 2020
Total Rail Ridership	2.847	▲ 105.78%
Commutation Ridership	0.679	▲ 48.88%
Non-Commutation Ridership	2.168	▲ 133.74%
Connecting Service Ridership	0.004	▲ 4.61%
Total MNR System Ridership	2.850	▲ 105.53%
Rail Revenue	\$25.00	▲ 125.78%

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

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	17.115	▼ -15.23%	▲ 16.70%
Commutation Ridership	4.617	▼ -56.85%	▼ -29.14%
Non-Commutation Ridership	12.497	▲ 31.71%	▲ 53.35%
Connecting Service Ridership	0.046	▼ -63.29%	▼ -4.05%
Total MNR System Ridership	17.161	▼ -15.53%	▲ 16.63%
Rail Revenue	\$144.26	▼ -24.69%	▲ 8.21%

AUGUST 2021 RAIL RIDERSHIP (1)

• August's Total Rail Ridership was 105.8% above 2020 and -0.1% below forecast.

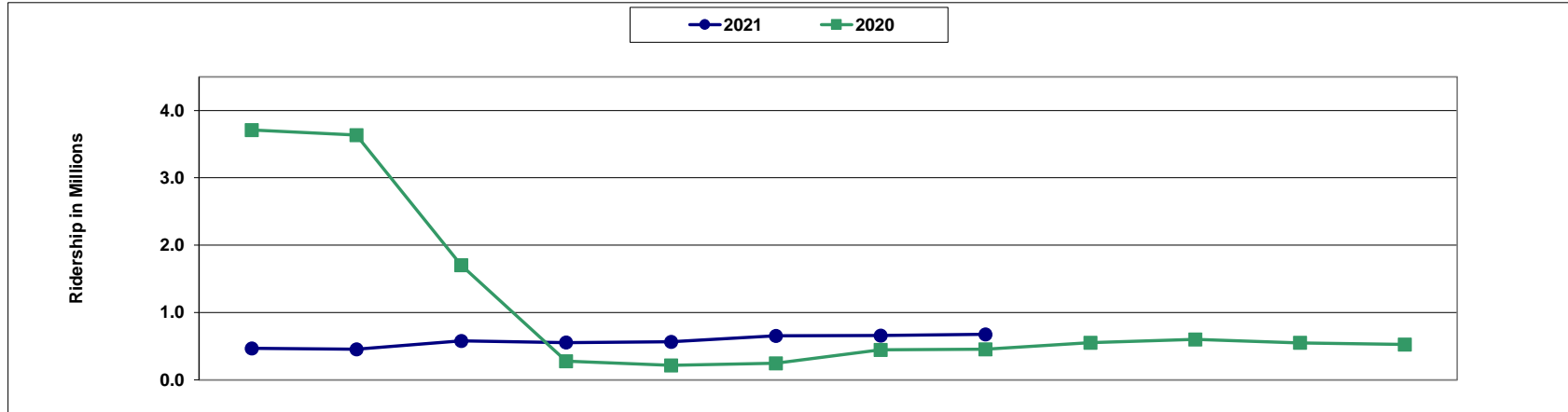


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.8					17.1
2020	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	20.2
PCT CHG.	-78.8%	-79.0%	-41.1%	320.5%	345.3%	225.0%	123.3%	105.8%					-15.2%

1) Includes East and West of Hudson.

AUGUST 2021 RAIL COMMUTATION RIDERSHIP (1)

- August's Rail Commutation Ridership was 48.9% above 2020 and -7.9% below forecast.

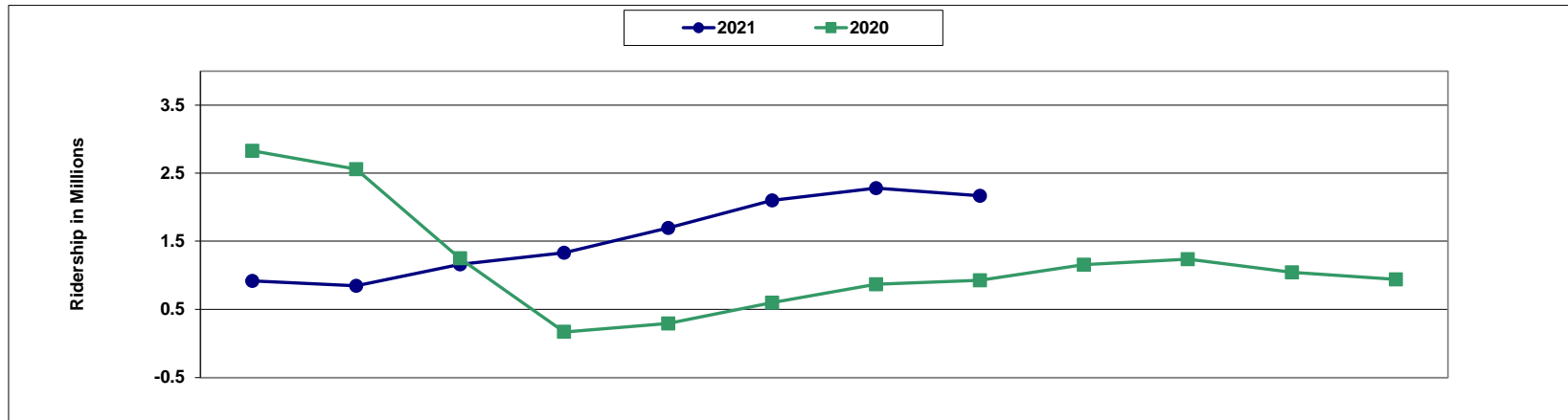


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7					4.6
2020	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	10.7
PCT CHG.	-87.4%	-87.5%	-66.0%	98.8%	160.3%	162.0%	46.8%	48.9%					-56.9%

1) Includes East and West of Hudson.

AUGUST 2021 RAIL NON-COMMUTATION RIDERSHIP (1)

- August's Rail Non-Commutation Ridership was 133.7% above 2020 and 2.6% above forecast.

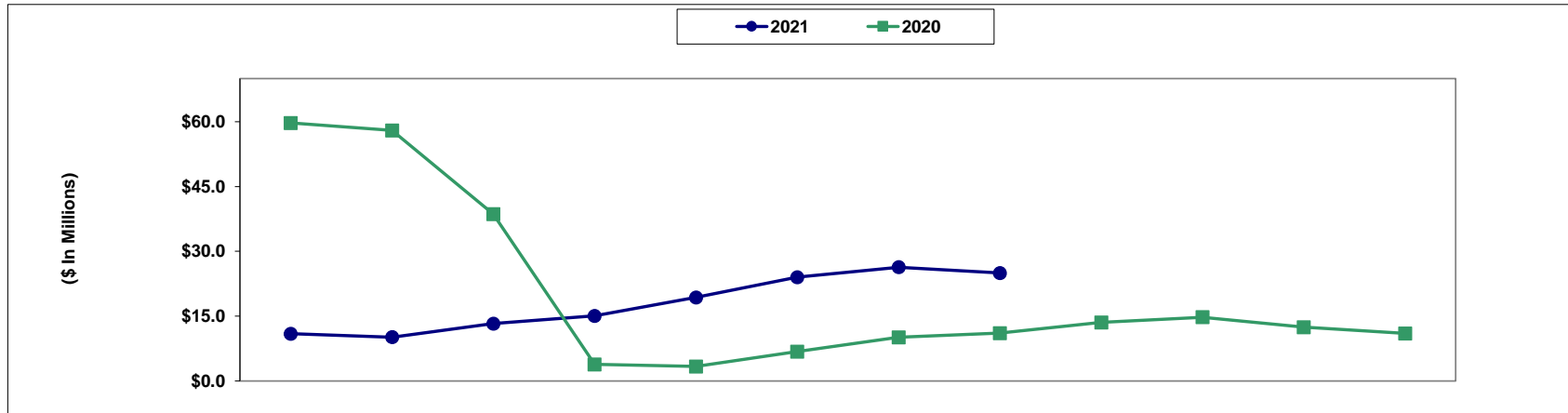


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.9	0.8	1.2	1.3	1.7	2.1	2.3	2.2					12.5
2020	2.8	2.6	1.2	0.2	0.3	0.6	0.9	0.9	1.2	1.2	1.0	0.9	9.5
PCT CHG.	-67.6%	-66.9%	-7.1%	686.9%	484.1%	251.3%	162.9%	133.7%					31.7%

1) Includes East and West of Hudson.

AUGUST 2021 RAIL REVENUE (1)

- August's Total Rail Revenue was 125.8% above 2020 and -1.5% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$11.0	\$10.2	\$13.3	\$15.1	\$19.4	\$24.1	\$26.4	\$25.0					\$144.3
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$191.6
PCT CHG.	-81.6%	-82.5%	-65.7%	294.2%	469.9%	253.4%	160.5%	125.8%					-24.7%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
AUGUST 2021

TICKET TYPE/SERVICE	AUGUST 2021	AUGUST 2021	VARIANCE VS. FORECAST		AUGUST 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	665,277	726,424	(61,147)	-8.4%	449,089	216,188	48.1%
West of Hudson	13,359	10,743	2,616	24.4%	6,737	6,622	98.3%
Total Rail Commutation Ridership	678,636	737,167	(58,531)	-7.9%	455,826	222,810	48.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,108,101	2,079,943	28,158	1.4%	900,534	1,207,567	134.1%
West of Hudson	60,112	33,289	26,823	80.6%	27,080	33,032	122.0%
Total Rail Non-Commutation Ridership	2,168,213	2,113,232	54,981	2.6%	927,614	1,240,599	133.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	2,773,378	2,806,367	(32,989)	-1.18%	1,349,623	1,423,755	105.5%
West of Hudson (2)	73,471	44,032	29,439	66.9%	33,817	39,654	117.3%
TOTAL RAIL RIDERSHIP	2,846,849	2,850,399	(3,550)	-0.1%	1,383,440	1,463,409	105.8%
CONNECTING SERVICES RIDERSHIP	3,605	13,770	(10,165)	-73.8%	3,446	159	4.6%
TOTAL MNR SYSTEM RIDERSHIP	2,850,454	2,864,169	(13,715)	-0.5%	1,386,886	1,463,568	105.5%

Notes:

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

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

TICKET TYPE/SERVICE	2021	2021	VARIANCE VS.		2020	CHANGE FROM 2020	
	YTD ACTUAL	YTD FORECAST	AMOUNT	PERCENT	YTD RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,543,261	6,400,374	(1,857,113)	-29.0%	10,466,762	(5,923,501)	-56.6%
West of Hudson	74,140	115,876	(41,736)	-36.0%	235,161	(161,021)	-68.5%
Total Rail Commutation Ridership	4,617,401	6,516,250	(1,898,849)	-29.1%	10,701,923	(6,084,522)	-56.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	12,221,920	8,005,137	4,216,783	52.7%	9,282,530	2,939,390	31.7%
West of Hudson	275,542	144,643	130,899	90.5%	206,384	69,158	33.5%
Total Rail Non-Commutation Ridership	12,497,462	8,149,779	4,347,682	53.3%	9,488,914	3,008,548	31.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	16,765,181	14,405,511	2,359,670	16.4%	19,749,292	(2,984,111)	-15.1%
West of Hudson	349,682	260,518	89,164	34.2%	441,545	(91,863)	-20.8%
TOTAL RAIL RIDERSHIP	17,114,863	14,666,029	2,448,833	16.7%	20,190,837	(3,075,974)	-15.2%
CONNECTING SERVICES RIDERSHIP	45,780	47,713	(1,933)	-4.1%	124,695	(78,915)	-63.3%
TOTAL MNR SYSTEM RIDERSHIP	17,160,643	14,713,742	2,446,900	16.6%	20,315,532	(3,154,889)	-15.5%

Notes:

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

MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
AUGUST 2021

LINE	AUGUST 2021 ACTUAL	AUGUST 2020 RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	834,378	431,274	403,104	93.5%
Hudson Line	623,154	316,997	306,157	96.6%
New Haven Line	1,315,845	601,352	714,493	118.8%
Total East of Hudson	2,773,378	1,349,623	1,423,755	105.5%
WEST OF HUDSON				
Port Jervis Line	40,004	22,425	17,579	78.4%
Pascack Valley Line	33,467	11,392	22,075	193.8%
Total West of Hudson (2)	73,471	33,817	39,654	117.3%
TOTAL RAIL RIDERSHIP	2,846,849	1,383,440	1,463,409	105.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	3,288	3,446	(158)	-4.6%
Haverstraw-Ossining Ferry	150	NA	NA	NA
Newburgh-Beacon Ferry	167	NA	NA	NA
Total Connecting Services	3,605	3,446	(158)	4.6%
TOTAL MNR SYSTEM	2,850,454	1,386,886	1,463,251	105.5%

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 RESTATE ⁽¹⁾	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	5,278,242	6,505,925	(1,227,683)	-18.9%
Hudson Line	3,651,438	4,084,061	(432,623)	-10.6%
New Haven Line	7,835,500	9,159,306	(1,323,806)	-14.5%
Total East of Hudson	16,765,181	19,749,292	(2,984,111)	-15.1%
WEST OF HUDSON				
Port Jervis Line	216,928	262,440	(45,512)	-17.3%
Pascack Valley Line	132,754	179,105	(46,351)	-25.9%
Total West of Hudson	349,682	441,545	(91,863)	-20.8%
TOTAL RAIL RIDERSHIP	17,114,863	20,190,837	(3,075,974)	-15.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	45,463	90,180	(44,717)	-49.6%
Haverstraw-Ossining Ferry	150	23,309	(23,159)	-99.4%
Newburgh-Beacon Ferry	167	11,206	(11,039)	-98.5%
Total Connecting Services	45,780	124,695	(78,915)	-63.3%
TOTAL MNR SYSTEM	17,160,643	20,315,532	(3,154,889)	-15.5%

Notes:

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



Metro-North Railroad

September 2021 Highlights: Capital Program Status Report



Harmon Shop Improvements

Harmon Stage 2 – Site Overview Looking Northwest

Ziona Rubin
Acting Vice President
Capital Programs



Metro-North Railroad

September 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 September, Metro-North committed task totaling \$3.7 million including Small Business Mentoring Project Rye Platform Repairs. Metro-North had completions totaling \$14 million including the 3rd Avenue Bridge Replacement. Metro-North had no scheduled contract closeouts for the month of September.

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	\$25.1	\$3.4	14%
Construction Awards*	\$49.6	\$49.6	\$0	0%
Substantial Completions	\$963	\$618.8	\$407.6	66%
Closeouts*	\$278	\$120.8	\$78.9	65%

*Does not include support costs

Ziona Rubin
Acting Vice President
Capital Programs

**CAPITAL PROGRAM
HIGHLIGHTS
September 2021**

CONTRACT AWARDS:

M7020209 SBMP Rye Platform Repairs

Milestone: Contract Award \$1,098,851

This contract was awarded in September 2021 for a small business mentoring contractor to perform the Rye Station priority repairs.

PROJECT COMPLETIONS:

M7030201 3rd Ave. Bridge Replacement

Milestone: Substantial Completion

Project Budget: \$ 14,428,026

This project replaced the 3rd Avenue bridge located in Mount Vernon, New York.

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; trough installation and manhole construction 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 power system; and punch list work.

Overall project substantial completion is anticipated after successful cutover and system commissioning is completed in the third quarter 2022.

EM050208 Power Infrastructure Restoration – Substations – Sandy

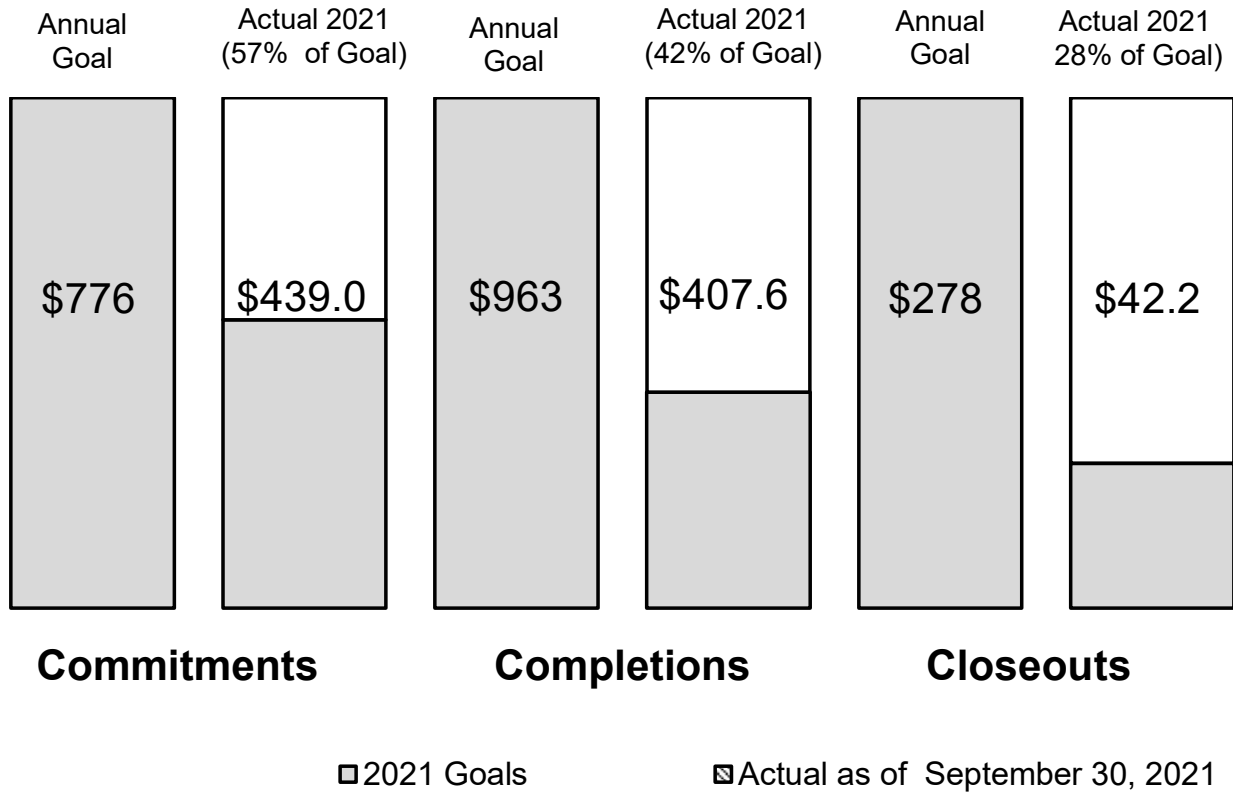
- Tarrytown – Continued demolishing the existing substation and salvaging equipment. Disconnection of temporary feeder from the existing substation is upcoming. This substation is online and currently running revenue service.
- Croton-Harmon – Completed programming the transformer's relay. Started splicing of the 15kV feeder cables for the new Substation. Substation energization and short circuit testing are pending the completion of the feeder cables splicing, 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, including substation cutover & commissioning, by February 2022.
- Riverdale – All work is completed. This substation is online and currently running revenue service.
- The Brewster Substation (under Project M6050103) – Completed 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 December 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. Completed installation of ties, running rail, turnouts, line and grading for west tracks. Continued installation of grade crossings, snow melter/jumper cable installations and terminating potheads at the west of RRSS and commenced installation of EMU overpass. Completed installation of Oil water separator and continued installation of cable tags, seals, megger testing, site lighting, cathodic protection, underdrains and ductbanks in the north yard. Continued installation of tracks 84, 86 and 88 and installation of ballast, track crossings, negative cable, third rail jumper conduits and third rail in the north yard. Continued installation of building foundations, beams and structural steel along the G, J', J, L, M and H lines, reinforcement, MEP and conduit in 2nd floor. Completed car hoist installations along tracks 45 and 46 and continued car hoist pits and caissons along track 47, and elevator pits and under slab utilities in the Running Repair and Support Shop area. Completed installation of M line footings and continued installation of grade beams, metal panels, track 50 footing, plumbing, bug & stinger ductbanks and structural steel in the blow shed area.

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





Long Island Rail Road

September 2021 Performance Summary

Robert Free, Senior Vice President – Operations



Tropical Storm Ida: September kicked off with torrential rainfall and severe flooding when Tropical Storm Ida came through the area on the evening of September 1, 2021 lasting through the next day. The storm brought downed trees, high water conditions and power outages which led to service suspensions.



Long Island Rail Road

September 2021 Performance Summary

Highlights

On-Time Performance (OTP) for the month of September closed at **95.1%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is **96.1%**, which is an increase of **0.2** percentage points as compared to last year.

Branch Performances

Eight out of eleven branches on the Long Island Rail Road operated at or above goal for the month of September. All eleven branches operated above their year to date goal.

Delays

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

The most significant event was Tropical Storm Ida which impacted train service over 2 days. The incident affected 283 trains, delayed our customers an average of 14.1 minutes, and reduced our monthly OTP by 1.5%

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated 337,790 in August and exceeded the goal. The year to date performance also continued to remain above it's 5-year average.



**OPERATING REPORT
FOR MONTH OF SEPTEMBER 2021**

Performance Summary			2021 Data			2020 Data	
			Annual Goal	September	YTD thru September	September	YTD thru September
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	95.1%	96.1%	97.7%	95.9%
		AM Peak		94.0%	96.0%	96.3%	94.3%
		PM Peak		97.9%	97.6%	98.7%	93.9%
		Total Peak		95.9%	96.8%	97.4%	94.1%
		Off Peak Weekday		95.0%	95.6%	97.7%	96.1%
		Weekend		94.8%	96.6%	97.9%	97.1%
	Babylon Branch	Overall	93.9%	94.7%	96.9%	97.4%	96.4%
		AM Peak		95.2%	96.3%	97.1%	94.9%
		PM Peak		97.2%	98.6%	97.6%	94.8%
		Total Peak		96.2%	97.4%	97.3%	94.9%
		Off Peak Weekday		96.0%	97.3%	97.5%	97.1%
		Weekend		91.4%	95.7%	97.5%	96.8%
	Far Rockaway Branch	Overall	96.6%	97.5%	98.2%	99.0%	98.0%
		AM Peak		95.2%	98.4%	98.6%	96.5%
		PM Peak		100.0%	99.5%	99.5%	97.0%
		Total Peak		97.3%	98.9%	99.0%	96.8%
		Off Peak Weekday		97.5%	97.5%	98.8%	98.1%
		Weekend		97.8%	98.9%	99.5%	98.9%
	Huntington Branch	Overall	92.5%	95.3%	95.6%	97.1%	95.0%
		AM Peak		91.8%	95.0%	95.2%	94.0%
		PM Peak		99.5%	97.6%	98.3%	89.3%
		Total Peak		95.5%	96.3%	96.8%	91.7%
		Off Peak Weekday		93.8%	94.6%	96.5%	95.2%
		Weekend		97.7%	97.1%	99.2%	96.9%
	Hempstead Branch	Overall	96.5%	96.1%	96.8%	98.2%	96.5%
		AM Peak		97.3%	98.0%	96.8%	96.3%
		PM Peak		99.2%	98.4%	98.8%	91.7%
		Total Peak		98.2%	98.2%	97.8%	94.1%
		Off Peak Weekday		95.8%	95.6%	97.8%	96.5%
		Weekend		95.6%	98.0%	99.0%	97.9%
	Long Beach Branch	Overall	95.9%	96.6%	97.6%	98.2%	96.2%
		AM Peak		94.8%	98.2%	96.1%	95.9%
		PM Peak		98.8%	99.1%	99.5%	94.5%
		Total Peak		96.6%	98.6%	97.7%	95.2%
		Off Peak Weekday		97.5%	97.4%	98.3%	96.2%
		Weekend		94.8%	97.0%	98.5%	97.2%
	Montauk Branch	Overall	90.8%	90.4%	92.9%	94.3%	93.7%
		AM Peak		87.8%	94.4%	92.5%	89.5%
		PM Peak		94.5%	95.8%	93.3%	93.7%
		Total Peak		90.6%	95.0%	92.8%	91.3%
		Off Peak Weekday		91.3%	93.5%	97.0%	95.0%
		Weekend		89.2%	90.9%	92.5%	92.8%
	Oyster Bay Branch	Overall	94.1%	94.1%	95.4%	98.0%	95.8%
		AM Peak		96.2%	96.3%	97.6%	95.0%
		PM Peak		97.6%	98.1%	100.0%	94.0%
		Total Peak		96.8%	97.1%	98.6%	94.6%
		Off Peak Weekday		92.8%	93.7%	97.2%	95.5%
		Weekend		94.0%	97.3%	99.4%	98.0%
	Port Jefferson Branch	Overall	90.9%	94.2%	93.7%	96.4%	92.9%
		AM Peak		94.6%	95.0%	94.6%	91.4%
		PM Peak		98.6%	95.0%	98.6%	88.9%
		Total Peak		96.6%	95.0%	96.6%	90.2%
		Off Peak Weekday		90.8%	91.6%	95.7%	92.1%
		Weekend		97.7%	96.2%	97.5%	97.7%

Port Washington Branch	Overall	95.3%	93.9%	95.6%	99.6%	97.1%
	AM Peak		92.1%	93.3%	100.0%	96.4%
	PM Peak		95.2%	95.1%	100.0%	96.4%
	Total Peak		93.9%	94.3%	100.0%	96.4%
	Off Peak Weekday		92.9%	95.0%	99.6%	97.1%
	Weekend		96.1%	97.9%	99.4%	97.7%
Ronkonkoma Branch	Overall	91.6%	96.8%	95.6%	96.4%	94.4%
	AM Peak		93.8%	94.8%	92.3%	91.2%
	PM Peak		98.8%	97.7%	99.6%	94.2%
	Total Peak		95.9%	96.1%	95.6%	92.5%
	Off Peak Weekday		96.3%	94.5%	96.1%	94.0%
	Weekend		99.1%	97.5%	98.3%	97.5%
West Hempstead Branch	Overall	95.8%	98.2%	98.6%	99.3%	97.4%
	AM Peak		97.6%	98.5%	96.4%	94.3%
	PM Peak		98.1%	98.4%	99.0%	96.8%
	Total Peak		97.9%	98.4%	97.9%	95.6%
	Off Peak Weekday		99.2%	98.7%	100.0%	97.5%
	Weekend		96.3%	98.7%	99.4%	98.8%
Operating Statistics	Trains Scheduled		18,467	159,741	19,654	171,033
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-13.1	-13.0	-11.9	-11.8
	Trains Over 15 min. Late excluding trains canceled or terminated		143	1,008	65	1,039
	Trains Canceled		152	502	15	819
	Trains Terminated		81	381	8	222
	Percent of Scheduled Trips Completed		98.7%	99.4%	99.9%	99.4%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		100.0%			
	PM Peak		100.0%			
	Total Peak		100.0%			

System Categories Of Delay	% Total	2021	2021 Data		2020 Data		YTD 2021 Vs 2020
		Aug	September	YTD Thru September	September	YTD Thru September	
Engineering (Scheduled)	3.5%	24	31	328	13	318	10
Engineering (Unscheduled)	5.4%	97	48	805	95	1,176	(371)
Maintenance of Equipment	13.5%	47	121	684	73	761	(77)
Transportation	1.7%	19	15	125	20	249	(124)
Capital Projects	11.9%	38	107	957	23	650	307
Weather and Environmental	33.0%	22	296	726	5	1,079	(353)
Police	8.7%	97	78	694	79	712	(18)
Customers	11.7%	68	105	617	57	979	(362)
Special Events	5.5%	51	49	207	1	34	173
Other	2.7%	44	24	626	76	598	28
3rd Party Operations	2.6%	21	23	384	13	442	(58)
Total:	100.0%	528	897	6,153	455	6,998	(845)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Sep	Wed	Tropical Storm Ida							6	8	23	6	8	23
2-Sep	Thu	Tropical Storm Ida	37	41	4		4	2	48	77	33	85	122	39
11-Sep	Sat	Train 8774 cancelled at Bellmore Station with equipment trouble							14	1	1	14	1	1
14-Sep	Tue	Trespasser strike at Wantagh Station				8		2	2	2	1	10	2	3
15-Sep	Wed	Congestion caused by cancelled equipment train in Babylon							9	1		9	1	
18-Sep	Sat	Temporary platforms west of Jamaica							32			32		
19-Sep	Sun	Temporary platforms west of Jamaica							32			32		
22-Sep	Wed	Trespasser strike west of Huntington							8	2	2	8	2	2
TOTAL FOR MONTH			37	41	4	8	4	4	151	91	60	196	136	68
												400		

Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - AUGUST 2021

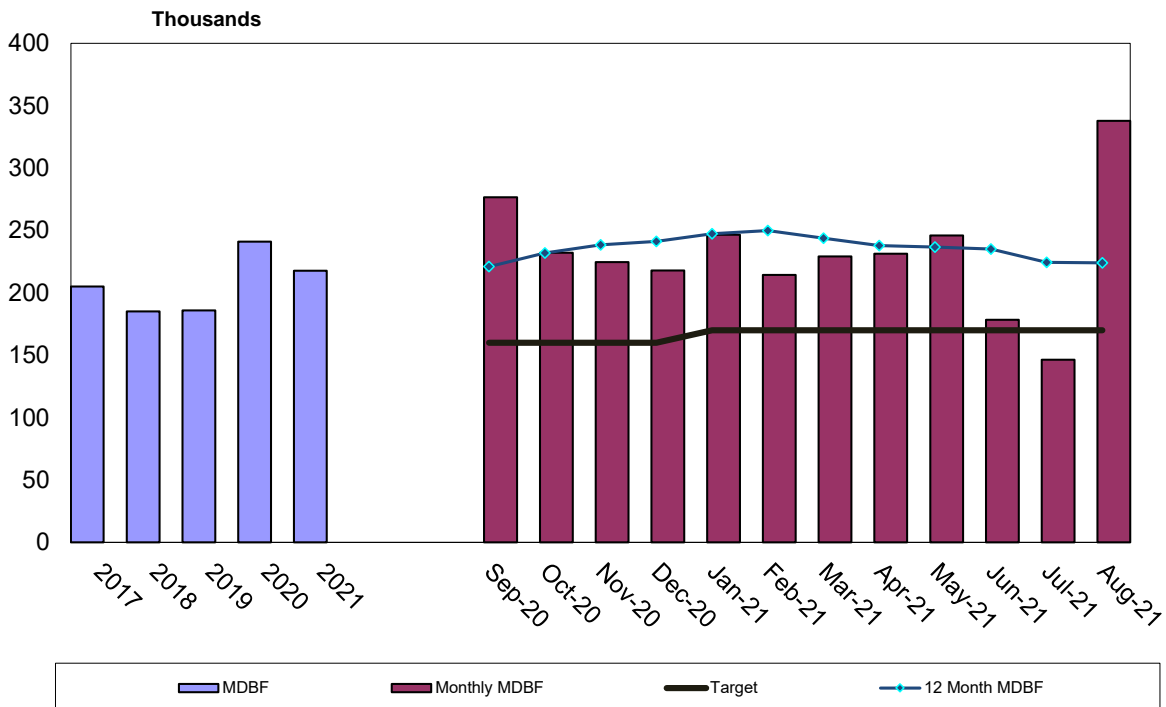
	Equipment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month Rolling Avg MDBF (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
Mean Distance Between Failures	M-3	134	60,000	0	0	0	-	73,343	1	76,017
	M-7	836	360,000	731,755	6	419,683	416,504	722,955	7	494,125
	M-9	100	180,000	491,634	0	220,378	230,866	298,806	0	308,991
	C-3	134	103,000	139,594	5	144,012	132,259	99,972	7	127,172
	DE	24	19,000	19,718	4	14,758	16,531	26,602	3	21,733
	DM	21	19,000	41,708	2	22,392	22,999	73,343	1	27,514
	Diesel	179	51,000	78,205	11	61,056	62,307	77,541	11	70,986
	Fleet	1,249	170,000	337,790	17	217,771	224,052	330,831	19	244,013

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.

Note: Since M9 fleet had no primary failures in Aug-2021 & Aug-2020, actual miles are shown on the chart above.

ALL FLEETS Mean Distance Between Failure 2017 - 2021





Long Island Rail Road

OPERATING REPORT FOR MONTH OF SEPTEMBER 2021

Standee Report

East Of Jamaica

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

Definitions

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

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

Holidays and Special Events for which there are special equipment programs are not included.



Long Island Rail Road

OPERATING REPORT FOR MONTH OF SEPTEMBER 2021

Standee Report

West Of Jamaica

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

Definitions

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

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

Holidays and Special Events for which there are special equipment programs are not included.

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

Elevator Availability		2021		2020	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	99.5%	99.4%	99.3%	99.3%
	Far Rockaway Branch	99.8%	99.2%	99.5%	99.5%
	Hempstead Branch	99.6%	99.4%	99.4%	99.5%
	Long Beach Branch	99.8%	99.4%	99.5%	99.6%
	Port Jefferson Branch	97.3%	99.0%	99.1%	98.8%
	Port Washington Branch	93.8%	98.5%	99.5%	98.9%
	Ronkonkoma Branch	99.3%	99.3%	99.6%	98.7%
	City Terminal Branch	98.7%	96.8%	95.8%	98.5%
	Overall Average	98.3%	98.5%	98.5%	98.9%

Escalator Availability		2021		2020	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	96.7%	97.1%	97.0%	97.6%
	Far Rockaway Branch	99.1%	89.5%	94.3%	98.0%
	Hempstead Branch	96.9%	98.0%	99.0%	98.5%
	Long Beach Branch	98.2%	98.4%	99.2%	94.4%
	Port Jefferson Branch	97.9%	97.1%	99.0%	98.3%
	City Terminal Branch	91.4%	93.4%	93.8%	93.7%
	Overall Average	95.7%	95.2%	95.8%	95.9%

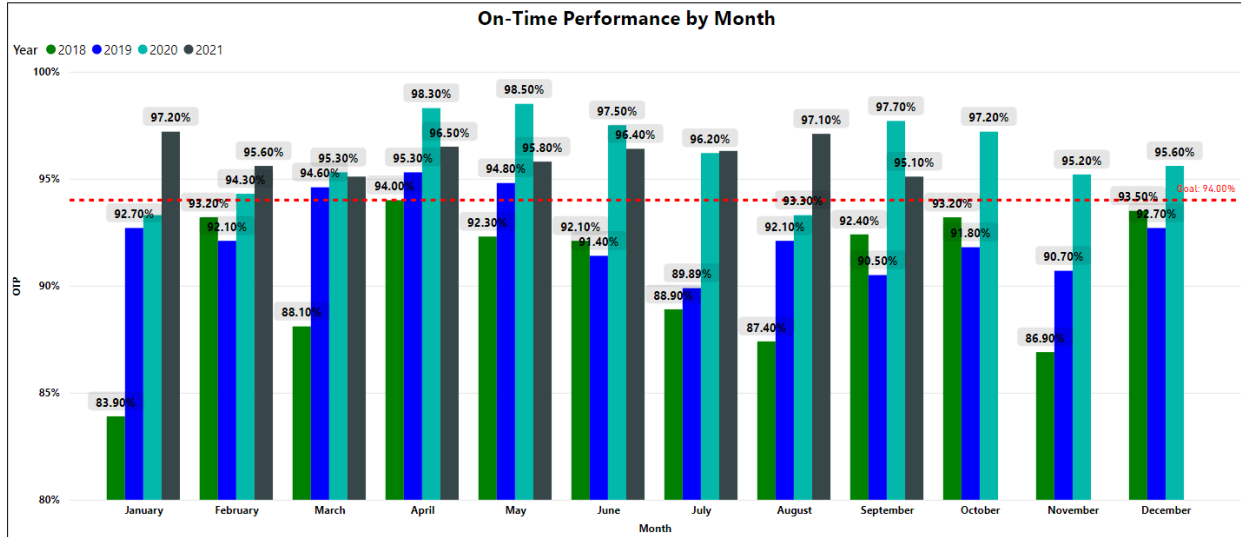
Long Island Rail Road Performance Metrics Report



On Time Performance

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

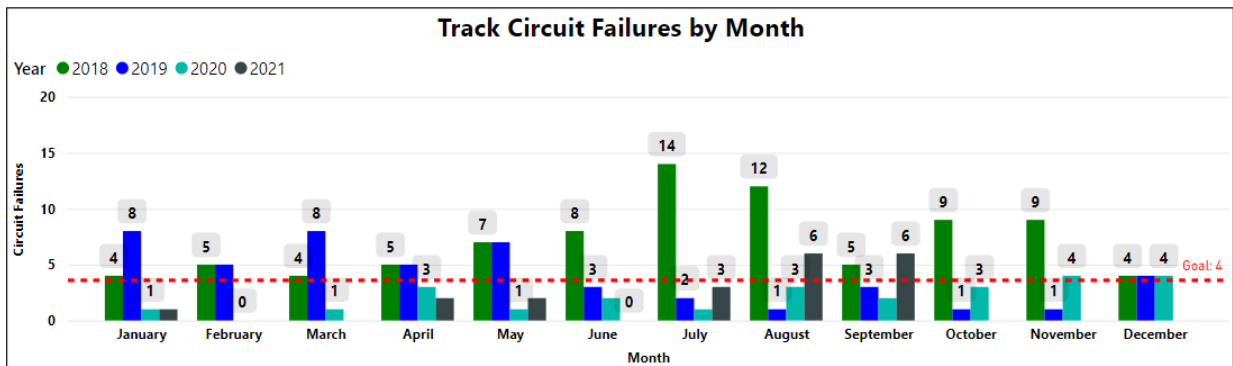
Goal	2021		2020	
	September	YTD	September	YTD
94.0%	95.1%	96.2%	97.7%	96.1%



Number of Track Circuit Failures

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

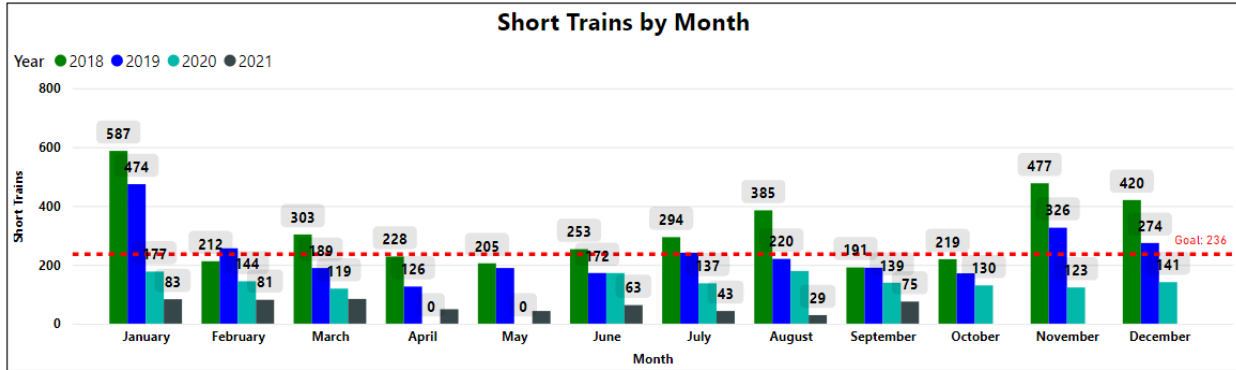
Goal	2021		2020	
	September	YTD	September	YTD
44	6	20	2	14



Number of Short Trains*

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

	2021		2020	
Goal	September	YTD	September	YTD
2,828 annually	75	550	139	1067

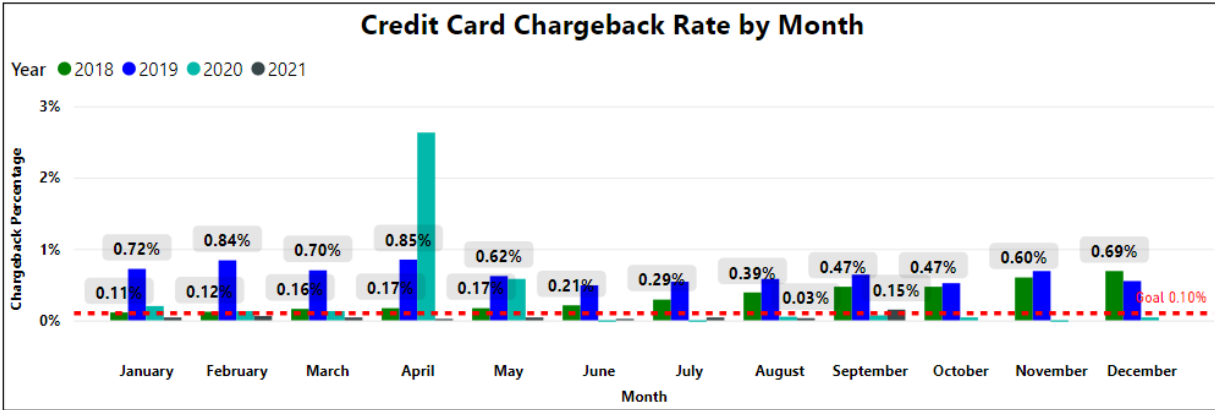


* The LIRR did not record any short trains in April or May 2020 (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic. This renders the 2019, 2020 and 2021 YTD comparisons less meaningful.

Credit Card Chargeback Rate

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

	2021		2020	
Goal	September	YTD	September	YTD
0.10%	0.03%	0.03%	0.07%	0.15%





Long Island Rail Road

Financial Report Highlights

September 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.

September 2021 Highlights

- Total revenue of \$554.1 million was \$19.0 million higher than the forecast. This was primarily due to higher capital and other reimbursements and higher farebox revenue.
- Through September 2021 ridership was 23.5 million, which was (2.4)% below 2020 and (65.6)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 3.4% above the forecast. Commutation ridership of 6.5 million was (45.7)% below 2020 and (34.4)% below the forecast. Non-Commutation ridership of 17.0 million was 40.6% above 2020 and 32.7% above the forecast. Consequently, farebox revenue of \$199.2 million was \$6.9 million higher than the forecast.
- Total expenses before non-cash liability adjustments of \$1,426.4 million were \$113.7 million or 7.4% favorable to the forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, lower overtime, the timing of expenses for material usage, OPEB current, electric and insurance expenses.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$535.0	\$554.1	\$19.0
Total Expenses Before Non-Cash Liabilities	1,540.1	1,426.4	113.7
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$1,005.1)	(\$872.3)	\$132.8
Other Non-Cash Liabilities	331.0	345.1	(14.1)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$1,336.1)	(\$1,217.5)	\$118.6
Cash Adjustments	218.8	285.3	66.6
Net Cash Surplus/(Deficit)	(\$1,117.3)	(\$932.1)	\$185.1



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

September YTD operating results were favorable by \$118.6 million or 8.9% lower than the forecast.

Non-Reimbursable revenues through September were \$6.2 million favorable to the forecast. Farebox Revenue was favorable as a result of higher ridership and yield per passenger. Other Operating Revenues were unfavorable to forecast due to lower advertising revenue and the timing of rental revenue, partially offset by timing of miscellaneous and freight revenue. Total Non-Reimbursable expenses were \$112.4 million favorable due to vacant positions and associated fringe costs, accrual reversal for retroactive wages that was partially billed to reimbursable projects, the timing of materials, professional and maintenance services, and lower OPEB current, overtime and electric power, partially offset by higher depreciation and bad debt expenses.

YTD capital and other reimbursable expenditures (and reimbursements) were \$12.8 higher than the forecast due to retroactive wages billed to reimbursable projects that were previously accrued to operating and the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$554.1 were \$19.0 or 3.6% favorable to the forecast.

- **Y-T-D Farebox Revenues** were \$6.9 favorable to the forecast due to higher ridership and yield per passenger. Ridership through September was 23.5 million. This was (2.4)% 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 \$(0.7) unfavorable to the forecast due to lower advertising and timing of rental revenue, partially offset by timing of miscellaneous and freight revenue.
- **Y-T-D Capital and Other Reimbursements** were \$12.8 favorable due retroactive wages previously accrued as operating that were billed to reimbursable projects in the month of September and the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to Date **Total Expenses** (including depreciation and other) of \$1,771.5 were favorable to the forecast by \$99.6 or 5.3%.

Labor Expenses, \$84.4 favorable Y-T-D.

- **Payroll**, \$27.6 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$27.2 favorable Y-T-D (primarily lower programmatic/routine maintenance, vacancy/absentee coverage, capital project activity and scheduled/unscheduled service).
- **Health & Welfare**, \$6.6 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$8.8 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$3.8 favorable Y-T-D (timing).
- **Other Fringe**, \$10.3 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions).

Non-Labor Expenses, \$29.2 favorable Y-T-D.

- **Electric Power**, \$4.7 favorable Y-T-D (lower usage, partially offset by higher rates).



Long Island Rail Road

Financial Report Highlights

- **Fuel**, \$(0.5) unfavorable Y-T-D (higher rates and timing of accruals, partially offset by lower consumption).
- **Insurance**, \$1.1 favorable Y-T-D (primarily force account insurance).
- **Claims**, \$0.9 favorable Y-T-D (decrease in corporate reserves).
- **Maintenance and Other Operating Contracts**, \$3.6 favorable Y-T-D (Primarily due to the timing of security service and maintenance invoices, Moynihan Train Hall one-time start-up costs, uniform invoices, delayed vehicle purchases and maintenance and repair services, and lower equipment rental and real estate rental costs, partially offset by higher joint facility maintenance).
- **Professional Services**, \$1.0 favorable Y-T-D (primarily due to the timing of rolling stock decommissioning, MTA Chargeback services, IT hardware and software costs for new facilities and rail inspections, partially offset by higher capital project activity).
- **Materials and Supplies**, \$19.9 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**, \$(1.5) unfavorable Y-T-D (primarily due to higher bad debt reserves and credit/debit card processing fees, partially offset by lower office supplies, travel and other miscellaneous expenses).

Depreciation and Other, \$(14.1) unfavorable Y-T-D (Primarily depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through September of \$(932.1) was \$185.1 favorable to the forecast due to higher farebox revenue, capital and other reimbursements and the timing of and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date September Farebox Operating Ratio was 18.2%, 2.5 percentage points above the forecast resulting from higher farebox revenue and lower expenses.
- The year-to-date September Adjusted Farebox Operating Ratio was 21.9%, which is above the forecast due to higher farebox revenue and lower expenses.
- The year-to-date September Adjusted Cost per Passenger was \$42.87, which is lower than the forecast due to higher ridership and lower expenses.
- The year-to-date September Revenue per Passenger was \$8.49, 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
SEPTEMBER 2021
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$28.468	\$30.836	\$2.368	8.3	\$0.000	\$0.000	\$0.000	-	\$28.468	\$30.836	\$2.368	8.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.489	1.648	(1.841)	(52.8)	0.000	0.000	0.000	-	3.489	1.648	(1.841)	(52.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	36.970	53.841	16.870	45.6	36.970	53.841	16.870	45.6
Total Revenue	\$31.957	\$32.484	\$0.527	1.6	\$36.970	\$53.841	\$16.870	45.6	\$68.927	\$86.325	\$17.398	25.2
Expenses												
<i>Labor:</i>												
Payroll	\$53.545	\$40.715	\$12.830	24.0	\$12.177	\$18.715	(\$6.538)	(53.7)	\$65.722	\$59.430	\$6.292	9.6
Overtime	13.012	4.865	8.147	62.6	6.056	7.600	(1.544)	(25.5)	19.067	12.465	6.603	34.6
Health and Welfare	10.260	6.647	3.613	35.2	3.000	4.435	(1.434)	(47.8)	13.260	11.082	2.178	16.4
OPEB Current Payment	6.521	5.129	1.392	21.3	0.000	0.000	0.000	-	6.521	5.129	1.392	21.3
Pensions	14.229	13.491	0.738	5.2	4.875	5.306	(0.431)	(8.8)	19.104	18.797	0.307	1.6
Other Fringe Benefits	13.162	12.370	0.793	6.0	3.068	4.829	(1.761)	(57.4)	16.230	17.199	(0.969)	(6.0)
Reimbursable Overhead	(1.720)	(5.298)	3.578	*	1.720	5.298	(3.578)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$109.009	\$77.918	\$31.091	28.5	\$30.896	\$46.184	(\$15.287)	(49.5)	\$139.906	\$124.102	\$15.804	11.3
<i>Non-Labor:</i>												
Electric Power	\$8.642	\$8.272	\$0.371	4.3	\$0.024	\$0.032	(\$0.008)	(35.3)	\$8.666	\$8.304	\$0.362	4.2
Fuel	1.529	1.878	(0.349)	(22.8)	0.000	0.000	0.000	-	1.529	1.878	(0.349)	(22.8)
Insurance	1.650	1.644	0.006	0.4	0.749	0.938	(0.189)	(25.2)	2.399	2.582	(0.183)	(7.6)
Claims	0.381	0.351	0.030	7.8	0.000	0.000	0.000	-	0.381	0.351	0.030	7.8
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	7.351	3.783	3.568	48.5	1.296	1.913	(0.618)	(47.7)	8.647	5.696	2.951	34.1
Professional Service Contracts	4.162	3.039	1.124	27.0	0.075	0.349	(0.274)	*	4.238	3.388	0.850	20.0
Materials & Supplies	13.879	8.474	5.405	38.9	3.889	4.299	(0.410)	(10.6)	17.767	12.773	4.995	28.1
Other Business Expenses	1.535	1.031	0.504	32.8	0.042	0.126	(0.084)	*	1.577	1.157	0.420	26.6
Total Non-Labor Expenses	\$39.129	\$28.472	\$10.658	27.2	\$6.074	\$7.657	(\$1.583)	(26.1)	\$45.203	\$36.129	\$9.075	20.1
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$148.139	\$106.390	\$41.749	28.2	\$36.970	\$53.841	(\$16.870)	(45.6)	\$185.109	\$160.231	\$24.878	13.4
Depreciation	\$35.089	\$37.336	(\$2.247)	(6.4)	\$0.000	\$0.000	\$0.000	-	\$35.089	\$37.336	(\$2.247)	(6.4)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.086	0.205	(0.119)	*	0.000	0.000	0.000	-	0.086	0.205	(0.119)	*
Total Expenses	\$183.314	\$143.932	\$39.382	21.5	\$36.970	\$53.841	(\$16.870)	(45.6)	\$220.284	\$197.772	\$22.512	10.2
Net Surplus/(Deficit)	(\$151.357)	(\$111.448)	\$39.910	26.4	\$0.000	\$0.000	\$0.000	-	(\$151.357)	(\$111.448)	\$39.910	26.4
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.089	\$37.336	\$2.247	6.4	\$0.000	\$0.000	\$0.000	-	35.089	\$37.336	\$2.247	6.4
Operating/Capital	(1.629)	(0.718)	0.911	55.9	0.000	0.000	0.000	-	(1.629)	(0.718)	0.911	55.9
Other Cash Adjustments	(60.072)	(34.915)	25.157	41.9	0.000	0.000	0.000	-	(60.072)	(34.915)	25.157	41.9
Total Cash Conversion Adjustments	(\$26.612)	\$1.704	\$28.315	*	0.000	\$0.000	\$0.000	-	(\$26.612)	\$1.704	\$28.315	*
Net Cash Surplus/(Deficit)	(\$177.969)	(\$109.744)	\$68.225	38.3	\$0.000	\$0.000	\$0.000	-	(\$177.969)	(\$109.744)	\$68.225	38.3

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
SEPTEMBER 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
Revenue												
Farebox Revenue	\$192.257	\$199.156	\$6.899	3.6	\$0.000	\$0.000	\$0.000	-	\$192.257	\$199.156	\$6.899	3.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	21.844	21.169	(0.675)	(3.1)	0.000	0.000	0.000	-	21.844	21.169	(0.675)	(3.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	320.922	333.734	12.812	4.0	320.922	333.734	12.812	4.0
Total Revenue	\$214.101	\$220.325	\$6.224	2.9	\$320.922	\$333.734	\$12.812	4.0	\$535.023	\$554.059	\$19.035	3.6
Expenses												
<i>Labor:</i>												
Payroll	\$430.921	\$402.052	\$28.870	6.7	\$113.130	\$114.393	(\$1.263)	(1.1)	\$544.051	\$516.444	\$27.607	5.1
Overtime	109.110	86.788	22.322	20.5	45.675	40.789	4.887	10.7	154.786	127.577	27.209	17.6
Health and Welfare	89.342	82.687	6.655	7.4	26.758	26.795	(0.037)	(0.1)	116.099	109.482	6.617	5.7
OPEB Current Payment	54.717	45.905	8.812	16.1	0.000	0.000	0.000	-	54.717	45.905	8.812	16.1
Pensions	130.872	135.157	(4.284)	(3.3)	40.130	32.002	8.128	20.3	171.002	167.159	3.843	2.2
Other Fringe Benefits	126.200	114.603	11.598	9.2	27.844	29.137	(1.293)	(4.6)	154.044	143.740	10.304	6.7
Reimbursable Overhead	(19.280)	(31.486)	12.206	63.3	19.280	31.486	(12.206)	(63.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$921.883	\$835.705	\$86.177	9.3	\$272.816	\$274.601	(\$1.785)	(0.7)	\$1,194.699	\$1,110.307	\$84.392	7.1
<i>Non-Labor:</i>												
Electric Power	\$65.082	\$60.318	\$4.764	7.3	\$0.204	\$0.229	(\$0.025)	(12.2)	\$65.287	\$60.548	\$4.739	7.3
Fuel	14.234	14.694	(0.461)	(3.2)	0.000	0.000	0.000	-	14.234	\$14.694	(0.461)	(3.2)
Insurance	14.448	14.308	0.140	1.0	6.012	5.027	0.985	16.4	20.460	\$19.335	1.125	5.5
Claims	3.158	2.290	0.867	27.5	0.000	0.000	0.000	-	3.158	\$2.290	0.867	27.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	61.753	55.376	6.377	10.3	12.378	15.115	(2.737)	(22.1)	74.130	\$70.491	3.640	4.9
Professional Service Contracts	31.525	27.967	3.558	11.3	1.151	3.683	(2.532)	*	32.676	\$31.650	1.026	3.1
Materials & Supplies	100.852	74.437	26.415	26.2	27.940	34.476	(6.536)	(23.4)	128.792	\$108.913	19.879	15.4
Other Business Expenses	6.200	7.558	(1.359)	(21.9)	0.422	0.603	(0.181)	(42.9)	6.621	\$8.161	(1.540)	(23.3)
Total Non-Labor Expenses	\$297.252	\$256.950	\$40.302	13.6	\$48.106	\$59.133	(\$11.026)	(22.9)	\$345.358	\$316.082	\$29.276	8.5
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,219.134	\$1,092.655	\$126.479	10.4	\$320.922	\$333.734	(\$12.812)	(4.0)	\$1,540.057	\$1,426.389	\$113.668	7.4
Depreciation	\$329.285	\$342.562	(13.277)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$329.285	\$342.562	(13.277)	(4.0)
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	1.742	2.571	(0.829)	(47.6)	0.000	0.000	0.000	-	1.742	2.571	(0.829)	(47.6)
Total Expenses	\$1,550.162	\$1,437.788	\$112.373	7.2	\$320.922	\$333.734	(\$12.812)	(4.0)	\$1,871.084	\$1,771.522	\$99.562	5.3
Net Surplus/(Deficit)	(\$1,336.061)	(\$1,217.464)	\$118.597	8.9	\$0.000	\$0.000	(\$0.000)	-	(\$1,336.061)	(\$1,217.464)	\$118.597	8.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$329.285	\$342.562	\$13.277	4.0	\$0.000	\$0.000	\$0.000	-	329.285	\$342.562	\$13.277	4.0
Operating/Capital	(9.094)	(4.178)	4.916	54.1	0.000	0.000	0.000	-	(9.094)	(4.178)	4.916	54.1
Other Cash Adjustments	(101.393)	(53.035)	48.358	47.7	0.000	0.000	0.000	-	(101.393)	(53.035)	48.358	47.7
Total Cash Conversion Adjustments	\$218.799	\$285.350	\$66.551	30.4	\$0.000	\$0.000	\$0.000	-	\$218.799	\$285.350	\$66.551	30.4
Net Cash Surplus/(Deficit)	(\$1,117.262)	(\$932.114)	\$185.149	16.6	\$0.000	\$0.000	\$0.000	0.0	(\$1,117.262)	(\$932.114)	\$185.149	16.6

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.	September 2021		Reason for Variance	Year-to-Date September 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	2.368	8.3	Higher ridership \$2.686, partially offset by lower yield per passenger \$(0.318).	6.899	3.6	Higher ridership \$6.461, and higher yield per passenger \$0.438.
Other Operating Revenue	Non Reimb.	(1.841)	(52.8)	Primarily due to timing of miscellaneous and advertising revenue, partially offset by timing of rental revenue.	(0.675)	(3.1)	Primarily due to lower advertising and timing of rental revenue, partially offset by timing of miscellaneous and freight revenue.
Capital & Other Reimbursements	Reimb.	16.870	45.6	Primarily due to retroactive wage payments that were previously accrued as operating and timing of capital project activity and interagency reimbursements.	12.812	4.0	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	12.830	24.0	Primarily due to vacant positions and reversal of retroactive wage accrual that was previously accrued all operating but payment was split between operating and reimbursable.	28.870	6.7	Primarily vacant positions.
	Reimb.	(6.538)	(53.7)	Primarily due to retroactive wage payments that were previously accrued as operating and timing of project activity.	(1.263)	(1.1)	Primarily due to timing of project activity.
Overtime	Non Reimb.	8.147	62.6	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service and other (reversal of the retroactive wage accrual and was partially billed to reimbursable projects) partially offset weather emergencies.	22.322	20.5	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service and other (reversal of the retroactive wage accrual partially billed to reimbursable projects, partially offset weather emergencies).
	Reimb.	(1.544)	(25.5)	Primarily due to retroactive wage payments that were previously accrued as operating offset by lower capital reimbursable activity.	4.887	10.7	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	3.613	35.2	Vacant positions.	6.655	7.4	Vacant positions.
	Reimb.	(1.434)	(47.8)	Primarily due to the overhead resulting from retroactive labor payments billed to capital projects and timing of project activity.	(0.037)	(0.1)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.392	21.3	Fewer retirees/beneficiaries.	8.812	16.1	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.738	5.2	Primarily due to the overhead resulting from retroactive labor payments billed to capital projects, partially offset by timing of a COVID-19 death benefit.	(4.284)	(3.3)	Total pension plan contributions are on plan, however, the estimated percentage of pension allocated to reimbursable was over-estimated; and the timing of employee COVID-19 death benefits.

**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.	September 2021		Reason for Variance	Year-to-Date September 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
	Reimb.	(0.431)	(8.8)	Primarily due to the overhead resulting from retroactive labor payments billed to capital projects	8.128	20.3	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	0.793	6.0	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves.	11.598	9.2	Lower Railroad Retirement Taxes due to vacant positions and lower Railroad Unemployment Insurance, partially offset by the timing of FELA indemnity reserves.
	Reimb.	(1.761)	(57.4)	Primarily due to the overhead resulting from retroactive labor payments billed to capital projects	(1.293)	(4.6)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	3.578	*	Primarily due to the overhead resulting from retroactive labor payments billed to capital projects	12.206	63.3	Primarily due to timing of project activity.
	Reimb.	(3.578)	*	Primarily due to the overhead resulting from retroactive labor payments billed to capital projects	(12.206)	(63.3)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.371	4.3	Primarily due to lower usage, partially offset by higher rates.	4.764	7.3	Primarily due to lower usage, partially offset by higher rates.
	Reimb.	(0.008)	(35.3)		(0.025)	(12.2)	
Fuel	Non Reimb.	(0.349)	(22.8)	Primarily due to higher rates and usage.	(0.461)	(3.2)	Primarily due to the timing of accruals and higher rates, partially offset by lower usage.
Insurance	Non Reimb.	0.006	0.4	Force Account Insurance associated with project activity.	0.140	1.0	Lower liability, partially offset by higher property insurance.
	Reimb.	(0.189)	(25.2)		0.985	16.4	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.030	7.8	Primarily due to a decrease in Corporate Reserves.	0.867	27.5	Primarily due to a decrease in Corporate Reserves.
Maintenance & Other Operating Contracts	Non Reimb.	3.568	48.5	Primarily due to lower joint facility maintenance and vegetation management, and the timing of security service and maintenance invoices, partially offset by higher janitorial and custodial services and maintenance and repair services.	6.377	10.3	Primarily due to the timing of security service and maintenance invoices, Moynihan Train Hall one-time start-up costs, uniform invoices, delayed vehicle purchases and maintenance and repair services, and lower equipment rental and real estate rental costs, partially offset by higher joint facility maintenance.
	Reimb.	(0.618)	(47.7)	Primarily due to timing of project activity.	(2.737)	(22.1)	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.	September 2021		Reason for Variance	Year-to-Date September 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	1.124	27.0	Primarily due to the timing of MTA chargebacks, rolling stock decommissioning and revenue fleet inspection and testing, partially offset by the timing of rail testing invoices.	3.558	11.3	Primarily due to the timing MTA chargebacks, rolling stock decommissioning, IT hardware, software costs for GCT and Midday Storage Yard offices and revenue fleet inspection and testing, and lower rail testing.
	Reimb.	(0.274)	*		Primarily due to timing of project activity.	(2.532)	
Materials & Supplies	Non Reimb.	5.405	38.9	Primarily due to the timing of modifications and RCM activity for revenue fleet and right of way material, partially offset by higher miscellaneous inventory adjustments.	26.415	26.2	Primarily due to the timing of modifications and RCM activity for revenue fleet and right of way material, the timing of right of way material and lower COVID19 cleaning costs, partially offset by higher miscellaneous inventory adjustments.
	Reimb.	(0.410)	(10.6)		Primarily due to timing of project activity.	(6.536)	
Other Business Expenses	Non Reimb.	0.504	32.8	Lower third quarter bad debt reserves, partially offset by higher debit/credit card processing fees.	(1.359)	(21.9)	Primarily due to higher bad debt reserves and credit/debit card processing fees, partially offset by lower travel, print, stationery and office supplies, and other miscellaneous expenses.
	Reimb.	(0.084)	*		Primarily due to timing of project activity.	(0.181)	
Depreciation	Non Reimb.	(2.247)	(6.4)	Based on certain capital assets being fully depreciated.	(13.277)	(4.0)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.119)	*		(0.829)	(47.6)	

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
September 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$28.768	\$31.531	\$2.763	9.6	\$192.113	\$201.770	\$9.657	5.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.336	0.692	(0.645)	(48.2)	19.074	19.919	0.846	4.4
Capital & Other Reimbursements	35.895	58.147	22.252	62.0	292.588	322.860	30.272	10.3
Total Receipts	\$65.999	\$90.369	\$24.370	36.9	\$503.775	\$544.549	\$40.775	8.1
Expenditures								
<i>Labor:</i>								
Payroll	\$106.388	\$107.670	(\$1.282)	(1.2)	\$559.315	\$539.584	\$19.731	3.5
Overtime	35.487	16.147	19.340	54.5	164.728	119.778	44.950	27.3
Health and Welfare	13.260	(1.476)	14.736	*	115.426	94.572	20.854	18.1
OPEB Current Payment	6.521	0.858	5.663	86.8	54.717	41.483	13.234	24.2
Pensions	19.104	18.521	0.584	3.1	170.815	162.828	7.987	4.7
Other Fringe Benefits	23.481	20.097	3.384	14.4	217.004	194.266	22.738	10.5
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	-
Total Labor Expenditures	\$204.241	\$161.817	\$42.425	20.8	\$1,282.004	\$1,152.510	\$129.494	10.1
<i>Non-Labor:</i>								
Electric Power	\$8.666	\$7.616	\$1.050	12.1	\$64.201	\$58.868	\$5.333	8.3
Fuel	1.496	1.441	0.056	3.7	14.331	14.442	(0.111)	(0.8)
Insurance	1.855	0.852	1.003	54.1	9.643	10.009	(0.366)	(3.8)
Claims	0.140	0.200	(0.061)	(43.6)	1.396	1.714	(0.318)	(22.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.546	8.315	0.231	2.7	81.239	75.760	5.479	6.7
Professional Service Contracts	2.110	1.462	0.648	30.7	24.636	24.945	(0.309)	(1.3)
Materials & Supplies	15.397	16.477	(1.080)	(7.0)	131.634	126.166	5.468	4.2
Other Business Expenses	1.183	1.493	(0.310)	(26.2)	9.454	9.404	0.051	0.5
Total Non-Labor Expenditures	\$39.394	\$37.857	\$1.537	3.9	\$336.535	\$321.308	\$15.227	4.5
<i>Other Expenditure Adjustments:</i>								
Other	\$0.333	\$0.440	(\$0.107)	(32.0)	\$2.499	\$2.845	(\$0.346)	(13.9)
Total Other Expenditure Adjustments	\$0.333	\$0.440	(\$0.107)	(32.0)	\$2.499	\$2.845	(\$0.346)	(13.9)
Total Expenditures	\$243.968	\$200.113	\$43.855	18.0	\$1,621.037	\$1,476.663	\$144.374	8.9
Net Cash Surplus/(Deficit)	(\$177.969)	(\$109.744)	\$68.225	38.3	(\$1,117.262)	(\$932.114)	\$185.149	16.6
MTA Subsidy	177.969	27.918	(150.051)	(84.3)	1,117.262	630.504	(486.758)	(43.6)
Cash Timing and Availability Adjustment	0.000	85.234	85.234	-	0.000	71.079	71.079	*

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	September 2021			Year-to-Date as of September 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	2.763	9.6	Higher ridership \$2.686, higher advance sales impact \$0.312 and higher MetroCard/AirTrain sales \$0.083, partially offset by lower yields \$(0.318).	9.657	5.0	Higher ridership \$6.461, higher advance sales impact \$2.224, higher MetroCard/AirTrain sales \$0.534 and higher yields \$0.438.
Other Operating Revenue	(0.645)	(48.2)	Primarily due to lower miscellaneous revenue and lower freight revenue, partially offset by the timing of rental revenue.	0.846	4.4	Primarily due to the timing of rental payments, partially offset by lower miscellaneous revenue and lower freight revenue.
Capital and Other Reimbursements	22.252	62.0	Primarily due to the payment of the retroactive wage increase.	30.272	10.3	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(1.282)	(1.2)	Primarily due to the payment of the Retroactive Wage Increase.	19.731	3.5	Primarily due to vacant positions, partially offset by the timing of retiree sick/vacation buyouts.
Overtime	19.340	54.5	Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by higher project overtime, weather-related overtime and unscheduled maintenance.	44.950	27.3	Primarily due to lower programmatic/routine maintenance, project overtime, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by weather emergencies and unscheduled maintenance.
Health and Welfare	14.736	*	Primarily due to vacant positions.	20.854	18.1	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	5.663	86.8	Primarily due to fewer retirees/beneficiaries.	13.234	24.2	Primarily due to fewer retirees/beneficiaries.
Pensions	0.584	3.1	Due to the timing of pension payments.	7.987	4.7	Due to the timing of pension payments and a COVID-19 death benefit, partially offset by intercompany reimbursements.
Other Fringe Benefits	3.384	14.4	Primarily due to lower Railroad Retirement Tax and the timing of FELA payments.	22.738	10.5	Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act, intercompany reimbursements and the timing of FELA payments, partially offset by higher meal 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	September 2021			Year-to-Date as of September 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	1.050	12.1	Primarily lower usage, partially offset by higher rates.	5.333	8.3	Primarily due to lower usage, partially offset by higher rates.
Fuel	0.056	3.7	Primarily due to higher rates and usage, partially offset by the timing of payments.	(0.111)	(0.8)	Primarily due to the timing of payments and higher rates, partially offset by lower usage.
Insurance	1.003	54.1	Timing of insurance premium payments.	(0.366)	(3.8)	Timing of insurance premium payments.
Claims	(0.061)	(43.6)	Timing of payments for claims.	(0.318)	(22.8)	Timing of payments for claims.
Maintenance and Other Operating Contracts	0.231	2.7	Timing of payments.	5.479	6.7	Timing of payments.
Professional Service Contracts	0.648	30.7	Primarily due to the timing of payments for consulting services.	(0.309)	(1.3)	Primarily due to timing of payments for MTA Chargeback and other consultant contracts.
Materials and Supplies	(1.080)	(7.0)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	5.468	4.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.310)	(26.2)	Primarily lower travel meetings & conventions, print, stationery, office supplies and other miscellaneous expenses.	0.051	0.5	Primarily lower office supplies, travel meetings & conventions and miscellaneous expenses.
Other Expenditure Adjustments	(0.107)	(32.0)	Lower MetroCard/AirTrain pass through payments.	(0.346)	(13.9)	Lower MetroCard/AirTrain pass through payments.

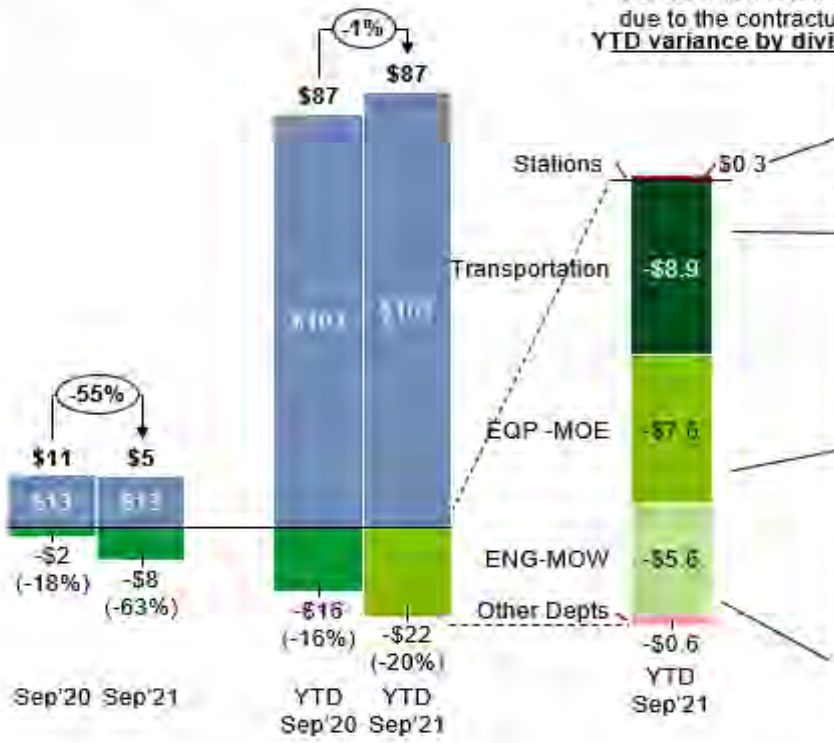
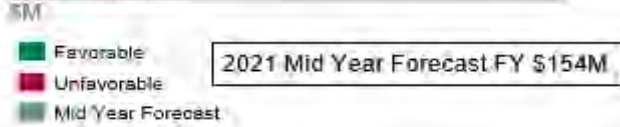
Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.300	\$0.695	\$0.395	*	(\$0.144)	\$2.614	\$2.758	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(2.152)	(0.956)	1.196	55.6	(2.770)	(1.250)	1.521	54.9
Capital & Other Reimbursements	(1.076)	4.306	5.381	*	(28.334)	(10.874)	17.460	61.6
Total Receipts	(\$2.928)	\$4.045	\$6.973	*	(\$31.249)	(\$9.510)	\$21.739	69.6
Expenditures								
<i>Labor:</i>								
Payroll	(\$40.666)	(\$48.240)	(\$7.574)	(18.6)	(\$15.264)	(\$23.139)	(\$7.875)	(51.6)
Overtime	(16.419)	(3.682)	12.737	77.6	(9.942)	7.799	17.741	*
Health and Welfare	0.000	12.557	12.557	-	0.673	14.910	14.237	*
OPEB Current Payment	0.000	4.271	4.271	-	0.000	4.422	4.422	-
Pensions	0.000	0.277	0.277	-	0.187	4.330	4.143	*
Other Fringe Benefits	(7.250)	(2.897)	4.353	60.0	(62.959)	(50.526)	12.434	19.7
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$64.335)	(\$37.714)	\$26.621	41.4	(\$87.305)	(\$42.203)	\$45.101	51.7
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.687	\$0.687	*	\$1.085	\$1.679	\$0.594	54.7
Fuel	0.032	0.437	0.405	*	(0.097)	0.253	0.350	*
Insurance	0.544	1.730	1.186	*	10.816	9.326	(1.491)	(13.8)
Claims	0.241	0.151	(0.090)	(37.5)	1.762	0.576	(1.185)	(67.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.101	(2.619)	(2.720)	*	(7.109)	(5.269)	1.840	25.9
Professional Service Contracts	2.127	1.926	(0.201)	(9.5)	8.041	6.705	(1.335)	(16.6)
Materials & Supplies	2.371	(3.704)	(6.075)	*	(2.842)	(17.253)	(14.411)	*
Other Business Expenses	0.393	(0.336)	(0.729)	*	(2.833)	(1.243)	1.590	56.1
Total Non-Labor Expenditures	\$5.810	(\$1.728)	(\$7.538)	*	\$8.823	(\$5.226)	(\$14.049)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.333)	(\$0.440)	(\$0.107)	(32.0)	(\$2.499)	(\$2.845)	(\$0.346)	(13.9)
Total Other Expenditure Adjustments	(\$0.333)	(\$0.440)	(\$0.107)	(32.0)	(\$2.499)	(\$2.845)	(\$0.346)	(13.9)
Total Expenditures	(\$58.859)	(\$39.882)	\$18.977	32.2	(\$80.980)	(\$50.274)	\$30.706	37.9
Depreciation Adjustment	\$35.089	\$37.336	\$2.247	6.4	\$329.285	\$342.562	\$13.277	4.0
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	0.205	0.119	*	1.742	2.571	0.829	47.6
Total Expenditures After Non-Cash Liabilities	(\$23.684)	(\$2.341)	\$21.343	90.1	\$250.047	\$294.859	\$44.812	17.9
Total Cash Conversion Adjustments	(\$26.612)	\$1.704	\$28.315	*	\$218.799	\$285.350	\$66.551	30.4

LIRR – Non-Reimbursable Overtime Variance

September 2021 and 2021 Mid Year Forecast vs. variance



Overview (YTD)

- Overall decrease of \$550K or 1% compared to September 2020 YTD
- \$22M 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 Fcst.
- This month's variance reflects a -\$4M retroactive wage accrual (RWA) release due to the contractual payment disbursements.

YTD variance by division \$M

Overrun of \$0.3M attributed to \$1.2M higher vacancy/absentee coverage increased tours offset by -\$0.9M as a result of effective cost management of Covid-19 cleaning efforts.

Underrun of -\$8.9M driven by -\$5.4M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$1.7M scheduled service (less Train & Engine hours), -\$1.3M unscheduled service as a result less incidents and -\$0.6 retroactive wage accrual (-\$0.9M)/pay rate differences (\$0.3m).

Underrun of -\$7.6M driven by -\$7.8M lower maintenance primarily due to MU Car Shop (impact of fire protection systems & water main break), -\$2.3M vacancy/absentee coverage driven by less sick time. -\$0.4M Scheduled Service partially offset by \$1.4M higher Covid-19 cleaning efforts and \$0.7M pay rate differences partially offset by retroactive wage accrual release and \$0.7M weather related overtime.

Underrun of -\$5.6M driven by -\$4.4M controlled maintenance efforts -\$1.5M retroactive wage accrual (-\$3.2M)/pay rate differences (\$1.7M) partially offset by \$0.4M weather related overtime.

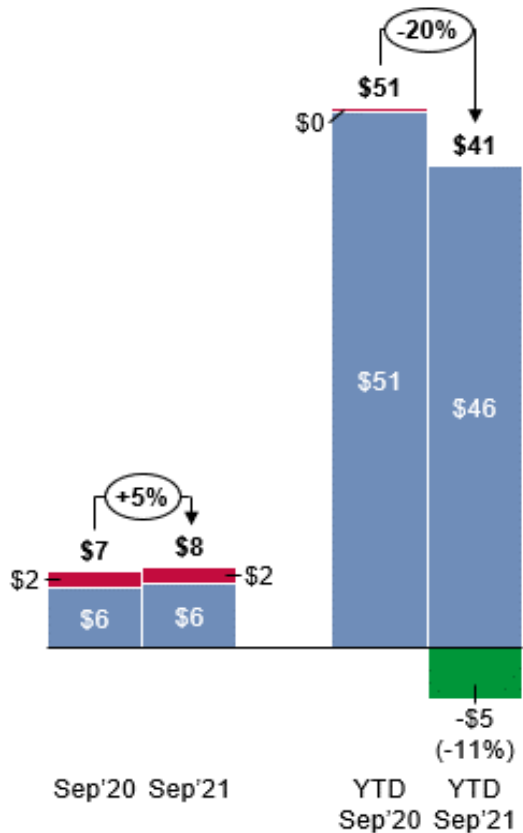
LIRR – Reimbursable Overtime Variance

September 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$62M

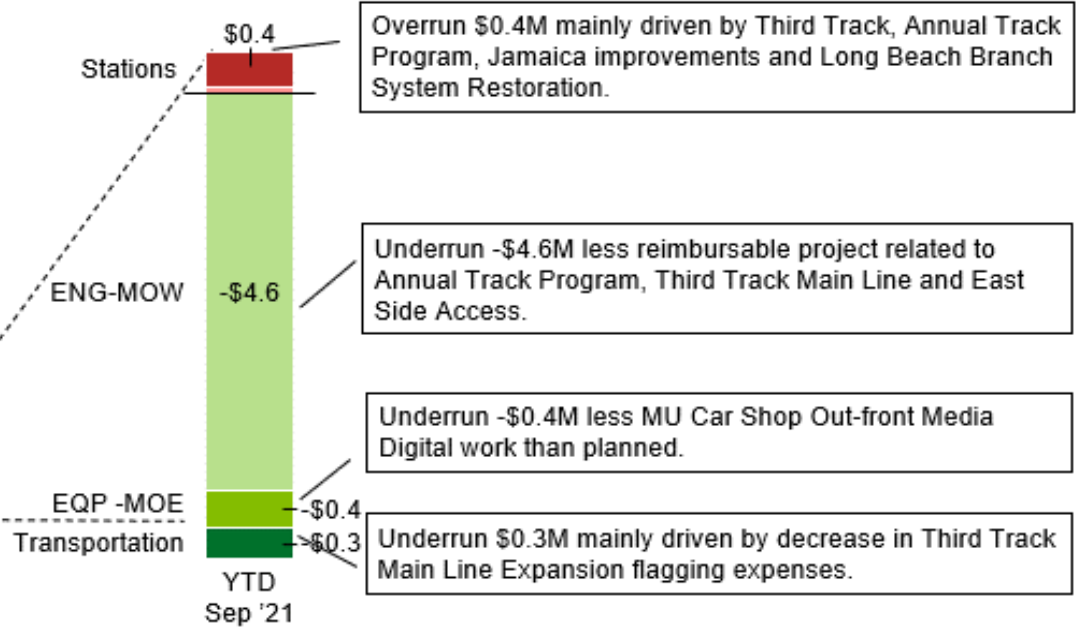


Overview (YTD)

- Overall decrease of -\$10M or -20% compared to September 2020 ytd
- -\$5M or -11% below 2021 Mid Year Forecast.
- This month's variance reflects a \$4M retroactive wage accrual (RWA) release due to the contractual payment disbursements.

YTD variance by division

\$M



Overrun \$0.4M mainly driven by Third Track, Annual Track Program, Jamaica improvements and Long Beach Branch System Restoration.

Underrun -\$4.6M less reimbursable project related to Annual Track Program, Third Track Main Line and East Side Access.

Underrun -\$0.4M less MU Car Shop Out-front Media Digital work than planned.

Underrun \$0.3M mainly driven by decrease in Third Track Main Line Expansion flagging expenses.

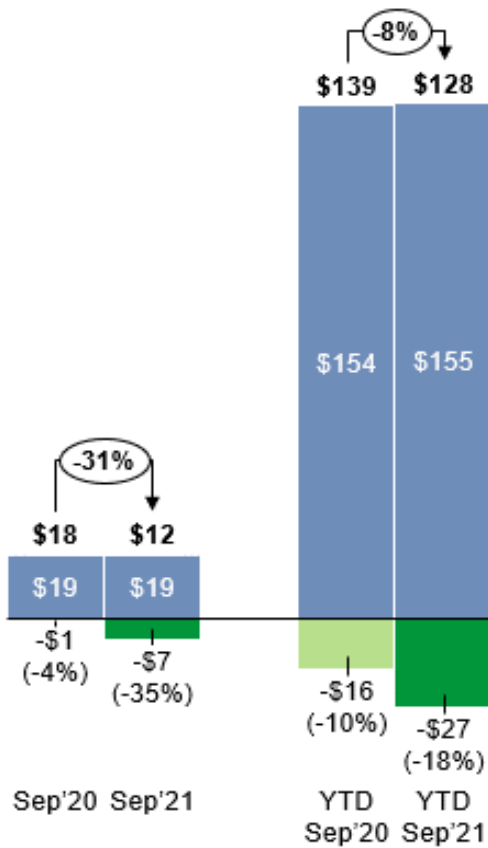
LIRR – Total Overtime Variance

September 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$216M

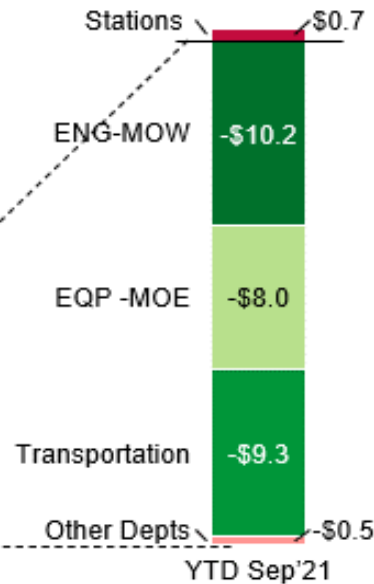


Overview (YTD)

- Overall decrease of -\$11M or -8% compared to September 2020
- -\$27M or -18% below 2021 Mid Year Forecast
- Non-Reimbursable underrun of -\$22M
- 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 SEPTEMBER 2021

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	0	-	0
Enterprise Asset Management	6	5	1
Sr. Vice President - Engineering	2	1	1
Labor Relations	14	11	3
Procurement & Logistics (excl. Stores)	56	45	11
Human Resources	35	34	1
Sr VP Administration	2	2	0
Strategic Investments	12	11	1
President	8	5	3
VP & CFO	2	2	0
Controller	42	39	3
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	63	5
Service Planning	28	26	2
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	4	2	2
Total Administration	474	416	58
Operations			
Transportation Services - Train Operations	2,345	2,251	94
Customer Services	393	328	65
Total Operations	2,738	2,579	159
Maintenance			
Engineering	1,980	1,901	79
Equipment	2,113	2,029	84
Procurement (Stores)	95	93	2
Total Maintenance	4,188	4,023	165
Engineering/Capital			
Department of Program Management	144	112	32
Special Projects	59	46	13
Positive Train Control	14	13	1
Total Engineering/Capital	217	171	46
Baseline Total Positions	7,616	7,189	427
<i>Non-Reimbursable</i>	6,270	6,022	248
<i>Reimbursable</i>	1,346	1,167	179
Total Full-Time	7,616	7,189	427
Total Full-Time-Equivalents			

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 SEPTEMBER 2021**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 248 positions due to vacancies in Train Operations, Maintenance of Equipment, Stations and other administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.
REIMBURSABLE POSITIONS - Favorable 179 positions due to vacancies in Engineering (which is partially due to Engineering workforce working on maintenance activity), Project Management, Special Projects, Procurement & Logistics and other administrative departments.

**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 SEPTEMBER 2021**

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	258	235	23
Professional, Technical, Clerical	112	79	33
Operational Hourlies	104	102	2
Total Administration	474	416	58
Operations			
Managers/Supervisors	352	298	54
Professional, Technical, Clerical	126	99	27
Operational Hourlies	2,260	2,182	78
Total Operations	2,738	2,579	159
Maintenance			
Managers/Supervisors	894	768	126
Professional, Technical, Clerical	250	220	30
Operational Hourlies	3,044	3,035	9
Total Maintenance	4,188	4,023	165
Engineering/Capital			
Managers/Supervisors	152	127	25
Professional, Technical, Clerical	65	44	21
Operational Hourlies	0	0	0
Total Engineering/Capital	217	171	46
Total Positions			
Managers/Supervisors	1,656	1,428	228
Professional, Technical, Clerical	552	442	110
Operational Hourlies	5,408	5,319	89
Total Positions	7,616	7,189	427

Note: Totals may not add due to rounding

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

	SEPTEMBER 2021								SEPTEMBER YEAR TO DATE 2021								
	Month			Variance					YTD			Variance					
	Mid Year	Actual	Adjusted*	Mid Year		Adjusted*		Mid Year	Actual	Adjusted*	Mid Year		Adjusted*				
		2021	2020	#	%	#	%		2021	2020	#	%	#	%			
RIDERSHIP																	
Monthly	1.719	0.858	0.594	(0.860)	-50.1%	0.264	44.4%	9.330	6.081	11.278	(3.249)	-34.8%	(5.197)	-46.1%			
Weekly	0.094	0.062	0.050	(0.032)	-33.9%	0.012	23.2%	0.591	0.423	0.695	(0.168)	-28.5%	(0.272)	-39.1%			
Total Commutation	1.812	0.920	0.645	(0.892)	-49.2%	0.276	42.8%	9.921	6.504	11.973	(3.417)	-34.4%	(5.469)	-45.7%			
One-Way Full Fare	0.374	0.246	0.174	(0.128)	-34.3%	0.072	41.2%	2.190	1.651	2.579	(0.540)	-24.6%	(0.928)	-36.0%			
One-Way Off-Peak	0.701	1.458	0.749	0.757	108.0%	0.710	94.8%	6.358	9.187	5.875	2.828	44.5%	3.312	56.4%			
All Other	0.430	1.006	0.475	0.576	134.0%	0.532	112.0%	4.230	6.121	3.611	1.891	44.7%	2.510	69.5%			
Total Non-Commutation	1.505	2.710	1.397	1.205	80.1%	1.313	94.0%	12.778	16.958	12.065	4.180	32.7%	4.893	40.6%			
Total	3.317	3.630	2.042	0.313	9.4%	1.589	77.8%	22.699	23.462	24.038	0.763	3.4%	(0.575)	-2.4%			

*Prior year adjusted to reflect current year calendar.

Please note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

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

	<u>MONTH</u>			<u>VARIANCE</u>	
	<u>Actual 2021</u>	<u>Forecast 2021</u>	<u>Actual 2020</u>	<u>vs. Forecast</u>	<u>vs. 2020</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	28.8%	19.0%	14.4%	9.8%	14.4%
Adjusted ⁽²⁾	33.3%	23.1%	18.0%	10.2%	15.3%
Cost Per Passenger					
Standard ⁽¹⁾	\$29.50	\$45.15	\$58.41	\$15.65	\$28.91
Adjusted ⁽²⁾	\$26.85	\$41.75	\$52.96	\$14.90	\$26.11
Passenger Revenue/Passenger ⁽³⁾	\$8.49	\$8.58	\$8.41	(\$0.09)	\$0.08
	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Actual 2021</u>	<u>Forecast 2021</u>	<u>Actual 2020</u>	<u>vs. Forecast</u>	<u>vs. 2020</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	18.2%	15.7%	20.6%	2.5%	-2.4%
Adjusted ⁽²⁾	21.9%	18.9%	24.8%	3.0%	-2.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$46.75	\$54.11	\$44.54	\$7.36	(\$2.21)
Adjusted ⁽²⁾	\$42.87	\$49.78	\$41.02	\$6.91	(\$1.85)
Passenger Revenue/Passenger ⁽³⁾	\$8.49	\$8.47	\$9.18	\$0.02	(\$0.69)

(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

Financial Report Highlights

August 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.

August 2021 Highlights

- Total revenue of \$467.7 million was \$1.6 million higher than the forecast. This was primarily due to higher farebox revenue and timing of other operating revenue, partially offset by the timing of reimbursements for capital activity.
- Through August 2021 ridership was 19.8 million, which was (9.8)% below 2020 and (67.2)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 2.3% above the forecast. Commutation ridership of 5.6 million was (50.7)% below 2020 and (31.1)% below the forecast. Non-Commutation ridership of 14.2 million was 33.6% above 2020 and 26.4% above the forecast. Consequently, farebox revenue of \$168.3 million was \$4.5 million higher than the forecast.
- Total expenses before non-cash liability adjustments of \$1,266.2 million were \$88.8 million or 6.6% 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 lower overtime, OPEB current, electric and insurance expenses.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$466.1	\$467.7	\$1.6
Total Expenses Before Non-Cash Liabilities	1,354.9	1,266.2	88.8
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$888.8)	(\$798.5)	\$90.3
Other Non-Cash Liabilities	295.9	307.6	(11.7)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$1,184.7)	(\$1,106.1)	\$78.6
Cash Adjustments	245.4	283.6	38.2
Net Cash Surplus/(Deficit)	(\$939.3)	(\$822.4)	\$116.9



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

August YTD operating results were favorable by \$78.7 million or 6.6% lower than the forecast.

Non-Reimbursable revenues through August were \$5.7 million 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 \$73.0 favorable due to vacant positions and associated fringe costs, the timing of materials, professional and maintenance services, and lower OPEB current, overtime and electric, partially offset by higher depreciation and bad debt expenses.

YTD capital and other reimbursable expenditures (and reimbursements) were \$4.1 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 \$467.7 were \$1.6 or 0.4% favorable to the forecast.

- **Y-T-D Farebox Revenues** were \$4.5 favorable to the forecast due to higher ridership and yield per passenger. Ridership through August was 19.8 million. This was (9.8)% lower than 2020 (adjusted for the same number of calendar work days) and 2.3% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$1.2 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 \$4.1 unfavorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to Date **Total Expenses** (including depreciation and other) of \$1,573.8 were favorable to the forecast by \$77.1 or 4.7%.

Labor Expenses, \$68.6 favorable Y-T-D.

- **Payroll**, \$21.3 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$20.6 favorable Y-T-D (primarily lower programmatic/routine maintenance, vacancy/absentee coverage, capital project activity and scheduled/unscheduled service).
- **Health & Welfare**, \$4.4 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$7.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$3.5 favorable Y-T-D (timing).
- **Other Fringe**, \$11.3 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions).

Non-Labor Expenses, \$20.2 favorable Y-T-D.

- **Electric Power**, \$4.4 favorable Y-T-D (lower usage, partially offset by higher rates).
- **Fuel**, \$(0.1) unfavorable Y-T-D (higher rates and timing of accruals, partially offset by lower consumption).
- **Insurance**, \$1.3 favorable Y-T-D (primarily force account insurance).
- **Claims**, \$0.8 favorable Y-T-D (decrease in corporate reserves).



Long Island Rail Road

Financial Report Highlights

- **Maintenance and Other Operating Contracts**, \$0.7 favorable Y-T-D (primarily the timing of Jamaica Central Control maintenance invoices, Moynihan Train Hall one-time start-up costs, security services, maintenance & repair services, hazardous waste cleanup and vehicle purchases, partially offset by the timing of joint facility maintenance, vegetation management, waste maintenance and higher capital project activity).
- **Professional Services**, \$0.2 favorable Y-T-D (primarily due to the timing of rolling stock decommissioning, MTA Chargeback services, IT hardware and software costs for new facilities and rail inspections, partially offset by higher capital project activity).
- **Materials and Supplies**, \$14.9 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**, \$(2.0) unfavorable Y-T-D (primarily due to higher bad debt reserves and credit/debit card processing fees, partially offset by lower office supplies, travel and other miscellaneous expenses).

Depreciation and Other, \$(11.7) unfavorable Y-T-D (Primarily depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through August of \$(822.4) was \$116.9 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 August Farebox Operating Ratio was 17%, 1.8 percentage points above the forecast resulting from higher farebox revenue and lower expenses.
- The year-to-date August Adjusted Farebox Operating Ratio was 20.7%, which is above the forecast due to higher farebox revenue and lower expenses.
- The year-to-date August Adjusted Cost per Passenger was \$45.81, which is lower than the forecast due to higher ridership and lower expenses.
- The year-to-date August Revenue per Passenger was \$8.49, which was slightly above the forecast.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$29.233	\$28.547	(\$0.687)	(2.3)	\$0.000	\$0.000	\$0.000	-	\$29.233	\$28.547	(\$0.687)	(2.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.003	2.401	0.398	19.9	0.000	0.000	0.000	-	2.003	2.401	0.398	19.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	44.979	43.396	(1.583)	(3.5)	44.979	43.396	(1.583)	(3.5)
Total Revenue	\$31.236	\$30.947	(\$0.289)	(0.9)	\$44.979	\$43.396	(\$1.583)	(3.5)	\$76.215	\$74.343	(\$1.872)	(2.5)
Expenses												
<i>Labor:</i>												
Payroll	\$43.961	\$41.311	\$2.650	6.0	\$15.767	\$14.385	\$1.382	8.8	\$59.728	\$55.696	\$4.032	6.8
Overtime	14.795	12.741	2.054	13.9	6.661	5.410	1.251	18.8	21.456	18.150	3.305	15.4
Health and Welfare	9.288	8.941	0.347	3.7	3.745	3.343	0.401	10.7	13.032	12.284	0.748	5.7
OPEB Current Payment	6.521	5.015	1.506	23.1	0.000	0.000	0.000	-	6.521	5.015	1.506	23.1
Pensions	13.520	14.285	(0.765)	(5.7)	6.084	4.012	2.072	34.1	19.604	18.297	1.307	6.7
Other Fringe Benefits	14.938	14.412	0.526	3.5	3.829	3.652	0.177	4.6	18.767	18.064	0.703	3.7
Reimbursable Overhead	(2.143)	(4.013)	1.870	87.3	2.143	4.013	(1.870)	(87.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$100.880	\$92.692	\$8.188	8.1	\$38.230	\$34.815	\$3.414	8.9	\$139.109	\$127.507	\$11.602	8.3
<i>Non-Labor:</i>												
Electric Power	\$7.951	\$7.583	\$0.367	4.6	\$0.026	\$0.029	(\$0.004)	(13.6)	\$7.976	\$7.612	\$0.364	4.6
Fuel	1.568	1.922	(0.354)	(22.6)	0.000	0.000	0.000	-	1.568	1.922	(0.354)	(22.6)
Insurance	1.650	1.461	0.189	11.4	0.961	0.648	0.313	32.6	2.611	2.109	0.502	19.2
Claims	0.381	0.151	0.230	60.4	0.000	0.000	0.000	-	0.381	0.151	0.230	60.4
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	6.814	8.105	(1.291)	(18.9)	1.596	2.776	(1.179)	(73.9)	8.410	10.880	(2.470)	(29.4)
Professional Service Contracts	3.912	2.203	1.709	43.7	0.253	0.283	(0.030)	(11.7)	4.165	2.485	1.680	40.3
Materials & Supplies	19.023	7.565	11.458	60.2	3.861	4.782	(0.920)	(23.8)	22.885	12.347	10.538	46.0
Other Business Expenses	0.783	1.050	(0.267)	(34.1)	0.052	0.063	(0.011)	(21.9)	0.835	1.114	(0.278)	(33.3)
Total Non-Labor Expenses	\$42.082	\$30.040	\$12.042	28.6	\$6.749	\$8.580	(\$1.831)	(27.1)	\$48.831	\$38.620	\$10.211	20.9
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$142.961	\$122.732	\$20.230	14.2	\$44.979	\$43.396	\$1.583	3.5	\$187.940	\$166.127	\$21.812	11.6
Depreciation	\$35.089	\$37.395	(\$2.305)	(6.6)	\$0.000	\$0.000	\$0.000	-	\$35.089	\$37.395	(\$2.305)	(6.6)
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)
Total Expenses	\$178.136	\$160.293	\$17.843	10.0	\$44.979	\$43.396	\$1.583	3.5	\$223.115	\$203.689	\$19.426	8.7
Net Surplus/(Deficit)	(\$146.900)	(\$129.346)	\$17.555	11.9	\$0.000	\$0.000	\$0.000	-	(\$146.900)	(\$129.346)	\$17.555	11.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.089	\$37.395	\$2.305	6.6	\$0.000	\$0.000	\$0.000	-	35.089	\$37.395	\$2.305	6.6
Operating/Capital	(1.623)	(0.439)	1.184	72.9	0.000	0.000	0.000	-	(1.623)	(0.439)	1.184	72.9
Other Cash Adjustments	11.188	20.624	9.436	84.3	0.000	0.000	0.000	-	11.188	20.624	9.436	84.3
Total Cash Conversion Adjustments	\$44.654	\$57.580	\$12.926	28.9	0.000	\$0.000	\$0.000	-	\$44.654	\$57.580	\$12.926	28.9
Net Cash Surplus/(Deficit)	(\$102.246)	(\$71.766)	\$30.480	29.8	\$0.000	\$0.000	\$0.000	-	(\$102.246)	(\$71.766)	\$30.480	29.8

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
AUGUST Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent (Unfavorable)	Forecast	Actual	Favorable (Unfavorable) Variance	Percent (Unfavorable)	Forecast	Actual	Favorable (Unfavorable) Variance	Percent (Unfavorable)
Revenue												
Farebox Revenue	\$163.789	\$168.319	\$4.531	2.8	\$0.000	\$0.000	\$0.000	-	\$163.789	\$168.319	\$4.531	2.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	18.355	19.521	1.166	6.4	0.000	0.000	0.000	-	18.355	19.521	1.166	6.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	283.952	279.893	(4.059)	(1.4)	283.952	279.893	(4.059)	(1.4)
Total Revenue	\$182.144	\$187.841	\$5.697	3.1	\$283.952	\$279.893	(\$4.059)	(1.4)	\$466.096	\$467.734	\$1.638	0.4
Expenses												
<i>Labor:</i>												
Payroll	\$377.376	\$361.336	\$16.040	4.3	\$100.953	\$95.678	\$5.275	5.2	\$478.329	\$457.014	\$21.314	4.5
Overtime	96.098	81.924	14.175	14.8	39.620	33.189	6.431	16.2	135.718	115.112	20.606	15.2
Health and Welfare	79.082	76.040	3.042	3.8	23.757	22.360	1.397	5.9	102.839	98.400	4.439	4.3
OPEB Current Payment	48.196	40.775	7.420	15.4	0.000	0.000	0.000	-	48.196	40.775	7.420	15.4
Pensions	116.643	121.666	(5.023)	(4.3)	35.255	26.696	8.559	24.3	151.898	148.361	3.536	2.3
Other Fringe Benefits	113.038	102.233	10.805	9.6	24.776	24.308	0.468	1.9	137.814	126.541	11.273	8.2
Reimbursable Overhead	(17.560)	(26.187)	8.627	49.1	17.560	26.187	(8.627)	(49.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$812.873	\$757.787	\$55.086	6.8	\$241.920	\$228.418	\$13.502	5.6	\$1,054.793	\$986.204	\$68.589	6.5
<i>Non-Labor:</i>												
Electric Power	\$56.440	\$52.047	\$4.393	7.8	\$0.181	\$0.197	(\$0.017)	(9.1)	\$56.621	\$52.244	\$4.377	7.7
Fuel	12.705	12.816	(0.112)	(0.9)	0.000	0.000	0.000	-	12.705	\$12.816	(0.112)	(0.9)
Insurance	12.798	12.663	0.134	1.1	5.263	4.089	1.173	22.3	18.060	\$16.753	1.308	7.2
Claims	2.777	1.939	0.838	30.2	0.000	0.000	0.000	-	2.777	\$1.939	0.838	30.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	54.401	51.593	2.808	5.2	11.082	13.202	(2.119)	(19.1)	65.483	\$64.794	0.689	1.1
Professional Service Contracts	27.363	24.929	2.434	8.9	1.076	3.334	(2.258)	*	28.439	\$28.262	0.176	0.6
Materials & Supplies	86.973	65.963	21.010	24.2	24.051	30.177	(6.126)	(25.5)	111.025	\$96.140	14.884	13.4
Other Business Expenses	4.665	6.527	(1.863)	(39.9)	0.380	0.477	(0.097)	(25.5)	5.045	\$7.004	(1.960)	(38.8)
Total Non-Labor Expenses	\$258.122	\$228.478	\$29.644	11.5	\$42.032	\$51.476	(\$9.443)	(22.5)	\$300.155	\$279.954	\$20.201	6.7
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,070.996	\$986.265	\$84.731	7.9	\$283.952	\$279.893	\$4.059	1.4	\$1,354.948	\$1,266.158	\$88.790	6.6
Depreciation	\$294.196	\$305.226	(11.030)	(3.7)	\$0.000	\$0.000	\$0.000	-	\$294.196	\$305.226	(\$11.030)	(3.7)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.656	2.366	(0.710)	(42.9)	0.000	0.000	0.000	-	1.656	2.366	(0.710)	(42.9)
Total Expenses	\$1,366.848	\$1,293.857	\$72.991	5.3	\$283.952	\$279.893	\$4.059	1.4	\$1,650.800	\$1,573.750	\$77.050	4.7
Net Surplus/(Deficit)	(\$1,184.704)	(\$1,106.016)	\$78.688	6.6	\$0.000	\$0.000	(\$0.000)	-	(\$1,184.704)	(\$1,106.016)	\$78.688	6.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$294.196	\$305.226	\$11.030	3.7	\$0.000	\$0.000	\$0.000	-	294.196	\$305.226	\$11.030	3.7
Operating/Capital	(7.464)	(3.460)	4.005	53.7	0.000	0.000	0.000	-	(7.464)	(3.460)	4.005	53.7
Other Cash Adjustments	(41.322)	(18.120)	23.201	56.1	0.000	0.000	0.000	-	(41.322)	(18.120)	23.201	56.1
Total Cash Conversion Adjustments	\$245.410	\$283.646	\$38.236	15.6	\$0.000	\$0.000	\$0.000	-	\$245.410	\$283.646	\$38.236	15.6
Net Cash Surplus/(Deficit)	(\$939.294)	(\$822.370)	\$116.923	12.4	\$0.000	\$0.000	\$0.000	0.0	(\$939.294)	(\$822.370)	\$116.923	12.4

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.	August 2021		Reason for Variance	Year-to-Date August 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.687)	(2.3)	Lower ridership \$(0.812), partially offset by higher yield per passenger \$0.125.	4.531	2.8	Higher ridership \$3.801, and higher yield per passenger \$0.730.
Other Operating Revenue	Non Reimb.	0.398	19.9	Primarily due to timing of rental revenue, partially offset by lower advertising.	1.166	6.4	Primarily due to the timing of rental revenue, partially offset by lower advertising revenue.
Capital & Other Reimbursements	Reimb.	(1.583)	(3.5)	Timing of capital project activity and interagency reimbursements.	(4.059)	(1.4)	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	2.650	6.0	Primarily vacant positions.	16.040	4.3	Primarily vacant positions.
	Reimb.	1.382	8.8	Primarily due to timing of project activity.	5.275	5.2	Primarily due to timing of project activity.
Overtime	Non Reimb.	2.054	13.9	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset weather emergencies.	14.175	14.8	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset weather emergencies.
	Reimb.	1.251	18.8	Lower capital reimbursable activity.	6.431	16.2	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	0.347	3.7	Vacant positions.	3.042	3.8	Vacant positions.
	Reimb.	0.401	10.7	Primarily due to timing of project activity.	1.397	5.9	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.506	23.1	Fewer retirees/beneficiaries.	7.420	15.4	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(0.765)	(5.7)	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.	(5.023)	(4.3)	Total pension plan contributions are on plan, however, the estimated percentage of pension allocated to reimbursable was over-estimated; and the timing of employee COVID-19 death benefits.
	Reimb.	2.072	34.1	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.	8.559	24.3	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.	August 2021		Reason for Variance	Year-to-Date August 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	0.526	3.5	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves.	10.805	9.6	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves.
	Reimb.	0.177	4.6		0.468	1.9	
Reimbursable Overhead	Non Reimb.	1.870	87.3	Primarily due to timing of project activity.	8.627	49.1	Primarily due to timing of project activity.
	Reimb.	(1.870)	(87.3)	Primarily due to timing of project activity.	(8.627)	(49.1)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.367	4.6	Primarily due to lower usage, partially offset by higher rates.	4.393	7.8	Primarily due to lower usage, partially offset by higher rates.
	Reimb.	(0.004)	(13.6)		(0.017)	(9.1)	
Fuel	Non Reimb.	(0.354)	(22.6)	Primarily due to higher rates and usage.	(0.112)	(0.9)	Primarily due to higher rates and the timing of accruals, partially offset by lower usage.
Insurance	Non Reimb.	0.189	11.4	Lower property and liability insurance.	0.134	1.1	Lower liability and property insurance.
	Reimb.	0.313	32.6	Force Account Insurance associated with project activity.	1.173	22.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.230	60.4	Primarily due to a decrease in Corporate Reserves.	0.838	30.2	Primarily due to a decrease in Corporate Reserves.
Maintenance & Other Operating Contracts	Non Reimb.	(1.291)	(18.9)	Primarily due to higher joint facility maintenance, partially offset by lower janitorial and custodial costs, facility maintenance and real estate rentals.	2.808	5.2	Primarily due to the timing of security service and maintenance invoices, Moynihan Train Hall one-time start-up costs, uniform invoices, maintenance and repair services and hazardous waste cleanup, delayed vehicle purchases, and lower real estate rental costs, partially offset by higher joint facility maintenance and timing of vegetation management and waste maintenance.
	Reimb.	(1.179)	(73.9)		Primarily due to timing of project activity.	(2.119)	

**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.	August 2021		Reason for Variance	Year-to-Date August 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	1.709	43.7	Primarily due to the timing of MTA chargebacks and reversal of prior month security guard services charged to professional services and revenue fleet inspection and testing, partially offset by the timing of rail testing invoices.	2.434	8.9	Primarily due to the timing of rail testing, MTA chargebacks, rolling stock decommissioning, IT hardware and software costs for GCT and Midday Storage Yard offices and revenue fleet inspection and testing.
	Reimb.	(0.030)	(11.7)	Primarily due to timing of project activity.	(2.258)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	11.458	60.2	Primarily due to the timing of modifications and RCM/RR activity for revenue fleet and right of way material.	21.010	24.2	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.	(0.920)	(23.8)	Primarily due to timing of project activity.	(6.126)	(25.5)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(0.267)	(34.1)	Primarily due to higher debit/credit card processing fees.	(1.863)	(39.9)	Primarily due to higher bad debt reserves and credit/debit card processing fees, partially offset by lower travel, print, stationary and office supplies, and other miscellaneous expenses.
	Reimb.	(0.011)	(21.9)	Primarily due to timing of project activity.	(0.097)	(25.5)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.305)	(6.6)	Based on certain capital assets being fully depreciated.	(11.030)	(3.7)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.081)	(94.0)		(0.710)	(42.9)	

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
August 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$29.533	\$29.845	\$0.312	1.1	\$163.345	\$170.239	\$6.894	4.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.439	0.996	0.558	*	17.737	19.227	1.490	8.4
Capital & Other Reimbursements	41.000	43.278	2.278	5.6	256.694	264.713	8.020	3.1
Total Receipts	\$70.972	\$74.119	\$3.147	4.4	\$437.776	\$454.180	\$16.404	3.7
Expenditures								
<i>Labor:</i>								
Payroll	\$55.649	\$53.206	\$2.443	4.4	\$452.927	\$431.914	\$21.013	4.6
Overtime	17.081	13.049	4.032	23.6	129.241	103.631	25.610	19.8
Health and Welfare	13.032	11.989	1.043	8.0	102.166	96.047	6.119	6.0
OPEB Current Payment	6.521	5.054	1.467	22.5	48.196	40.625	7.571	15.7
Pensions	19.604	18.081	1.524	7.8	151.710	144.308	7.403	4.9
Other Fringe Benefits	17.910	12.801	5.109	28.5	193.523	174.169	19.354	10.0
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$129.798	\$114.180	\$15.618	12.0	\$1,077.762	\$990.693	\$87.069	8.1
<i>Non-Labor:</i>								
Electric Power	\$7.976	\$7.949	\$0.027	0.3	\$55.535	\$51.252	\$4.283	7.7
Fuel	1.536	1.828	(0.292)	(19.0)	12.834	13.001	(0.167)	(1.3)
Insurance	3.885	1.311	2.574	66.3	7.788	9.157	(1.369)	(17.6)
Claims	0.140	0.185	(0.046)	(32.6)	1.257	1.513	(0.257)	(20.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.809	5.483	3.326	37.8	72.693	67.445	5.248	7.2
Professional Service Contracts	4.598	2.896	1.703	37.0	22.525	23.483	(0.957)	(4.3)
Materials & Supplies	15.051	10.462	4.589	30.5	116.237	109.689	6.548	5.6
Other Business Expenses	1.093	1.120	(0.027)	(2.5)	8.271	7.911	0.360	4.4
Total Non-Labor Expenditures	\$43.088	\$31.235	\$11.853	27.5	\$297.141	\$283.451	\$13.690	4.6
<i>Other Expenditure Adjustments:</i>								
Other	\$0.333	\$0.470	(\$0.137)	(41.2)	\$2.166	\$2.406	(\$0.240)	(11.1)
Total Other Expenditure Adjustments	\$0.333	\$0.470	(\$0.137)	(41.2)	\$2.166	\$2.406	(\$0.240)	(11.1)
Total Expenditures	\$173.218	\$145.885	\$27.333	15.8	\$1,377.069	\$1,276.550	\$100.519	7.3
Net Cash Surplus/(Deficit)	(\$102.246)	(\$71.766)	\$30.480	29.8	(\$939.294)	(\$822.370)	\$116.923	12.4
MTA Subsidy	102.246	71.801	(30.445)	(29.8)	939.294	602.587	(336.707)	(35.8)
Cash Timing and Availability Adjustment	0.000	(0.932)	(0.932)	-	0.000	(14.155)	(14.155)	*

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	August 2021			Year-to-Date as of August 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	0.312	1.1	Higher advance sales impact \$0.892, higher yields \$0.125 and higher MetroCard/AirTrain sales \$0.106, partially offset by lower ridership \$(0.812).	6.894	4.2	Higher ridership \$3.801, higher advance sales impact \$1.912, higher yields \$0.730 and higher MetroCard/AirTrain sales \$0.452.
Other Operating Revenue	0.558	*	Primarily due to the timing of rental payments and higher miscellaneous revenue.	1.490	8.4	Primarily due to the timing of rental payments and Intercompany TPA/Law payments, and higher miscellaneous revenue, partially offset by lower freight revenue.
Capital and Other Reimbursements	2.278	5.6	Timing of activity and reimbursement for capital and other reimbursements.	8.020	3.1	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.443	4.4	Primarily due to vacant positions.	21.013	4.6	Primarily due to vacant positions.
Overtime	4.032	23.6	Primarily due to lower programmatic/routine maintenance, project overtime, vacancy/absentee coverage and scheduled/unscheduled service, partially offset weather emergencies.	25.610	19.8	Primarily due to lower programmatic/routine maintenance, project overtime, vacancy/absentee coverage and scheduled/unscheduled service, partially offset weather emergencies.
Health and Welfare	1.043	8.0	Primarily due to vacant positions and intercompany reimbursements.	6.119	6.0	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.467	22.5	Primarily due to the timing of NYSHIP payments, partially offset by fewer retirees/beneficiaries.	7.571	15.7	Primarily due to fewer retirees/beneficiaries.
Pensions	1.524	7.8	Due to intercompany reimbursements and the timing of a Covid-19 death benefit.	7.403	4.9	Due to intercompany reimbursements and the timing of a Covid-19 death benefit.
Other Fringe Benefits	5.109	28.5	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments.	19.354	10.0	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	August 2021			Year-to-Date as of August 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	0.027	0.3	Primarily due to lower usage, partially offset by higher rates.	4.283	7.7	Primarily due to lower usage, partially offset by higher rates.
Fuel	(0.292)	(19.0)	Primarily due to higher rates and usage, partially offset by the timing of payments.	(0.167)	(1.3)	Primarily due to the timing of payments and higher rates, partially offset by lower usage.
Insurance	2.574	66.3	Timing of insurance premium payments.	(1.369)	(17.6)	Timing of insurance premium payments.
Claims	(0.046)	(32.6)	Timing of payments for claims.	(0.257)	(20.4)	Timing of payments for claims.
Maintenance and Other Operating Contracts	3.326	37.8	Timing of payments.	5.248	7.2	Timing of payments.
Professional Service Contracts	1.703	37.0	Primarily due to the timing of payments.	(0.957)	(4.3)	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	4.589	30.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.	6.548	5.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.027)	(2.5)		0.360	4.4	
Other Expenditure Adjustments	(0.137)	(41.2)	Lower MetroCard/AirTrain pass through payments.	(0.240)	(11.1)	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)								
August 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
Variance			Percent	Variance			Percent	
Receipts								
Farebox Revenue	\$0.300	\$1.298	\$0.998	*	(\$0.444)	\$1.920	\$2.364	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.564)	(1.404)	0.160	10.2	(0.618)	(0.294)	0.324	52.4
Capital & Other Reimbursements	(3.978)	(0.118)	3.860	97.0	(27.258)	(15.180)	12.079	44.3
Total Receipts	(\$5.243)	(\$0.224)	\$5.019	95.7	(\$28.321)	(\$13.554)	\$14.766	52.1
Expenditures								
<i>Labor:</i>								
Payroll	\$4.080	\$2.491	(\$1.589)	(39.0)	\$25.402	\$25.100	(\$0.301)	(1.2)
Overtime	4.375	5.101	0.726	16.6	6.478	11.482	5.004	77.3
Health and Welfare	0.000	0.295	0.295	*	0.673	2.353	1.680	*
OPEB Current Payment	0.000	(0.040)	(0.040)	-	0.000	0.151	0.151	-
Pensions	0.000	0.216	0.216	-	0.187	4.054	3.867	*
Other Fringe Benefits	0.857	5.263	4.406	*	(55.709)	(47.628)	8.081	14.5
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	-
Total Labor Expenditures	\$9.311	\$13.327	\$4.016	43.1	(\$22.969)	(\$4.489)	\$18.480	80.5
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.337)	(\$0.337)	-	\$1.085	\$0.992	(\$0.094)	(8.6)
Fuel	0.032	0.094	0.062	*	(0.130)	(0.185)	(0.055)	(42.4)
Insurance	(1.274)	0.798	2.072	*	10.272	7.595	(2.677)	(26.1)
Claims	0.241	(0.034)	(0.275)	*	1.521	0.426	(1.095)	(72.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.399)	5.397	5.796	*	(7.210)	(2.650)	4.559	63.2
Professional Service Contracts	(0.433)	(0.411)	0.023	5.3	5.913	4.779	(1.134)	(19.2)
Materials & Supplies	7.834	1.885	(5.949)	(75.9)	(5.213)	(13.549)	(8.336)	*
Other Business Expenses	(0.258)	(0.007)	0.251	97.3	(3.226)	(0.906)	2.320	71.9
Total Non-Labor Expenditures	\$5.743	\$7.386	\$1.642	28.6	\$3.014	(\$3.497)	(\$6.511)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.333)	(\$0.470)	(\$0.137)	(41.2)	(\$2.166)	(\$2.406)	(\$0.240)	(11.1)
Total Other Expenditure Adjustments	(\$0.333)	(\$0.470)	(\$0.137)	(41.2)	(\$2.166)	(\$2.406)	(\$0.240)	(11.1)
Total Expenditures	\$14.722	\$20.242	\$5.521	37.5	(\$22.121)	(\$10.392)	\$11.729	53.0
Depreciation Adjustment	\$35.089	\$37.395	\$2.305	6.6	\$294.196	\$305.226	\$11.030	3.7
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	1.656	2.366	0.710	42.9
Total Expenditures After Non-Cash Liabilities	\$49.897	\$57.804	\$7.907	15.8	\$273.731	\$297.200	\$23.469	8.6
Total Cash Conversion Adjustments	\$44.654	\$57.580	\$12.926	28.9	\$245.410	\$283.646	\$38.236	15.6

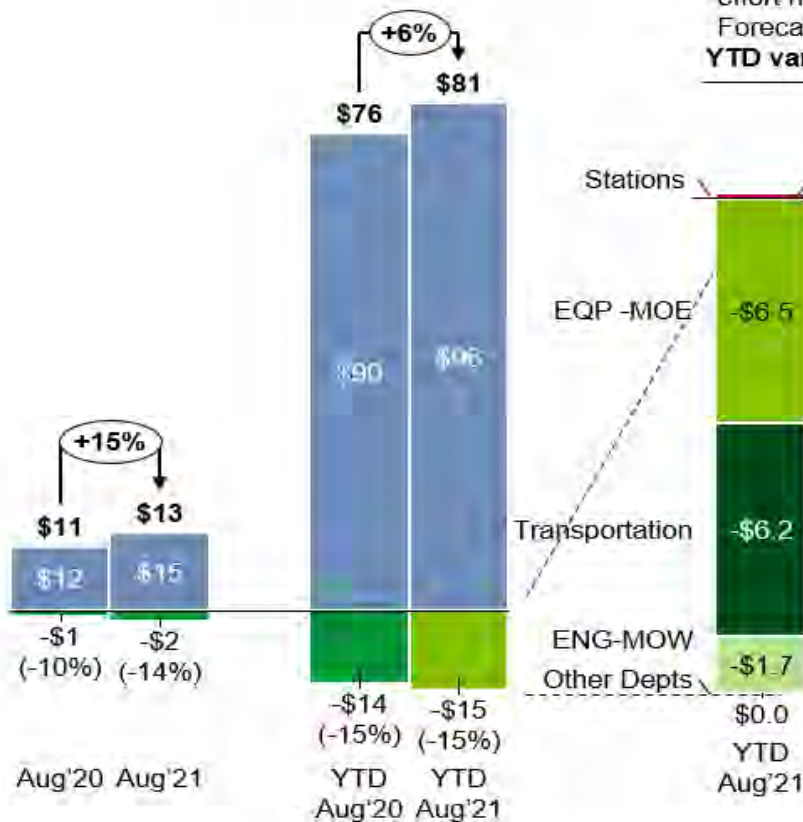
LIRR – Non-Reimbursable Overtime Variance

August 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

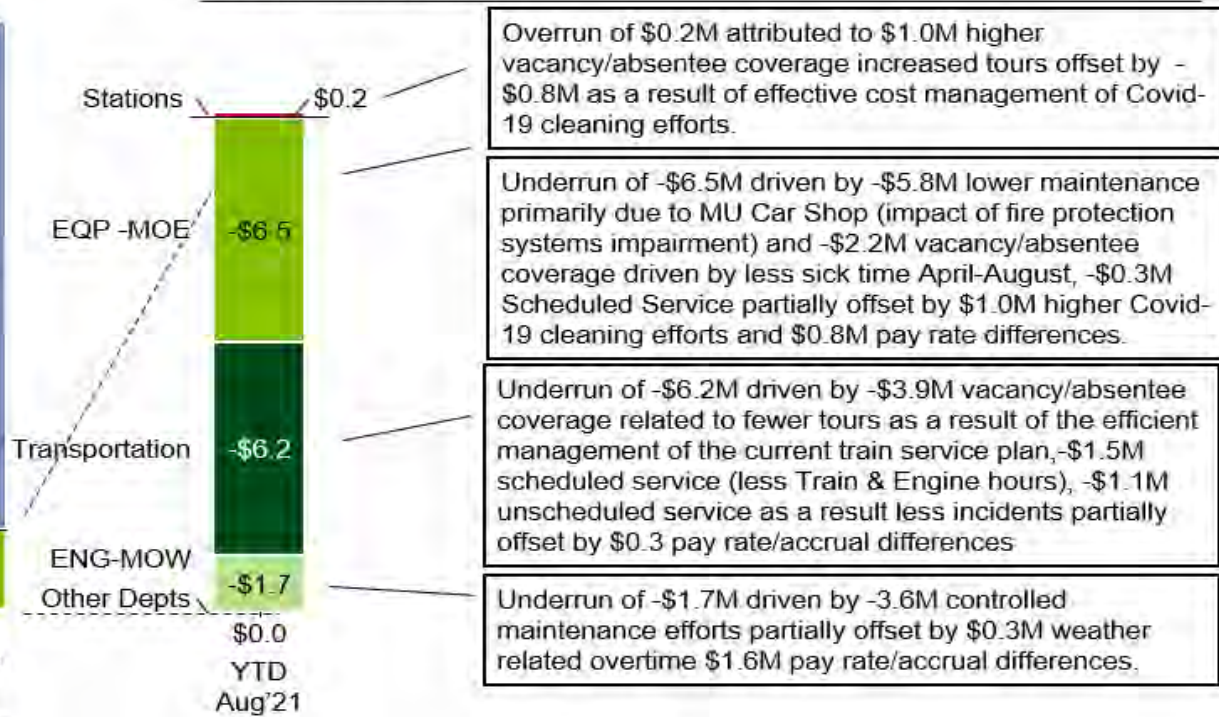
2021 Mid Year Forecast FY \$154M



Overview (YTD)

- Overall Increase of \$5M or 6% compared to August 2020 YTD
- -\$15M 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



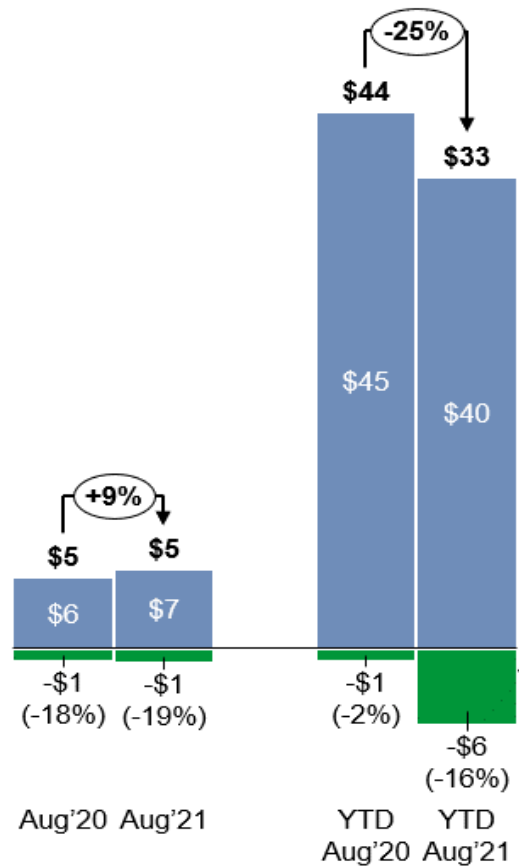
LIRR – Reimbursable Overtime Variance

August 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$62M

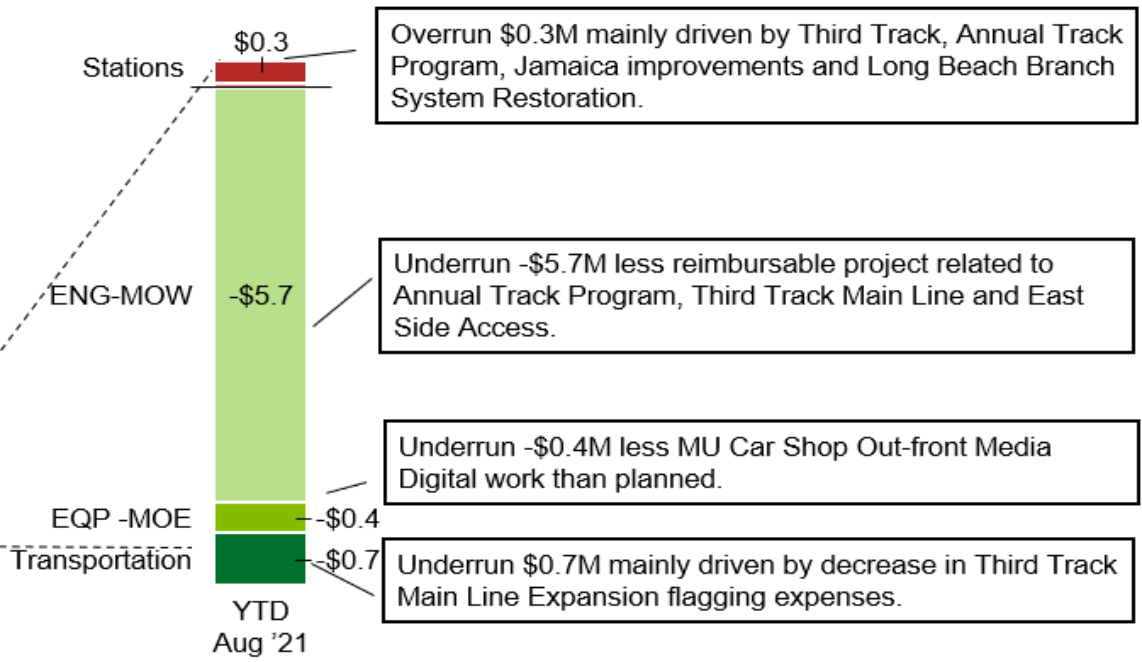


Overview (YTD)

- Overall decrease of -\$11M or -25% compared to August 2020 ytd
- -\$6M or -16% below 2021 Mid Year Forecast.

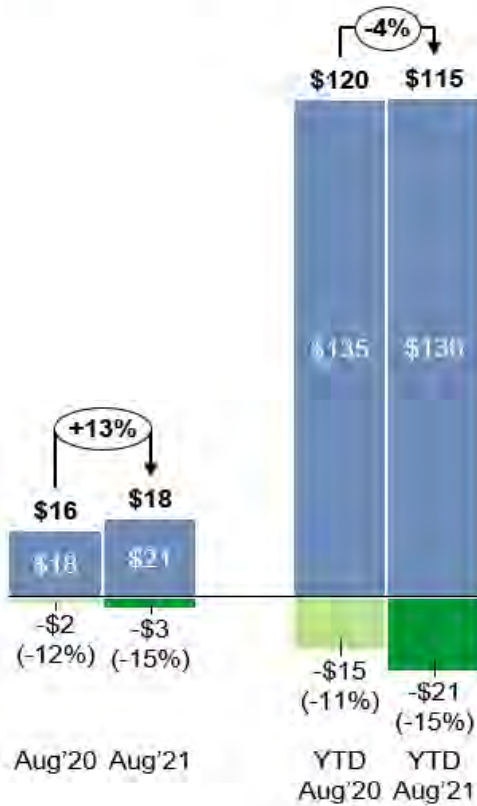
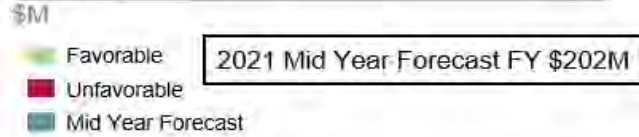
YTD variance by division

\$M



LIRR – Total Overtime Variance

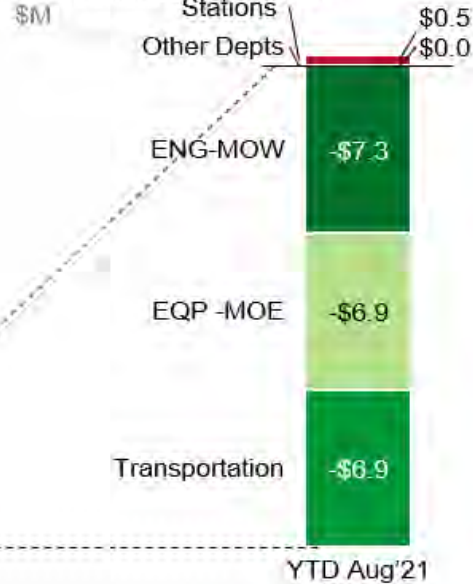
August 2021 and 2021 Mid Year Forecast vs. variance



Overview (YTD)

- Overall decrease of -\$5M or -4% compared to August 2020
- -\$21M or -15% below 2021 Mid Year Forecast
- Non-Reimbursable underrun of -\$15M
- Reimbursable underrun of -\$6M
- 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



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 AUGUST 2021

	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Favorable/ (Unfavorable)</u>
Administration				
Executive VP	0	1	(1)	
Enterprise Asset Management	6	5	1	
Sr. Vice President - Engineering	2	1	1	
Labor Relations	14	11	3	
Procurement & Logistics (excl. Stores)	56	45	11	
Human Resources	35	34	1	
Sr VP Administration	2	2	0	
Strategic Investments	12	11	1	
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	63	5	
Service Planning	28	26	2	
Rolling Stock Programs	17	9	8	
Sr Vice President - Operations	4	2	2	
Total Administration	474	419	55	
Operations				
Transportation Services - Train Operations	2,344	2,250	94	
Customer Services	390	320	70	
Total Operations	2,734	2,570	164	
Maintenance				
Engineering	1,982	1,915	67	
Equipment	2,101	2,025	76	
Procurement (Stores)	95	95	0	
Total Maintenance	4,178	4,035	143	
Engineering/Capital				
Department of Program Management	144	113	31	
Special Projects	59	46	13	
Positive Train Control	14	13	1	
Total Engineering/Capital	217	172	45	
Baseline Total Positions	7,603	7,196	407	
<i>Non-Reimbursable</i>	6,181	6,017	164	
<i>Reimbursable</i>	1,422	1,179	243	
Total Full-Time	7,603	7,196	407	
Total Full-Time-Equivalents				

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 AUGUST 2021**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 164 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.
REIMBURSABLE POSITIONS - Favorable 243 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 AUGUST 2021

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	258	234	24
Professional, Technical, Clerical	112	80	32
Operational Hourlies	104	105	(1)
Total Administration	474	419	55
Operations			
Managers/Supervisors	352	297	55
Professional, Technical, Clerical	126	98	28
Operational Hourlies	2,256	2,175	81
Total Operations	2,734	2,570	164
Maintenance			
Managers/Supervisors	896	769	127
Professional, Technical, Clerical	250	214	36
Operational Hourlies	3,032	3,052	(20)
Total Maintenance	4,178	4,035	143
Engineering/Capital			
Managers/Supervisors	152	128	24
Professional, Technical, Clerical	65	44	21
Operational Hourlies	0	0	0
Total Engineering/Capital	217	172	45
Total Positions			
Managers/Supervisors	1,658	1,428	230
Professional, Technical, Clerical	553	436	117
Operational Hourlies	5,392	5,332	60
Total Positions	7,603	7,196	407

Note: Totals may not add due to rounding

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

	AUGUST 2021							AUGUST YEAR TO DATE 2021						
	Month			Variance				YTD			Variance			
	Mid Year	Actual 2021	Adjusted* 2020	Mid Year		Adjusted*		Mid Year	Actual 2021	Adjusted* 2020	Mid Year		Adjusted*	
			#	%	#	%				#	%	#	%	
RIDERSHIP														
Monthly	1.653	0.744	0.505	(0.909)	-55.0%	0.239	47.5%	7.611	5.223	10.684	(2.389)	-31.4%	(5.461)	-51.1%
Weekly	0.121	0.062	0.053	(0.059)	-48.9%	0.008	15.8%	0.498	0.361	0.644	(0.137)	-27.5%	(0.283)	-44.0%
Total Commutation	1.774	0.806	0.558	(0.968)	-54.6%	0.248	44.4%	8.109	5.584	11.328	(2.525)	-31.1%	(5.745)	-50.7%
One-Way Full Fare	0.415	0.228	0.154	(0.187)	-45.1%	0.074	47.6%	1.816	1.405	2.405	(0.411)	-22.6%	(1.000)	-41.6%
One-Way Off-Peak	0.767	1.394	0.672	0.626	81.6%	0.721	107.3%	5.657	7.728	5.126	2.071	36.6%	2.602	50.8%
All Other	0.433	0.868	0.382	0.435	100.5%	0.485	127.0%	3.800	5.115	3.136	1.315	34.6%	1.978	63.1%
Total Non-Commutation	1.615	2.489	1.209	0.874	54.1%	1.280	105.9%	11.273	14.248	10.668	2.975	26.4%	3.580	33.6%
Total	3.389	3.295	1.767	(0.094)	-2.8%	1.528	86.5%	19.382	19.832	21.996	0.450	2.3%	(2.164)	-9.8%

*Prior year adjusted to reflect current year calendar.

Please note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

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

	MONTH			VARIANCE	
	Actual 2021	Forecast 2021	Actual 2020	vs. Forecast	vs. 2020
Farebox Operating Ratio					
Standard ⁽¹⁾	23.2%	20.2%	12.0%	3.0%	11.2%
Adjusted ⁽²⁾	27.3%	23.4%	15.0%	3.9%	12.3%
Cost Per Passenger					
Standard ⁽¹⁾	\$37.38	\$42.66	\$70.97	\$5.28	\$33.59
Adjusted ⁽²⁾	\$34.42	\$39.41	\$65.59	\$4.99	\$31.17
Passenger Revenue/Passenger ⁽³⁾	\$8.66	\$8.63	\$8.50	\$0.03	\$0.16
	YEAR-TO-DATE			VARIANCE	
	Actual 2021	Forecast 2021	Actual 2020	vs. Forecast	vs. 2020
Farebox Operating Ratio					
Standard ⁽¹⁾	17.0%	15.2%	21.4%	1.8%	-4.4%
Adjusted ⁽²⁾	20.7%	18.4%	25.6%	2.3%	-4.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$49.91	\$55.64	\$43.27	\$5.73	(\$6.64)
Adjusted ⁽²⁾	\$45.81	\$51.15	\$39.93	\$5.34	(\$5.88)
Passenger Revenue/Passenger ⁽³⁾	\$8.49	\$8.45	\$9.25	\$0.04	(\$0.76)

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits and Environmental Remediation (GASB-49).

(2) Adjusted Fare Box Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between the Long Island Rail Road and Metro-North Railroad and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenue and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB Current Payment expenses for retirees, and Removal of the UAAL associated with the LIRR's closed pension plan.

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



Long Island Rail Road

Ridership Report Highlights

September 2021 vs. 2020

- Total ridership increased +77.8% compared to September 2020 (3,630,469 passengers in September 2021 vs. 2,041,823 passengers in September 2020). When compared to September 2019, total ridership decreased -51.9% (3,630,469 passengers in September 2021 vs. 7,540,043 passengers in September 2019)
- Commutation ridership increased +42.8% compared to September 2020
- Non-Commutation ridership increased +94.0% compared to September 2020

2021 vs. 2020 YTD

- Total YTD ridership is -2.4% below 2020 and +3.4% above the Mid-Year Forecast
- YTD Commutation ridership is -45.7% below 2020
- YTD Non-Commutation ridership is +40.6% above 2020

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

September 2021

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

EXECUTIVE SUMMARY

September Ridership and Revenue (millions)

	September 2021	% Change vs. 2020
Total Rail Ridership	3.630	77.8% ▲
Commutation Ridership	0.920	42.8% ▲
Non-Commutation Ridership	2.710	94.0% ▲
Rail Revenue	\$30.8	79.5% ▲

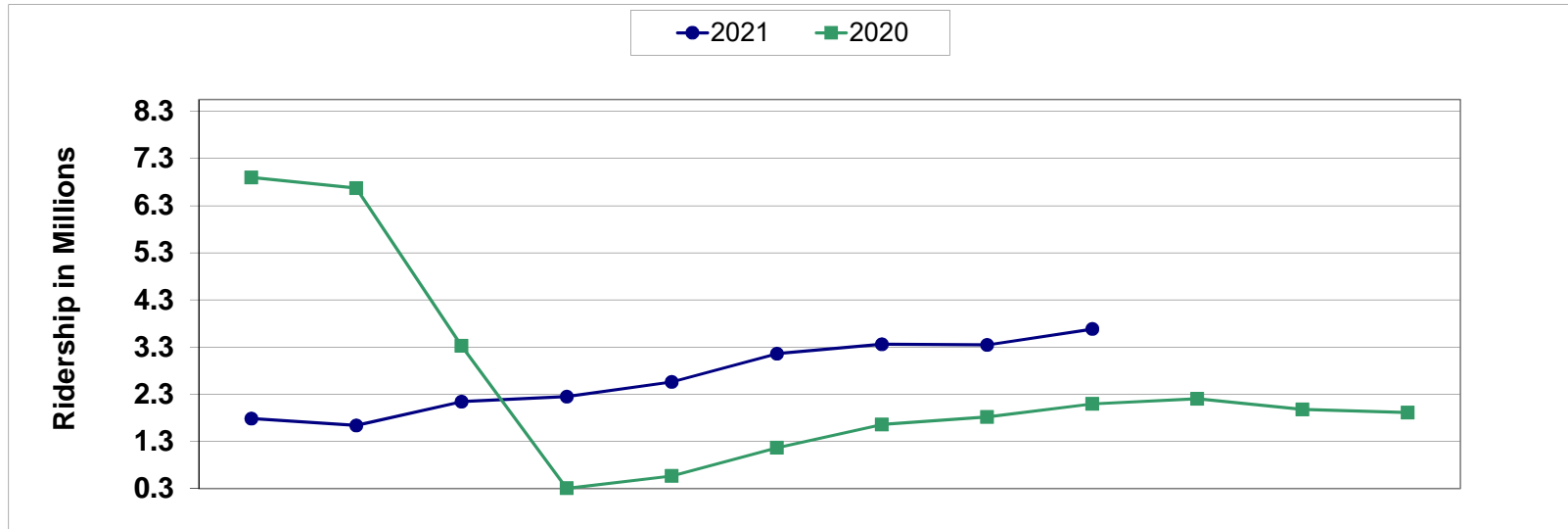
Year-to-Date through September Prelim. Ridership and Revenue (millions)

	September 2021	% Change vs. 2020	Comparison to Mid-Year FCST
Total Rail Ridership	23.462	-2.4% ▼	3.4% ▲
Commutation Ridership	6.504	-45.7% ▼	-34.4% ▼
Non-Commutation Ridership	16.958	40.6% ▲	32.7% ▲
Rail Revenue	\$199.2	-11.0% ▼	3.6% ▲

Please Note: Ridership is based on ticket sales data.

September RIDERSHIP

- September Total Ridership was 77.8% above '20 and 9.4% above 2021 Mid-Year Forecast.

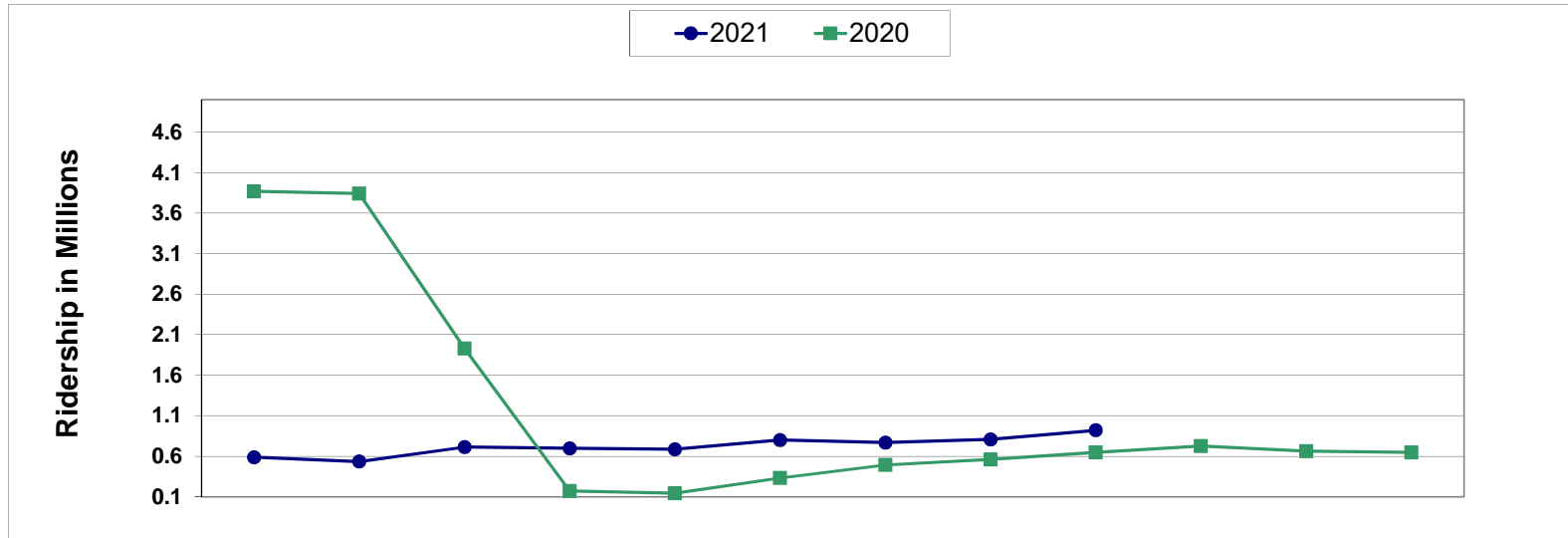


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.7	1.6	2.1	2.2	2.5	3.1	3.3	3.3	3.6				23.5
2020	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	24.0
PCT CHG.	-74.7%	-76.0%	-36.1%	767.5%	386.7%	179.2%	106.4%	86.5%	77.8%				-2.4%

Please Note: Ridership is based on ticket sales data.

September COMMUTATION RIDERSHIP

- September Commutation Ridership was 42.8% above '20 and -49.2% below 2021 Mid-Year Forecast.

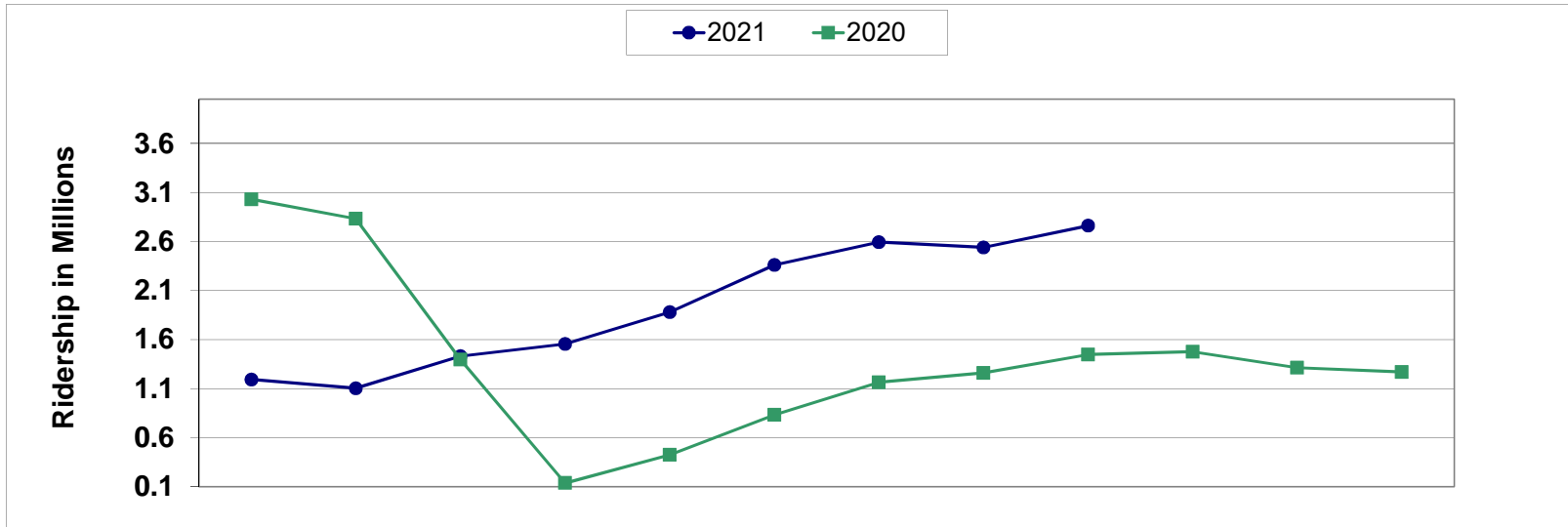


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.6	0.5	0.7	0.7	0.7	0.8	0.8	0.8	0.9				6.5
2020	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	12.0
PCT CHG.	-84.8%	-86.1%	-63.0%	314.3%	380.9%	141.3%	55.7%	44.4%	42.8%				-45.7%

Please Note: Ridership is based on ticket sales data.

September NON-COMMUTATION RIDERSHIP

- September Non-Commutation Ridership was 94.0% above '20 and 80.1% above 2021 Mid-Year Forecast.

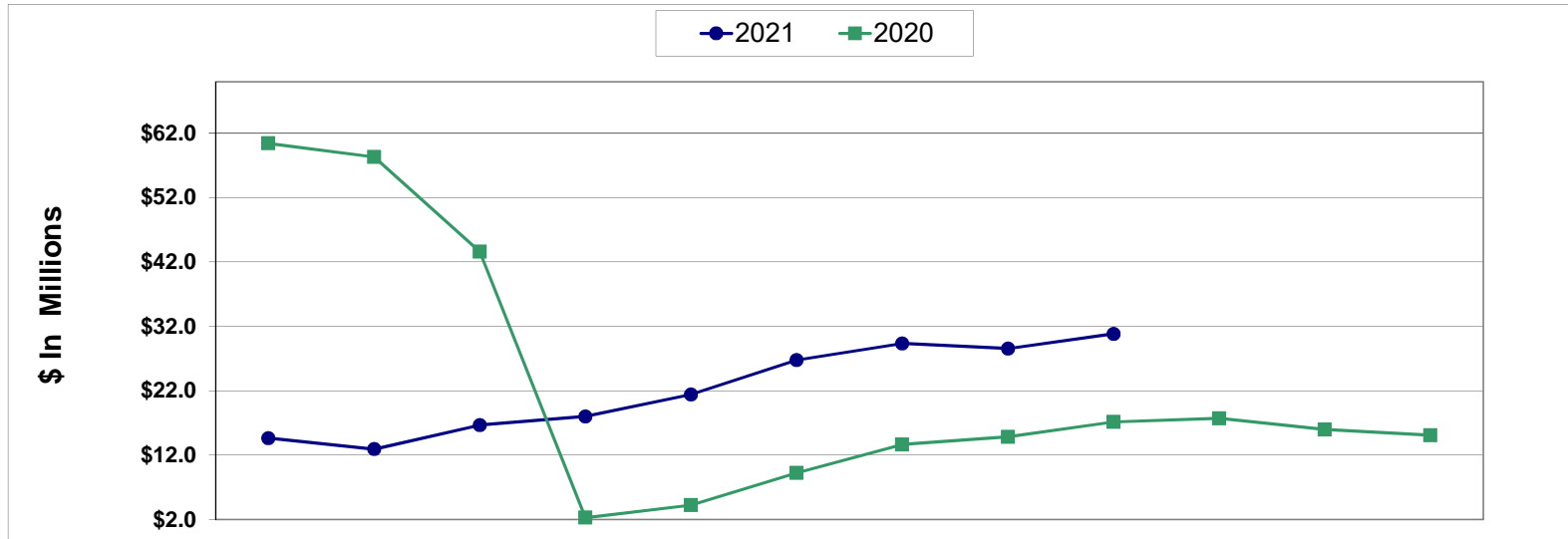


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.1	1.1	1.4	1.5	1.8	2.3	2.5	2.5	2.7				17.0
2020	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	12.1
PCT CHG.	-61.7%	-62.1%	2.5%	1656.0%	388.9%	195.2%	128.8%	105.9%	94.0%				40.6%

Please Note: Ridership is based on ticket sales data.

September REVENUE

- September Total Revenue was 79.5% above '20 and 8.3% above 2021 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4	\$26.8	\$29.3	\$28.5	\$30.8				\$199.2
2020	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	\$223.8
PCT CHG.	-75.7%	-77.8%	-61.7%	682.1%	406.7%	189.1%	114.6%	92.1%	79.5%				-11.0%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	September 2021	*September 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	920,256	644,562	275,694	42.8%
NON-COMMUTATION RIDERSHIP	2,710,213	1,397,261	1,312,952	94.0%
TOTAL RIDERSHIP	3,630,469	2,041,823	1,588,646	77.8%

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

TICKET TYPE/SERVICE	September 2021	*September 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	6,503,893	11,972,773	(5,468,880)	-45.7%
NON-COMMUTATION RIDERSHIP	16,958,247	12,064,806	4,893,441	40.6%
TOTAL RIDERSHIP	23,462,140	24,037,579	(575,439)	-2.4%

* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	September 2021	September 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$6,940,555	\$5,036,696	\$1,903,859	37.8%
NON-COMMUTATION REVENUE	\$23,895,742	\$12,137,849	\$11,757,893	96.9%
TOTAL REVENUE	\$30,836,297	\$17,174,545	\$13,661,752	79.5%

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

REVENUE	September 2021	September 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$49,484,186	\$113,627,114	(\$64,142,928)	-56.5%
NON-COMMUTATION REVENUE	\$149,671,601	\$110,165,203	\$39,506,398	35.9%
TOTAL REVENUE	\$199,155,787	\$223,792,317	(\$24,636,530)	-11.0%



Long Island Rail Road

Ridership Report Highlights

August 2021 vs. 2020

- Total ridership increased +86.5% compared to August 2020 (3,294,846 passengers in August 2021 vs. 1,766,781 passengers in August 2020). When compared to August 2019, total ridership decreased -58.4% (3,294,846 passengers in August 2021 vs. 7,921,403 passengers in August 2019)
- Commutation ridership increased +44.4% compared to August 2020
- Non-Commutation ridership increased +105.9% compared to August 2020

2021 vs. 2020 YTD

- Total YTD ridership is -9.8% below 2020 and +2.3% above the Mid-Year Forecast
- YTD Commutation ridership is -50.7% below 2020
- YTD Non-Commutation ridership is +33.6% above 2020

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

August 2021

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

EXECUTIVE SUMMARY

August Ridership and Revenue (millions)

	August 2021	% Change vs. 2020
Total Rail Ridership	3.295	86.5% ▲
Commutation Ridership	0.806	44.4% ▲
Non-Commutation Ridership	2.489	105.9% ▲
Rail Revenue	\$28.5	92.1% ▲

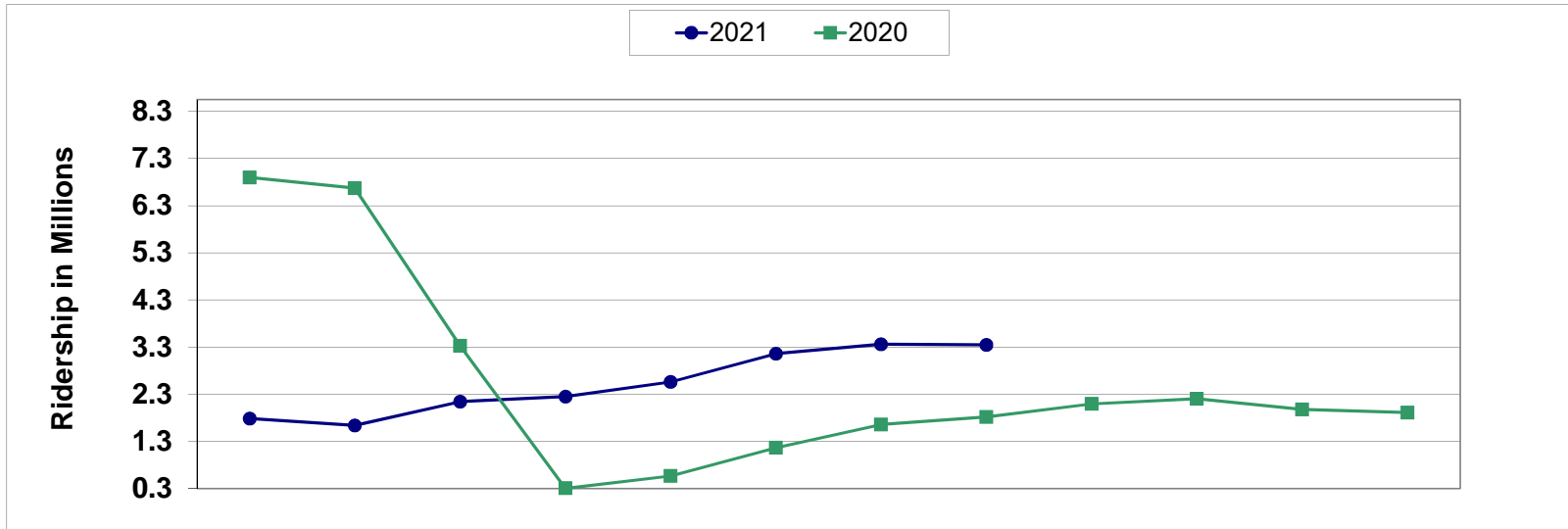
Year-to-Date through August Prelim. Ridership and Revenue (millions)

	August 2021	% Change vs. 2020	Comparison to Mid-Year FCST
Total Rail Ridership	19.832	-9.8% ▼	2.3% ▲
Commutation Ridership	5.584	-50.7% ▼	-31.1% ▼
Non-Commutation Ridership	14.248	33.6% ▲	26.4% ▲
Rail Revenue	\$168.3	-18.5% ▼	2.8% ▲

Please Note: Ridership is based on ticket sales data.

August RIDERSHIP

- August Total Ridership was 86.5% above '20 and -2.8% below 2021 Mid-Year Forecast.

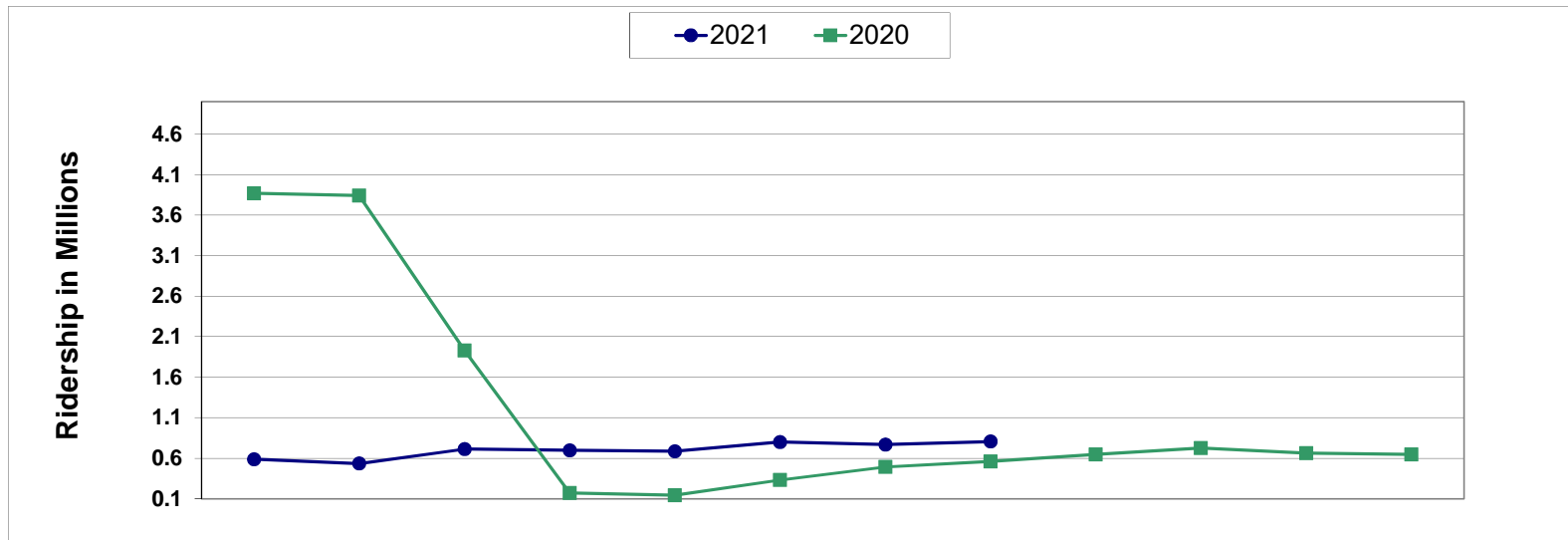


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.7	1.6	2.1	2.2	2.5	3.1	3.3	3.3					19.8
2020	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	22.0
PCT CHG.	-74.7%	-76.0%	-36.1%	767.5%	386.7%	179.2%	106.4%	86.5%					-9.8%

Please Note: Ridership is based on ticket sales data.

August COMMUTATION RIDERSHIP

- August Commutation Ridership was 44.4% above '20 and -54.6% below 2021 Mid-Year Forecast.

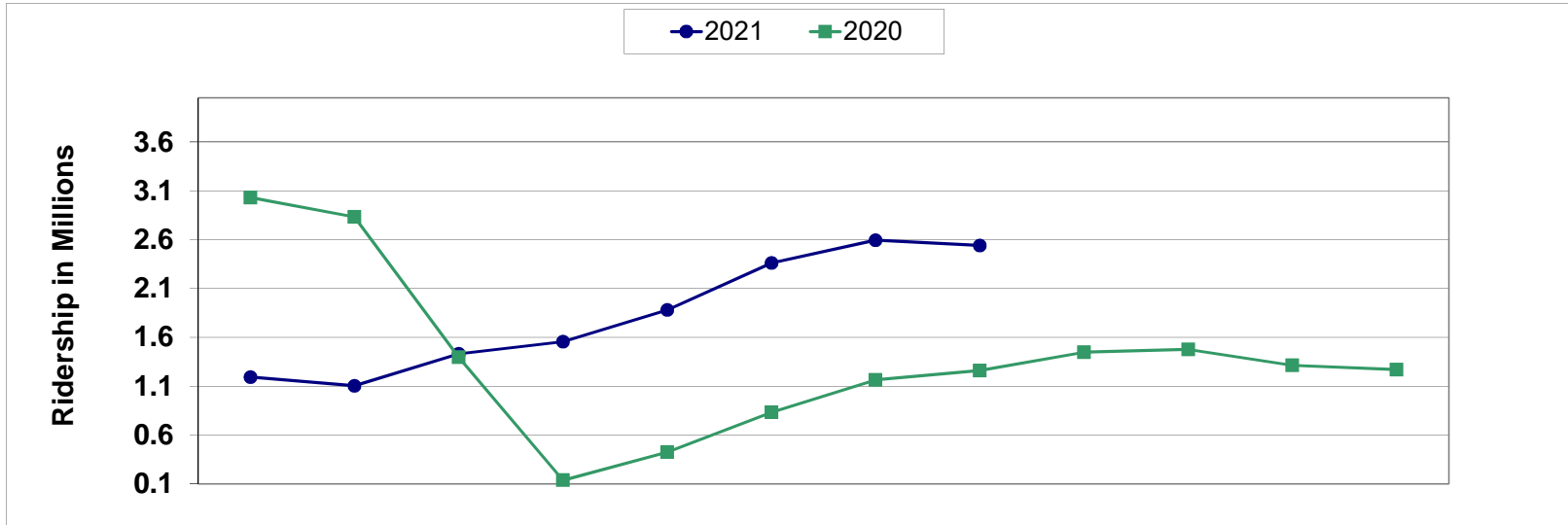


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.6	0.5	0.7	0.7	0.7	0.8	0.8	0.8					5.6
2020	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	11.3
PCT CHG.	-84.8%	-86.1%	-63.0%	314.3%	380.9%	141.3%	55.7%	44.4%					-50.7%

Please Note: Ridership is based on ticket sales data.

August NON-COMMUTATION RIDERSHIP

- August Non-Commutation Ridership was 105.9% above '20 and 54.1% above 2021 Mid-Year Forecast.

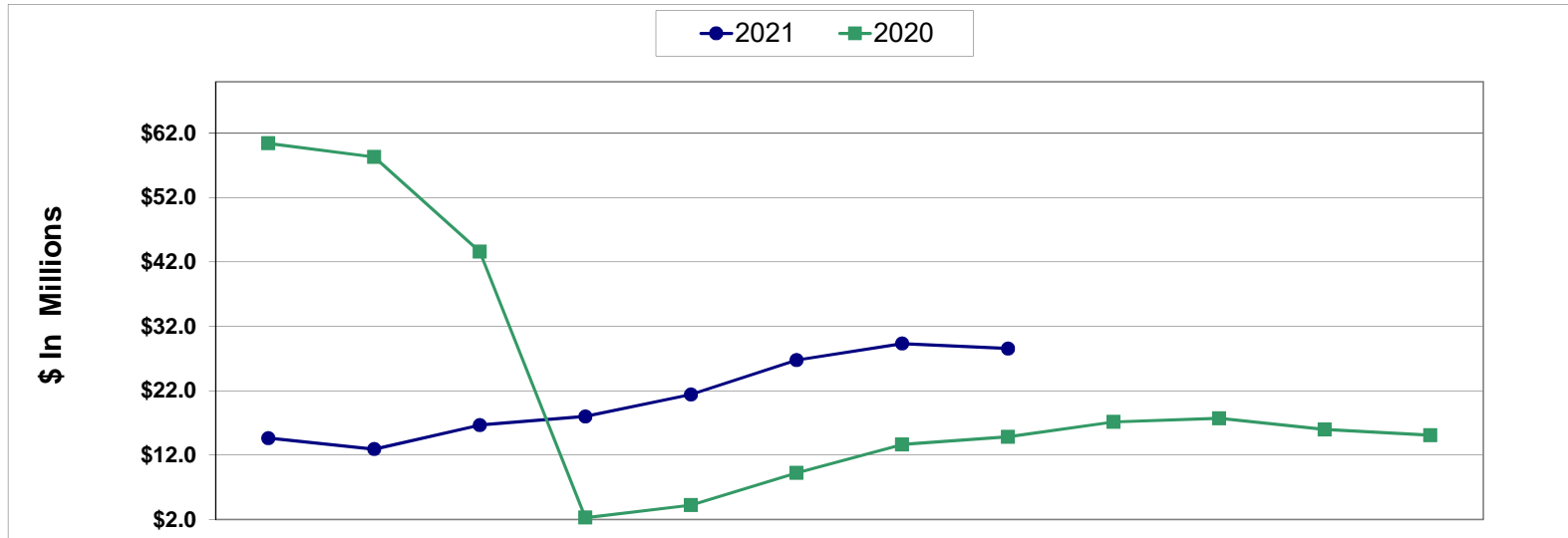


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.1	1.1	1.4	1.5	1.8	2.3	2.5	2.5					14.2
2020	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	10.7
PCT CHG.	-61.7%	-62.1%	2.5%	1656.0%	388.9%	195.2%	128.8%	105.9%					33.6%

Please Note: Ridership is based on ticket sales data.

August REVENUE

- August Total Revenue was 92.1% above '20 and -2.3% below 2021 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4	\$26.8	\$29.3	\$28.5					\$168.3
2020	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	\$206.6
PCT CHG.	-75.7%	-77.8%	-61.7%	682.1%	406.7%	189.1%	114.6%	92.1%					-18.5%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	August 2021	*August 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	805,699	557,800	247,899	44.4%
NON-COMMUTATION RIDERSHIP	2,489,147	1,208,981	1,280,166	105.9%
TOTAL RIDERSHIP	3,294,846	1,766,781	1,528,065	86.5%

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

TICKET TYPE/SERVICE	August 2021	*August 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	5,583,637	11,328,211	(5,744,574)	-50.7%
NON-COMMUTATION RIDERSHIP	14,248,034	10,667,545	3,580,489	33.6%
TOTAL RIDERSHIP	19,831,671	21,995,756	(2,164,085)	-9.8%

* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	August 2021	August 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,942,315	\$4,299,883	\$1,642,433	38.2%
NON-COMMUTATION REVENUE	\$22,604,230	\$10,559,739	\$12,044,491	114.1%
TOTAL REVENUE	\$28,546,545	\$14,859,622	\$13,686,923	92.1%

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

REVENUE	August 2021	August 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$42,543,631	\$108,590,418	(\$66,046,787)	-60.8%
NON-COMMUTATION REVENUE	\$125,775,859	\$98,027,353	\$27,748,505	28.3%
TOTAL REVENUE	\$168,319,489	\$206,617,771	(\$38,298,282)	-18.5%



Long Island Rail Road

CAPITAL PROGRAM REPORT

LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS
September 2021

L70501/SR: Station Platform CCTV Cameras

Milestone: Beneficial Use

Project Budget: \$1.22M

The installation of CCTV cameras at 18 stations is complete. There were a total of 126 cameras installed at 18 locations. Each location received 4 cameras with the exception of East New York and Oakdale which received 46 and 16, respectively.

SMALL BUSINESS DEVELOPMENT PROGRAM

No contracts awarded this month.

No contracts completed this month.

2021 LIRR Capital Program Goals

