



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

April 2022

Members

K. Law (Co-Chair)

G. Bringmann

N. Brown

M. Fleischer

R. Glucksman

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Monday, 4/25/2022
2:30 - 3:30 PM ET

1. Public Comments Period

2. Summary of Actions

MNR Summary of Actions

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LIRR Summary of Actions - None

3. Approval of Minutes - March 28, 2022

MNR Minutes

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LIRR Minutes

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4. 2022 Work Plans

MNR Work Plan

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LIRR Work Plan

LIRR Work Plan - Page 31

5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

MNR Report

- **MNR Safety Report**

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LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 39

MTA Police Report

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6. AGENCY INFORMATION ITEMS

MNR Information Items

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- **Final Review of 2021 Operating Budget Results**
Final Review of 2021 Operating Budget Results - Page 52
- **2021 Annual Ridership Report**
2021 Annual Ridership Report - Page 85
- **License agreement with City Winery for a restaurant in Vanderbilt Hall Grand Central Terminal**
City Winery - Page 94
- **License agreement with Manhattan News Inc., for a retail convenience location at 125th Street Station**
Manhattan News - Page 96

LIRR Information Items

- **Final Review of 2021 Operating Budget Results**
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- **2021 Annual Ridership Report**
2021 Annual Ridership Report - Page 129
- **May Timetable Change & Trackwork Programs**
May Timetable Change & Trackwork Programs - Page 138
- **Westbury Transit Oriented Development**
Westbury Transit Oriented Development - Page 143

7. PROCUREMENTS

MNR Procurements

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

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LIRR Procurements - NONE

8. AGENCY REPORTS ON OPERATIONS, FINANCE AND RIDERSHIP

MNR Reports

- **MNR Operations Report**
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- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 162
- **MNR Finance Report**
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- **MNR Ridership Report**
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LIRR Reports

- **LIRR Operations Report**
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- **LIRR Performance Metrics Report**
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- **LIRR Finance Report**
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- **LIRR Ridership Report**
LIRR Ridership Report - Page 229

**METRO-NORTH RAILROAD
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for April 2022**

Responsible Department	Vendor Name	Total Amount	Summary of action
Metro-North Procurement	Alstom Signaling, Inc.	\$15,155,850	Positive Train Control software upgrades, technical support, and field qualification services to enhance the Automatic Train Control and Advanced Civil Speed Enforcement System the installed PTC system Metro-North's M-8 fleet.

Minutes of the Regular Meeting
Metro-North Committee
Monday March 28, 2022

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

The following Board members were present in person:

Hon. Rhonda Herman, Co-Chair
Hon. Frank Borelli, Jr.
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Robert Linn
Hon. Vincent Tessitore, Jr.

The following Board members were present via video conference:

Hon. Michael Fleischer
Hon. David Mack
Hon. Harold Porr III
Hon. Neal Zuckerman

The following Board members were not present:

Hon. Kevin Law, Co-Chair

Also present in person or via video conference:

Catherine Rinaldi – President
Susan Sarch – Vice President, General Counsel & Secretary
Justin Vonashek – Senior Vice President, Operations
Shelley Prettyman – Vice President, System Safety
David Melillo – Chief Engineer
Mark Mannix – Senior Director, Corporate and Public Affairs
John Longobardi – Chief Transportation Officer
Anthony Gardner – Senior Director, Procurement and Material Management
Ziona Rubin – Acting Metro-North BU Lead, MTA Construction & Development
Nathan Gilbertson – Vice President, Operations Support & Organizational Resiliency
Yvonne Hill-Donald – Chief Administrative Officer
Steven Weiss – Financial Liaison

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road (“LIRR”) Committee. In addition to Metro-North President/Interim LIRR President Rinaldi and Metro-North staff noted above, members of LIRR staff attended the Joint Committee meeting. The minutes of the LIRR Committee for the meeting of March 28, 2022 should be consulted for matters addressed at the joint meeting relating to LIRR.

Co-Chair Herman called the joint meeting to order.

PUBLIC COMMENTS:

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

Kara Gurl (in person), PCAC Research and Communications Associate, stated that they were encouraged by announcements of schedule and station improvements for Metro-North and LIRR. On Metro-North, new schedules include new weekday express trains. It is also great that Hudson Line service will be improved through Dobbs Ferry following repairs to equipment damaged during Hurricane Ida. The station improvements to make Hartsdale, Scarsdale, and Purdy's Harlem Line stations accessible are another important step towards a fully accessible transit system. Gurl is also looking forward to hearing about the first and last mile station access mobility study. She stated that the new fare discount pilot program, which includes expanded CityTicket and 20% discount 20 trip tickets, are great for riders and hopes to see them expanded. Gurl encouraged MTA to share numbers on how many people are taking advantage of discounts and the metrics for success.

Christopher D. Greif (in person) from New York City Transit Riders Council and NYCT's Advisory Committee for Transit Accessibility stated that they worked well with LIRR regarding accessibility and hoped they can do so in the future with Metro-North. He mentioned that March 16 was the one year anniversary of when Edith Prentiss passed away, and that he would continue advocating for more accessibility – ramps, elevators, signage. He stated that the railroads still need to remind passengers to wear masks and that there needs to be more signage regarding this issue.

Aleta Dupree (via video) congratulated President Rinaldi on being president of two railroads. She looked forward to the new fare products and seeing what OMNY will look like on the railroads. She did not know why Metro-North was starting diesels when trains get out of the Park Avenue tunnel when there are still miles of third rail. She stated that she is in favor of fare discounts and said the time was not right for a fare increase. Dupree also said that she was looking forward to the mobility study, as she has struggled with last mile for years. She said that Grand Central Terminal was special and needed to be kept up.

James Carmody (via video) asked Metro-North to include books, newspapers, and games, which would assist commuters with their mental health.

Jason Anthony (in person) from Amazon Labor Union stated that LIRR and Metro-North commuters do not receive pop up notifications in the app regarding service changes. The railroads should use in house apps to provide pop up notifications.

Murray Bodin (in person) from Concerned Grandparents apologized to President Rinaldi for asking her to do things that were not her responsibility, and that he had blamed her for incorrect information that she received from her staff. He stated that the Roaring Brook crossing was done well. With regard to diesel engines coming out of Grand Central Terminal, he said that Metro-

North could hook an electric engine on one end of the train and run it on electric from Croton to Grand Central.

Additional details of the comments made by the public speakers are contained in the minutes of the LIRR Committee for the meeting of March 28, 2022. 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 February 22, 2022 Metro-North Committee Meeting.

METRO-NORTH 2022 WORK PLAN:

President Rinaldi reported no changes to the Work Plan.

METRO-NORTH PRESIDENT'S REPORT:

President Rinaldi began with a moment of silence for Mario Duran, who died of COVID. Duran started at Metro-North 13 years ago and worked as a custodian in the Stamford District of the Stations Operations Department. He was always available to cover all positions needed in the district and was an anchor of Metro-North's collection and recycling crew, where he kept stations clean and well maintained while carrying out all his duties. Duran was a team player, had many friends, and was loved and respected by his managers and co-workers. He never complained, had a strong work ethic, and always performed his duties with a smile on his face. He was a mentor to newer colleagues and will be missed by all who knew him and worked with him over the years. Duran was a devoted husband, father, and grandfather. Please keep his family and friends in your thoughts and prayers during this very difficult time. Metro-North's deepest condolences go out to his family.

President Rinaldi also recognized the recent passing of Orrin Getz, who was a strong advocate for Metro-North riders – especially for improved West of Hudson service – and was a regular attendee at these Metro-North Committee meetings. He served as Vice-Chair of the Metro-North Railroad Commuter Council, regularly attended these committee meetings to speak on behalf of Pascack Valley and Port Jervis riders and was a champion for improved West of Hudson service. Metro-North riders benefited from his many years of advocacy and tireless efforts on their behalf. He will be missed by many – in particular, his family, friends, and the advocacy community.

President Rinaldi noted that Board Member Glucksman wanted to say a few words. Board Member Glucksman discussed his friendship with Orrin Getz for over 45 years, Orrin's advocacy, and suggested dedicating the new shelter at Nanuet station to his memory.

President Rinaldi stated that 20 trip tickets have been extremely popular. Through March 17, Metro-North has sold more than 15,400 20 trip tickets – which is more than 308,000 rides. It is clearly an attractive option for returning hybrid scheduled riders.

Metro-North has set ridership records two weeks in a row for highest average weekday ridership since COVID began. For the week of March 7-11, Metro-North carried an average of 134,900 passengers each weekday, which is a new COVID-era high. The week of March 14-18 was even better, with nearly 140,000 weekday riders. Metro-North ridership rose almost 5% during the week of March 14. This put Metro-North above 50% of pre-COVID ridership according to both the baseline February 2020 benchmark and the March 2019 apples to apples comparison. We are now entering a period of school breaks and spring vacations and expect the ridership to level off until after Easter and Passover.

In addition, Metro-North is seeing a nice return to group travel on weekdays and weekends. Metro-North is seeing bike groups come back strongly, school groups visiting historic locations and museums across the region in places like Tarrytown, Scarsdale, New Haven, and Manhattan, and art groups booking visits to Beacon.

For February, Metro-North's East of Hudson service operated above goal at 97.8% on time performance ("OTP"), and year to date train performance stands at 98%. By line, the Hudson Line was 98.7%; the Harlem Line was 98.3%; and the New Haven Line was 97%. Of the major incidents last month, the majority of delays were the result of two local incidents that impacted Metro-North service: (a) on February 8, a New York City water main break at 72nd Street impacted trains on all three main lines and led to 41 delays; and (b) on February 18, a local electrical utility power issue impacted an electrical feeder at Cos Cob, which provides power to New Haven Line trains, resulting in 28 delays.

West of Hudson train service operated slightly below goal at 91.8% OTP and year to date performance stood at 92.5%.

With respect to Metro-North's upcoming maintenance work, springtime is here so Metro-North maintenance of way crews will be moving up into high gear on work for the remainder of the year. Some highlights of the projects Metro-North has in store for this year are the following:

- Surfacing 100 miles of track, welding 1500 rail joints, and replacing 45,000 ties, 9 miles of rail, 33 switches, and 1500 bridge timbers.
- Additional noteworthy projects include the cutover of a new signal system at one of the key interlockings, CP 229 in Greenwich, and installing new concrete crossing pads in place of the existing rubber crossings at three Harlem Line grade crossings and three Port Jervis Line grade crossings.

Turning next to schedule changes, which went into effect yesterday, Metro-North is restoring 66 weekday trains on its East of Hudson lines. The restoration of this weekday service brings Metro-North's weekday service to 89% of pre-pandemic levels and restores pre-pandemic express service at several stations. As more customers continue to return this spring, Metro-North

is thrilled to be able to offer more service on weekdays. This increase in service comes at a time when Metro-North has rolled out new fare discounts. For those who are returning to the office on a hybrid schedule or looking to travel with friends on the weekends and are not sure which ticket to choose, the new fare calculator featured on the MTA website can help customers find the best deal. Guided by Metro-North's Way Ahead – Moving Forward strategic plan, the schedule improvements shorten peak hour travel times for many customers. In addition, these service adjustments will provide additional seating capacity and reduce trip times at several stations by up to 13 minutes. President Rinaldi noted that there were some maps in the presentation that show the travel time savings by line, and that they could make the maps available to the Committee after the meeting.

In addition, one feature of the new schedule is direct Yankee Clipper service once the Yankees season starts. Special game day trains will provide direct service to Yankees – East 153 Street station for all New York Yankees home games beginning with opening day on Thursday, April 7. Yankee Clipper trains will run on all three East of Hudson lines for the first time since the 2017 season. Metro-North will be operating shuttle trains between Grand Central Terminal, Harlem/125 Street, and Yankees/153 Street stations, making additional stops on Hudson Line trains on each game day.

In advance of Metro-North's schedule changes, MTA Construction & Development ("C&D") and Metro-North crews successfully completed at rapid pace the replacement of the culvert along all four tracks at Dobbs Ferry that washed out during Hurricane Ida back in September. This was a huge effort by both Metro-North's partners at C&D and Metro-North's Maintenance of Way. Earlier this month, the C&D contractor completed replacement of the culvert, then Metro-North's Maintenance of Way crews mobilized and installed the tracks, third rail, signal, ballast, and positive train control infrastructure so that the final track could be surfaced and placed into service. The completion of the project enabled Metro-North to cut Hudson Line travel times through the area by up to five minutes in conjunction with the introduction of the new schedules. Metro-North appreciates the patience of its Hudson Line customers and the communities it serves while it undertook this important restoration project. President Rinaldi thanked Metro-North's Maintenance of Way team and C&D folks for their incredible teamwork and diligence to bring this tremendous project done within seven months.

As Board Member Glucksman has mentioned, Metro-North is very pleased that the new platform waiting room at Nanuet station is complete and available to customers. President Rinaldi thanked Board Member Glucksman for the great images taken of the waiting room. She looks forward to seeing this customer enhancement firsthand at an event planned for April 21, when she is joined by some of the Board members. Board Members Glucksman and Borelli have said they would come. Board Members Porr and Brown might also join, as well as elected officials to mark the project's successful completion.

In addition, there are other exciting Metro-North projects underway this Spring. Metro-North's partners at C&D are also kicking off a full slate of upgrades and improvements to Scarsdale, Hartsdale, and Purdy's stations along the Harlem Line that will improve customer comfort and add accessibility features. These upgrades will provide street and platform elevators, among other improvements including ADA-compliant sidewalks with curb ramps, new public

staircases, increased electrical capacity, and new CCTV. Renewing and upgrading these three stations is at the core of everything Metro-North does. It is giving its customers the best possible experience while traveling on Metro-North trains, improving its infrastructure and increasing accessibility. As Metro-North ridership continues to recover from the pandemic, customers will see exceptional, modernized, and accessible stations that will serve them for years to come. Accessibility is one of the MTA's top priorities, and projects like this that will make it easier for wheelchair users, seniors with mobility issues, parents with children in strollers, and many others to get around.

C&D has also begun plans to restore the historic Hastings-on-Hudson and Tuckahoe Metro-North station buildings. Spanish-style terracotta tiles that adorn the station roofs will be fully removed and replaced, along with other improvements. Part of the attractiveness of Metro-North are the beautiful station buildings that it inherited when the railroad was created in 1983. The goal of these two projects is to maintain that important history while providing its customers with safe, comfortable station buildings that are beautiful places to start and end their day as Metro-North welcomes them back.

President Rinaldi announced a few personnel changes and appointments: (a) Yvonne Hill-Donald has been promoted to the position of Chief Administrative Officer for Metro-North and Acting Senior Advisor for LIRR; and (b) Shelley Prettyman to the position of Vice President of System Safety. In addition, the MTA Procurement Department recently announced the appointment of Anthony Gardner as Assistant Deputy Chief Procurement Officer for Metro-North. He will be responsible for leading the Metro-North procurement section and will also report to President Rinaldi as the agency business partner. President Rinaldi asked others to join her in congratulating them on their promotions.

Turning to retirements, President Rinaldi led with Mark Mannix, who is Metro-North's Senior Director of External Affairs and is retiring next month. Prior to joining Metro-North in 2000, he served as Chief of Staff in the New York State Senate for five years, after having worked in the legal and financial sectors. He held the position of Metro-North's Director of Government and Community Relations until 2008, when he was promoted to Senior Director of Corporate and Public Affairs and a member of the Executive Leadership team. He oversaw the railroad's internal and external communications, marketing/advertising, employee recognition programs, filming and production, and business development efforts. Recently, as a part of the transformation, he worked as the Senior Director of External Affairs for Metro-North. President Rinaldi said that she knew she was not the only one who will greatly miss him as he takes on the next chapter of his life. She said that his work at Metro-North has made them all the better, and Metro-North customers are enjoying a better railroad because of his hard work. President Rinaldi presented him with a plaque.

President Rinaldi also mentioned that Chief Gary Beahan was poised to retire from the MTA Police Department ("MTAPD"). She said that this was a tremendous loss for the MTAPD but she wished him the best on his retirement.

METRO-NORTH SAFETY REPORT:

Vice President of System Safety Shelley Prettyman stated that Metro-North's Safety report can be found starting on page 33 of the Committee Book.

Vice President Prettyman reported that the FRA reportable employee injury rate per million customers was 2.02 for the 12 month reporting period ending January 2022, which is unchanged from the prior reporting period. Metro-North will be looking to update those numbers when it receives the accurate work hours from Kronos. The FRA reportable customer injury rate was 1.64 for the 12 month reporting period ending January 2022, which is down from 1.75 from the prior reporting period.

Vice President Prettyman was pleased to say that Metro-North's TRACKS public safety education and outreach program held its first in-person event for 2022 at Grand Central Terminal ("GCT") on February 25. That was followed by the METCA model train show in Howard Beach on March 5. Upcoming in-person events include Ossining Earth Day festival, Story Time at the Hartford Public Library, and presentations at the Ferguson Library in Connecticut – just to name a few. Metro-North will continue to supplement these in-person events with virtual outreach and resources for the TRACKS website and social media. Total in-person community outreach contacts were 709 in January, and total web and social media contacts totaled over 30,000 for the month.

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 Vice President Prettyman's remarks.

MTAPD REPORT:

MTAPD Deputy Chief Jennifer Kelly stated that the police report starts on page 36 of the Committee Book.

On behalf of Chief Beahan, Deputy Chief Kelly extended his thanks to everyone for all of his years of service and how well he worked with the members of the Committee. He will be missed by the department for 30 years of his leadership. His skill set is something that cannot be replaced easily.

Systemwide for Metro-North and LIRR, they have seen an increase in the seven major felony categories for the month of February. This is to be expected, as ridership continued to improve. The increase is relatively low. The daily crime rate is less than one crime per day systemwide for any major felony, but just a slight increase of even one crime affects the percentages.

Metro-North had two robberies in February. This is consistent with the same time period in 2021. Both robberies occurred within businesses located in GCT. For the first robbery, a security guard attempted to recover merchandise when a suspect resisted and threatened the security guard. Patrol officers quickly responded and arrested the suspect at the time of the incident. For the second

robbery, a shoplifter, when confronted by store security, stated that he had a knife, although a weapon was not displayed. The suspect fled the business. This remains an active investigation.

Metro-North had one felony assault, which it also had for the same time period in 2021. A shoplifter at Rite Aid resisted arrest, causing a police officer to sustain a fractured elbow. The individual was originally charged with felony assault, although it will be reclassified because the District Attorney's office prosecuted it as a misdemeanor.

Metro-North had three burglaries. Two were from commercial establishments at GCT, both of which resulted in arrests. The third occurred at Yankee Stadium station, where a suspect pried open a door to the electrical storage room and removed tools. This remains an active investigation.

Metro-North had seven grand larcenies. The majority resulted from unattended belongings or victims being asleep when the crime occurred. Five occurred at GCT, three of which involved property being stolen from businesses. Arrests were made in two of the incidents. There were two reports involving reports of tools being stolen from a job box at the Highbridge Yard and from a platform at GCT. There were two reports of tools being removed from trains.

For both LIRR and Metro-North, there have been 145 total arrests this year compared to 95 last year for the same time period. The greatest increase in arrests has been for misdemeanor assaults, criminal mischief, criminal trespass, and petit larceny. Year to date there has been an increase in criminal summonses for petty offenses, with 239 compared to 199 for the same time period last year.

The full MTAPD 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 Deputy Chief Kelly's presentation.

SPECIAL PRESENTATION:

C&D Senior Director – Transit Oriented Development (“TOD”) Robert Paley presented a study to improve station access in suburban territory. He was joined by Project Manager Emily Provonsha. Senior Director Paley noted that convenient access to stations is critical to MTA's business model. Traditionally that meant access by car, which requires parking. However, parking structures are expensive to build and operate, use valuable space that could be better used. Many customers do not own a car, promoting driving is bad environmental policy, and parking does not address the evolving customer needs.

There has been a pretty major shift in how people are traveling, which presents a major opportunity to do four things: (1) facilitate the seamless, flexible, and convenient travel options that customers want; (2) grow ridership by accommodating those preferences; (3) promote a more environmentally responsible transportation network; and (4) reduce the need for expensive parking garages, leaving more space for transit oriented mixed use development.

The purpose of the study is to learn how to make it easier for customers to travel to and from suburban rail stations – what urban planners call “first mile last mile” – without driving in

their own car and parking in a lot. They are analyzing current travel patterns to every one of the stations in the seven suburban counties MTA serves, identifying gaps in access, and strategizing how new technology and emerging alternative modes can make it easier to get to the station. The work has to be done in partnership with local municipalities and counties, since most of the investments and policy outcomes will need to be undertaken by them. MTA will facilitate the discussion and give them the knowledge and tools to take action themselves.

Senior Director Paley introduced slides showing changing regional travel patterns – trends that are accelerating in the post-COVID world but were well underway before the pandemic. They showed growth in employment outside Manhattan, reverse commuting, flexible work schedules, discretionary travel, and alternatives to driving, including for-hire vehicles such as Uber and Lyft, shared micro-transit, private shuttles, bike shares, mopeds, and e-scooters. Many are powered by phone apps, so they are looking at how our own app, MyMTA, can be integrated with third party mobility providers.

MTA TOD asked the consultant to categorize the station areas into typologies based on land use and population density characteristics. They are also looking at demographic factors, socioeconomic factors, topography, residential density, concentration of major destinations, and safety of surrounding street networks. They found that the way customers access stations varies dramatically between typologies. Overall, approximately $\frac{1}{4}$ of customers walk to stations while $\frac{2}{3}$ drive, with the remaining 10% taking a bus, shuttle, or ferry, and a very small percentage riding bikes. In higher and medium density suburbs, many people walk. Major hub stations are characterized by multiple modes. The share of people who drive alone is higher in lower density communities, but the share of carpool, taxi, and ride sharing is also high in these communities. The highest use of bikes is at seasonal limited stop stations, although it is still a small share overall. The consultant is now focusing on identifying station access gaps, which are physical barriers that prevent customers from walking, biking, sharing a ride, or taking transit to the station. With the analyses done, there can be a better idea of which first mile last mile strategies might be most appropriate and cost effective.

All the information regarding the physical and demographic context in which the stations operate will be incorporated into the First Mile Last Mile Toolkit, which will be a web based interactive database that is being developed with the consultant. The purpose is to give county and municipal stakeholders the information they need to assess their station area to identify the right mix of strategies for their particular station area and to design pilot programs for the stations. They will be beta testing the toolkit in May and expect it to be publicly available on the website in July.

Over the next several months, the goal is to formalize collaboration and enter into agreements with local partners in 10 station areas to develop and implement the pilot program. The pilot will include different types of stations representing different physical environments and geographic locations. If all goes well, Senior Director Paley will come back to the Committee by the end of the year, report on the results of the pilots, and describe which of them can be formally implemented next year and in the years following.

Board Member Glucksman asked for a copy of the presentation.

INFORMATION ITEMS:

President Rinaldi noted that, for both LIRR and Metro-North, there were a total of four reports presented in the Book:

- The annual elevator and escalator report for each railroad, which reflects the availability of elevators and escalators over the course of last year.
- Diversity and EEO reports for the 4th quarter of 2021 for each railroad. Due to the continued update of workforce information as a result of the transformation and the need to reconcile individual agency data agency-wide, all reporting of agency-wide diversity workforce data will be provided by the Division of Diversity and Civil Rights (“DDCR”) at today’s Diversity Committee meeting. Once new census data is available, underutilization analysis for all job groups will be conducted and agency-wide utilization percentages will be provided. DDCR expects the specific data to be provided in their 1st quarter 2022 Diversity Committee Book.

The details of these information items are contained in reports 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.

PROCUREMENTS:

There were no procurements.

OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, AND FINANCIAL REPORTS:

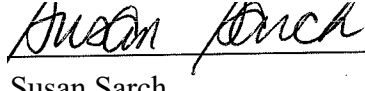
The details of the Operations, Performance Metrics, Ridership, and Financial Reports are contained in reports filed with the records of the meeting.

ADJOURNMENT:

Prior to adjournment, Board Member Tessitore mentioned a letter that was forwarded to the Committee and the MTA Board regarding the Kronos failure, in which the heads of nine LIRR labor unions respectfully conveyed their deep concerns about current payroll problems, the tremendous amounts of overtime that is owed to members, and the pension ramifications. While he believed President Rinaldi would help with speeding up reconciliation, he said the Committee and the MTA Board should not forget what Kronos did and that this is a tremendous concern that affected a lot of employees and can never be allowed to happen again.

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

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Susan Sarch", is written over a horizontal line. A vertical line extends downwards from the right end of the horizontal line.

Susan Sarch

Vice President, General Counsel & Secretary

Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday March 28, 2022

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

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Hon. Rhonda Herman, Co-Chair
Hon. Frank Borelli, Jr.
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Robert Linn
Hon. Vincent Tessitore, Jr.

The following Board members were present via video conference:

Hon. Michael Fleischer
Hon. David Mack
Hon. Harold Porr III
Hon. Neal Zuckerman

The following Board members were not present:

Hon. Kevin Law, Co-Chair

Representing Long Island Rail Road: Catherine Rinaldi, Rob Free, Lori Ebbighausen, Michael Reilly, Paul Dietlin

The members of the Long Island Rail Road (“LIRR”) Committee met jointly with the members of the Metro-North Committee. In addition to LIRR Interim President/Metro-North President Catherine Rinaldi and members of LIRR staff noted above, members of Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee for the meeting of March 28, 2022 should be consulted for matters addressed at the joint meeting relating to Metro-North.

Co-Chair Herman called the joint meeting to order.

PUBLIC COMMENTS:

The following public speakers commented on matters related to LIRR:

Kara Gurl (in person), PCAC Research and Communications Associate, stated that they were encouraged by announcements of improvements in work for Metro-North and LIRR. They are excited that Elmont UBS station is almost complete, that riders will soon be able to access the

station in both directions, and that construction is on time and on budget. They are also looking forward to hearing about the first and last mile station access mobility study. She also stated that the new fare discount pilot program, which includes expanded CityTicket and 20% discount 20 trip tickets, are great for riders and they hope to see them expanded. They encouraged MTA to share numbers on how many people are taking advantage of discounts and the metrics for success.

Christopher D. Greif (in person) from New York City Transit Riders Council and NYCT's Advisory Committee for Transit Accessibility stated that they worked well with LIRR regarding accessibility and hoped they can do so in the future with Metro-North. He mentioned that March 16 was the one year anniversary of when Edith Prentiss passed away, and that he would continue advocating for more accessibility – ramps, elevators, signage. He stated that the railroads still need to remind passengers to wear masks and that there needs to be more signage regarding this issue.

Aleta Dupree (via video) congratulated President Rinaldi on being president of two railroads. She looked forward to the new fare products and seeing what OMNY will look like on the railroads. She stated that she is in favor of fare discounts and said the time was not right for a fare increase. She also said that she was looking forward to the mobility study, as she has struggled with last mile for years.

Jason Anthony (in person) from Amazon Labor Union stated that LIRR and Metro-North commuters do not receive pop up notifications in the app regarding service changes. They should use in house apps to provide pop up notifications.

Charlton D'Souza (via video), Passengers United President, said that LIRR needed to provide more service on the Hempstead branch, that there was a big gap in service between 7:49 am and 9 am, and that there were no weekday trains during the midnight hour. He asked President Rinaldi to do a tour of Hollis Station to see the damage. He also stated that people advised him that they were not buying the \$60 weekly Atlantic Ticket, that they wished it was \$45 or \$50, and that some people think there should be a bus or subway transfer included with the \$5 Atlantic Ticket. He said they were still seeing lots of homeless individuals at Penn Station, that they are using drugs and needles, and that they needed more help from NYPD and MTAPD. He also said that more people taking the AirTrain, especially tourists, need to know about the CityTicket and Atlantic Ticket.

John Michno (via video) stated that passengers at the Mineola station do not have a heated waiting room. He noted that the weekends with no train service have contributed to tremendous declines in the community, that they are waiting for the three pedestrian overpasses at Willis Avenue, Main Street, and the east end of the station. They are also dealing with public safety issues, with homeless individuals – many of whom are unstable – loitering around the station. He rarely sees MTA Police Officers performing routine patrols there. He also asked how they can charge seniors and disabled individuals the peak fare on westbound morning trains.

Andy Pollack (via audio) from Passengers United stated that he was glad that the Main Line was getting concrete ties. He also was glad that LIRR was being transparent and that the Main Line would be running on certain holiday weekends.

Additional details of the comments made by the public speakers are contained in the minutes of the Metro-North Committee for the meeting of March 28, 2022. 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 February 22, 2022 LIRR Committee Meeting.

LIRR 2022 WORK PLAN:

President Rinaldi reported no changes to the Work Plan.

LIRR PRESIDENT'S REPORT:

President Rinaldi began with a moment of silence for Frank Zucaro, who died on February 4, after contracting COVID-19. He joined LIRR in 1999 as a B&B Mechanic, dedicating nearly 23 years of his career to public service. He recently worked as a Structures Assistant Supervisor and was a proud member of the SMART union. He was a great friend to many and was always looking out for others before himself. His colleagues recall him as a selfless person who would do anything for anyone around him if they needed help. He will be remembered as a great co-worker, supervisor, father, husband, and friend. President Rinaldi asked everyone to join her in keeping him in their thoughts and prayers along with his wife Phyllis, their daughter Angelica, and all his family, friends, and fellow railroad colleagues.

President Rinaldi stated that, on February 28, she took the train to Jamaica for her first day at LIRR. She was happy to see the stations and trains busy with commuters – which told her that LIRR was well on its way in its recovery process from the impacts of COVID-19. During her first two weeks, she met with several employees at Jamaica – including at the Jamaica Central Control – and at LIRR's Hillside Support Facility. She has been spending a good amount of time out on the Island, meeting with customers and stakeholders, and attending several events like the Long Island Association meeting.

With regard to year over year ridership, February total ridership increased 100.4% to nearly 3.2 million riders – compared to February 2021, which had 1.58 million riders. Compared to pre-pandemic, LIRR is still around the 50% mark. Looking at its latest weekday average from the week of March 14, LIRR experienced an increase of about 3500 more customers than the week before – getting up to 164,802 customers. LIRR is happy to see more customers returning. Its latest weekend data of March 19-20 shows really good progress. With higher than normal temperatures, weekend ridership was up significantly – 42.8% compared to the prior weekend. LIRR is also seeing really good numbers since the rollout of the new fare structures and discounts, especially with the 20 trip ticket that LIRR knew would be popular. More than 314,000 rides have been purchased with the 20 trip ticket since the launch of this item.

LIRR's on time performance ("OTP") for February was 96.1%, which was above the monthly goal of 94%. 2022 year to date OTP is also 95.6%, which is a decrease of 0.9% as compared to last year. All 11 branches operated at or above goal for the month of February, as well as year to date.

As mentioned in today's agenda, LIRR has outlined the Spring Track Work programs - including the following:

- Main Line switch installations at Divide Interlocking on April 2-3, 9-10, and 23-24. Both tracks on the Main Line will be out of service between New Hyde Park and Hicksville.
- Montauk branch rail drop between Jamaica and Valley Stream on Saturday, April 16. One of two main line tracks will be out of service on the Montauk branch between Jamaica and Valley Stream. Temporary schedule adjustments will be required for Babylon, Montauk, and West Hempstead branches.
- 3rd Track weekend work and Main Line outages. The Main Line Expansion Project is progressing well and, with springtime now arriving, there is a lot of work planned. There will be several weekends of work that require Main Line shutdowns. Customers should check out mta.info for details, and always check the website or the LIRR TrainTime app while planning or leaving for your trip.

Mets-Willets Point station - for Mets fans, LIRR has got you covered. LIRR has been stopping Port Washington branch trains 24/7 for the past year to support those who want to get to the Citi Field vaccination location for COVID-19 vaccines. This will continue through the Spring.

LIRR will also be offering its first ever Spring escorted tours, starting with the Wine Country tour on April 9. While it has offered escorted tours in the Fall before, LIRR is very excited to expand this offering while adding brand new destinations. Escorted tours have been offered successfully by LIRR for more than 30 years, helping with business recovery efforts by generating incremental ridership and supporting Long Island economic development, tourism, and local business growth. All special tours are escorted by a LIRR Group Travel representative, who meets the tour participants at the beginning of the tour and escorts them throughout the tour to maximize the customer experience. The representative also interacts with LIRR Operations to coordinate the trip, secure car space, and explain the tour itinerary. They are there to answer any questions, help transfer participants to connecting buses, handle admissions to venues or restaurants, and keep the group together and on schedule throughout the trip.

President Rinaldi joined Chair Lieber on March 8 to announce a major step in the reconstruction of Penn Station with the removal of seven massive low hanging beams – informally known as “head knockers.” These large beams have historically limited the heights in Penn Station passageways to 6 feet, 8 inches. They weigh 10 tons each and were part of the original structure of Penn Station, but they have been rendered obsolete as crews have built a new structural support system. President Rinaldi wants specifically to thank LIRR customers for their patience as LIRR

continues to do this complete overhaul of LIRR's concourse at Penn Station. They deserve the great things that are coming, and LIRR is getting them done as quickly as possible for them.

In addition, President Rinaldi wants to commend the teams who built and installed the pedestrian overpass at Elmont – UBS station two weekends ago. They safely completed this work in less than two hours, working in between trains that were still in service on the Hempstead branch. This was also done during the Main Line outage for the Third Track work. This kind of coordination helps minimize time customers are disrupted by train service outages. When the station is complete, the overpass will connect the eastbound and westbound platforms and help LIRR customers cross safely from one side of the platform to the other. It was designed to be wider than a normal LIRR overpass in order to accommodate large crowds. LIRR crews also used a Track Laying Machine, a special train that replaced old wooden railroad ties with concrete ties from east of Bellerose station to Floral Park. These new resilient concrete ties have the potential to require little or no maintenance for decades. Elmont – UBS station, the first new LIRR station built in almost 50 years, began service to coincide with the New York Islanders first home game in November 2021 at the brand new UBS Arena.

President Rinaldi announced a few personnel changes and appointments. Yvonne Hill-Donald has been promoted to the position of Chief Administrative Officer for Metro-North and Acting Senior Advisor for LIRR. In addition, the MTA Procurement Department announced the appointment of Richard Mack as Assistant Deputy Chief Procurement Officer for LIRR. He will be responsible for leading the LIRR procurement section. He will also report to President Rinaldi as his agency business partner. President Rinaldi asked others to join her in congratulating them on their promotions.

Turning to retirements, President Rinaldi mentioned that Bruce Ogurek retired from LIRR and that Chief Gary Beahan was poised to retire from the MTA Police Department (“MTAPD”). She said that this was a tremendous loss for LIRR and the MTAPD but she wished them the best on their retirements.

LIRR SAFETY REPORT:

Vice President – Corporate Safety Lori Ebbighausen stated that LIRR's Safety Report begins on page 30 of the Committee Book, reporting on safety through the end of January 2022. First and foremost, she brought to the Committee's attention the 27 employees listed in the Book who were nominated by their colleagues for performing above and beyond their course of duty in the area of safety for their colleagues, LIRR's customers, and the communities that LIRR serves. The employees did everything from rendering lifesaving assistance to those who were contemplating suicide or fallen onto the track level, alerting trains to hazardous conditions, and reuniting individuals with dementia with their families and loved ones. She asked for a round of applause for these employees.

In addition, she reported on employee and customer injuries. The reportable customer injury rate was 2.44 per million customers. The reportable employee injury rate was 4.11 per 200,000 hours. Due to the Kronos disruption in the time and attendance system, the hours worked will be corrected. The Federal Railroad Administration is aware of this.

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 presentation.

MTAPD REPORT:

MTAPD Deputy Chief Jennifer Kelly stated that the police report starts on page 36 of the Committee Book.

On behalf of Chief Beahan, Deputy Chief Kelly extended his thanks to everyone for all of his years of service and how well he worked with the members of the Committee. He will be missed by the department for 30 years of his leadership. His skill set is something that cannot be replaced easily.

Systemwide for Metro-North and LIRR, they have seen an increase in the seven major felony categories for the month of February. This is to be expected, as ridership continued to improve. The increase is relatively low. As the daily crime rate is less than one crime per day systemwide for any major felony, just a slight increase of even one crime affects the percentages drastically.

With regard to the Ronkonkoma situation which occurred on February 16, which is the one murder for 2022, it remains an active investigation. Although no arrest has been made, a person of interest has been identified. Once the identification has been solidified, Suffolk County Police Department will apply for an arrest warrant – with extradition in case the suspect is out of state. Deputy Chief Kelly emphasized that this was an isolated incident, as the suspect and the victim are known to each other. They do not consider this to be a random act of violence.

LIRR had two robberies in February. This is a slight increase compared to the same time period in 2021. One robbery occurred on the platform at Atlantic Terminal station. Perpetrators removed the victim's bag and cell phone. Upon leaving the station, a firearm was believed to be displayed. This remains under investigation and three arrests have already been made. The second robbery occurred on board a train en route to Jamaica. The suspect and victim were known to each other and in a domestic relationship. The victim was pushed to the ground when she attempted to retrieve her property from the suspect. The suspect was arrested on the scene.

LIRR had one felony assault, which is one less than for the same time period in 2021. An arrest was made at Penn Station. The suspect and the victim were not known to each other. They had a dispute in the connecting concourse, which escalated into a physical altercation – resulting in the victim being stabbed multiple times.

LIRR had five grand larcenies. The majority resulted from unattended belongings or victims being asleep when the crime occurred. Four occurred on board trains, where the proceeds were valued over \$1000 or resulted in credit cards being taken. The remaining one occurred at Penn Station, where construction tools were removed from a locked area on the platform.

For both LIRR and Metro-North, there have been 145 arrests this year compared to 95 last year for the same time period. The greatest increase in arrests have been for misdemeanor assaults, criminal mischief, criminal trespass, and petit larceny. Year to date there has been an increase in criminal summonses for petty offenses, with 239 compared to 199 for the same time period last year.

The full MTAPD 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 Deputy Chief Kelly's presentation.

SPECIAL PRESENTATION

C&D Senior Director – Transit Oriented Development Robert Paley presented a study to improve station access in suburban territory. He was joined by Project Manager Emily Provonsha. Senior Director Paley noted that convenient access to stations is critical to MTA's business model. Traditionally that meant access by car, which requires parking. However, parking structures are expensive to build and operate, use valuable space that could be better used, many customers do not own a car, promoting driving is bad environmental policy, and parking does not address the evolving customer needs.

There has been a pretty major shift in how people are traveling, which presents a major opportunity to do four things: (1) facilitate the seamless, flexible, and convenient travel options that customers want; (2) grow ridership by accommodating those preferences; (3) promote a more environmentally responsible transportation network; and (4) reduce the need for expensive parking garages, leaving more space for transit oriented mixed use development.

The purpose of the study is to learn how to make it easier for customers to travel to and from suburban rail stations – what urban planners call “first mile last mile” – without driving in their own car and parking in a lot. They are analyzing current travel patterns to every one of the stations in the seven suburban counties MTA serves, identifying gaps in access, strategizing how new technology and emerging alternative modes can make it easier to get to the station. The work has to be done in partnership with local municipalities and counties, since most of the investments and policy outcomes will need to be undertaken by them. MTA will facilitate the discussion and give them the knowledge and tools to take action themselves.

Senior Director Paley introduced slides showing changing regional travel patterns – trends that are accelerating in the post-COVID world but were well underway before the pandemic. They showed growth in employment outside Manhattan, reverse commuting, flexible work schedules, discretionary travel, and alternatives to driving – including for-hire vehicles such as Uber and Lyft, shared micro-transit, private shuttles, bike shares, mopeds, e-scooters. Many are powered by phone apps, so they are looking at how its own app – MyMTA – can be integrated with third party mobility providers.

They asked the consultant to categorize the station areas into typologies based on land use and population density characteristics. They are also looking at demographic factors, socioeconomic factors, topography, residential density, concentration of major destinations, and

safety of surrounding street networks. They found that the way customers access stations varies dramatically between typologies. Overall, approximately ¼ of customers walk to stations while 2/3 drive – with the remaining 10% taking a bus, shuttle, or ferry, and a very small percentage riding bikes. In higher and medium density suburbs, many people walk. Major hub stations are characterized by multiple modes. The share of people who drive alone is higher in lower density communities, but the share of carpool, taxi, and ride sharing is also high in these communities. The highest use of bikes is at seasonal limited stop stations, although it is still a small share overall. The consultant is now focusing on identifying station access gaps – physical barriers that prevent customers from walking, biking, sharing a ride, or taking transit to the station. With the analyses done, there can be a better idea of which First Mile Last Mile strategies might be most appropriate and cost effective.

All the information regarding the physical and demographic context in which the stations operate will be incorporated into the First Mile Last Mile Toolkit, which will be a web based interactive database that is being developed with the consultant. The purpose is to give county and municipal stakeholders the information they need to assess their station area to identify the right mix of strategies for their particular station area and to design pilot programs for the stations. They will be beta testing the toolkit in May and expect it to be publicly available on the website in July.

Over the next several months, the goal is to formalize collaboration and enter into agreements with local partners in 10 station areas to develop and implement the pilot program. The pilot will include different types of stations representing different physical environments and geographic locations. If all goes well, Senior Director Paley will come back to the Committee by the end of the year, report on the results of the pilots, and describe which of them can be formally implemented next year and in the years following.

Board Member Glucksman asked for a copy of the presentation.

INFORMATION ITEMS:

President Rinaldi noted that, for both LIRR and Metro-North, there were a total of four reports presented in the Book:

- The annual elevator and escalator report for each railroad, which reflect the availability of elevators and escalators over the course of last year.
- Diversity and EEO reports for the 4th quarter of 2021 for each railroad. Due to the continued update of workforce information as a result of the transformation and the need to reconcile individual agency data agency-wide, all reporting of agency-wide diversity workforce data will be provided by the Division of Diversity and Civil Rights (“DDCR”) at today’s Diversity Committee meeting. Once new census data is available, underutilization analysis for all job groups will be conducted and agency-wide utilization percentages will be provided. DDCR expects the specific data to be provided in their 1st quarter 2022 Diversity Committee Book.

President Rinaldi also reported on one LIRR Information Item, which is the Spring trackwork program.

The details of these information items are contained in reports 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.

PROCUREMENTS:

There were no procurements.

OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, AND FINANCIAL REPORTS:

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

ADJOURNMENT:

Prior to adjournment, Board Member Tessitore mentioned a letter that was forwarded to the Committee and the MTA Board regarding the Kronos failure, in which the heads of nine LIRR labor unions respectfully conveyed their deep concerns about current payroll problems, the tremendous amounts of overtime that is owed to members, and the pension ramifications. While he believed President Rinaldi would help with speeding up reconciliation, he said the Committee and the MTA Board should not forget what Kronos did and that - without a backup - this is a tremendous concern that affected a lot of employees and can never be allowed to happen again.

Board Member Bringmann noted a recent Newsday report on Long Island bridges in poor condition, with three of the bridges crossing LIRR and for which LIRR is partially responsible. In response to his question as to whether it is handled in-house by LIRR or whether it is Capital, President Rinaldi stated that she would get back to him. Vice President - Maintenance of Way Paul Dietlin provided further clarification on maintenance responsibilities.

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

Respectfully submitted,



Stephen N. Papandon
Acting Vice President, General Counsel & Secretary



2022 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Summary of Actions	
Approval of Minutes	Committee Chairs & Members
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	

II. SPECIFIC AGENDA ITEMS

Responsibility

April 2022

Final Review of 2021 Operating Budget Results	Finance
2021 Annual Ridership Report	Operations Planning & Analysis

May 2022

Track Program Quarterly Update	Engineering
LIRR/MNR PTC Implementation Update	Presidents
Diversity/EEO Report – 1 st Quarter 2022	Diversity and EEO

June 2022

Progress on Way Ahead Strategic Plan	Operations Support & Organizational Resiliency
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July 2022

Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering

September 2022

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

October 2022

2023 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Implementation Update	Presidents
Track Program Quarterly Update	Engineering

November 2022

Progress on Way Ahead Strategic Plan

Operations Support & Organizational Resiliency

December 2022

2023 Final Proposed Budget
2023 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2022
Review of Committee Charter

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

January 2023

Approval of 2023 Committee Work Plan
Track Program Quarterly Update

Committee Chairs & Members
Engineering

February 2023

Adopted Budget/Financial Plan 2022
2022 Annual Operating Results

Finance
Operations

March 2023

Annual Elevator & Escalator Report
Diversity/EEO Report – 4th Quarter 2022

Engineering
Diversity and EEO

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Summary of Actions (if any)

A summary is provided by agency of any procurement or action item included in the monthly agenda.

Approval of Minutes

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

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.

II. SPECIFIC AGENDA ITEMS

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.

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 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 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.

DECEMBER 2022

2023 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2023.

2023 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2023 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

JANUARY 2023

Approval of 2023 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2023 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 2023

Adopted Budget/Financial Plan 2023

The Agency will present its revised 2023 Financial Plan. These plans will reflect the 2023 Adopted Budget and an updated Financial Plan for 2023 reflecting the out-year impact of any changes incorporated into the 2023 Adopted Budget.

2022 Annual Operating Results

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

MARCH 2023

Annual Elevator/Escalator Report

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

Diversity & EEO Report– 4th 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
2022 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
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
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>April 2022</u>	
Final Review of 2021 Operating Budget Results	Management & Budget
2021 Annual Ridership Report	Finance/Marketing
May Timetable Change & Trackwork Programs	Service Planning
<u>May 2022</u>	
June Timetable Change & Trackwork Programs	Service Planning
Diversity/EEO Report – 1 st Q 2022	Administration/Diversity
LIRR/MNR PTC Implementation Update	President
<u>June 2022</u>	
Summer Track Work Programs	Service Planning
<u>July 2022</u>	
September Timetable Change & Trackwork Programs	Service Planning
<u>September 2022</u>	
2023 Preliminary Budget (Public Comment)	
2022 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning
Diversity/EEO Report – 2 nd Quarter 2022	Administration/Diversity
<u>October 2022</u>	
2022 Preliminary Budget (Public Comment)	
LIRR/MNR PTC Implementation Update	President
November Timetable Change & Trackwork Programs	Service Planning
<u>November 2022</u>	
East Side Access Support Projects Update	President/Sr. Staff
Thanksgiving & Event Service	Service Planning

December 2022

2023 Final Proposed Budget
2023 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Q 2022
Winter Trackwork Program
Review of Committee Charter

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

January 2023

Approval of 2023 Committee Work Plan
Winter Trackwork Schedules

Committee Chairs & Members
Service Planning

February 2023

Adopted Budget/Financial Plan 2023
2022 Annual Operating Results
Diversity/EEO Report – 4th Q 2022
March Timetable and Spring Trackwork Programs

Management & Budget
Operations
Administration/Diversity
Service Planning

March 2023

Annual Elevator/Escalator Report
Spring Trackwork Programs
Diversity/EEO Report – 4th Q 2022

Engineering
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.

2022 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

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.

II. SPECIFIC AGENDA ITEMS

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 2021 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

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.

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

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

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

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 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.

NOVEMBER 2022

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 2022

Diversity & EEO Report– 3rd 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.

2023 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2023.

Proposed 2023 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2023 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 2023

Approval of 2023 Committee Work Plan

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2022 that will address initiatives to be reported on throughout the year.

FEBRUARY 2023

Adopted Budget/Financial Plan 2023

The Agency will present its revised 2023 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.

2022 Annual Operating Results

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

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2023

Annual Elevator/Escalator Report

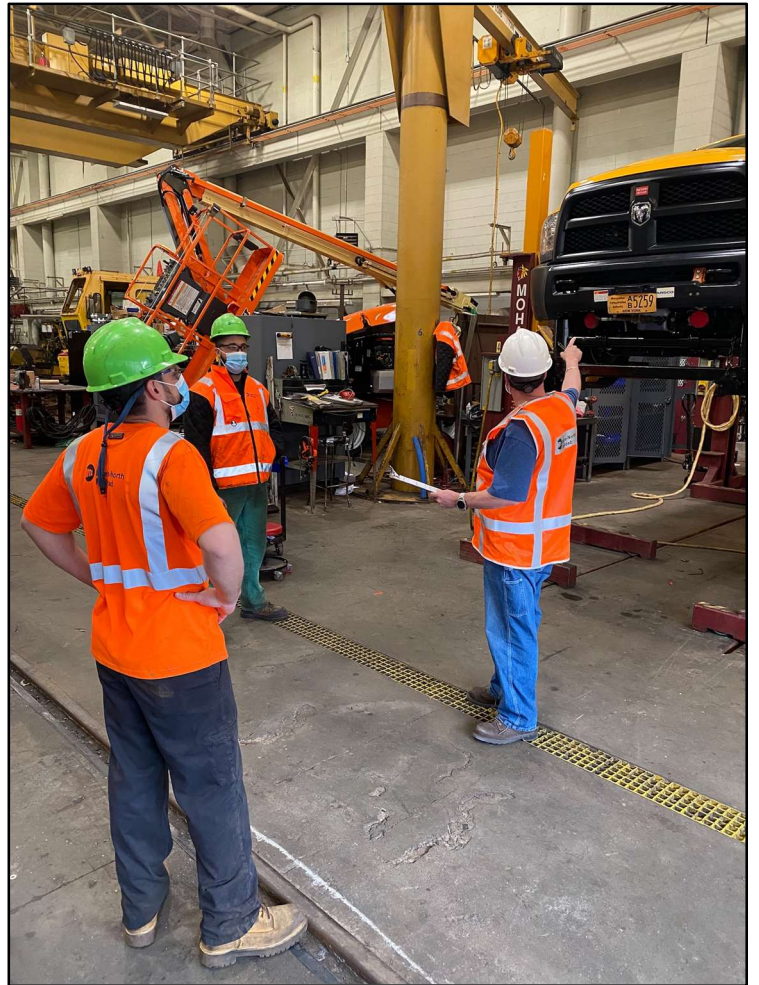
Annual report to the Committee on system-wide availability for elevators and escalators throughout the system.

Spring Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2023.

Diversity & EEO Report– 4th 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.



Job Safety Briefing
North White Plains
Maintenance of Way Facility
April 2022

Shelley Prettyman
Vice President
System Safety

Safety Report Highlights

Metro-North held its first quarter Safety Focus Week from March 14 - 20, 2022.

Employees discussed the following topics at meetings held throughout the week at locations across Metro-North's territory:

- Expansion of federal drug and alcohol testing under 49 CFR Part 219 to certain Mechanical (Maintenance of Equipment) employees
- Roadway Worker Protection reminders
- Reporting incidents promptly
- Motor vehicle safety
- Using appropriate gloves for a task
- Fuel storage
- Electronic device restrictions

At the meetings, employees were invited to raise other topics, and were also reminded of the various ways they can raise safety concerns for attention at any time.

For the current 12-month reporting period (March 2021 – February 2022), the reportable customer injury rate decreased from 2.03 to 1.75 per one million customers, compared to the prior reporting period (March 2020 – February 2021).

The reportable employee lost time injury rate increased from 1.88 to 2.04 per 200,000 working hours, compared to the prior reporting period.

Shelley Prettyman
Vice President
System Safety

February 2022 Safety Report

Performance				
Performance Indicator	12-Month Average			
	March 2019 - February 2020	March 2020 - February 2021	March 2021 - February 2022	
FRA Reportable Customer Injury Rate per Million Customers	1.07	2.03	1.75	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	1.97	1.88	2.04	
	2021		2022	
	February	Year to Date	February	Year to Date
Grade Crossing Incidents ²	0	0	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

¹ Due to a global issue impacting the Metropolitan Transportation Authority (MTA)'s time keeping system, employee hours of work were estimated for February 2022. The MTA is working to correct the problem and will update the affected employee injury rates after it is resolved.

² 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	2021		2022	
	February	Year to Date	February	Year to Date
First Responders Trained	0	57	113	352
Employee Safety Training Courses	93	129	148	185
Employees Trained	1,083	1,809	1,351	1,906
Employee Safety Training Hours	11,292	21,710	23,184	41,307
Customer and Community: Focus on Grade Crossings	2021		2022	
	February	Year to Date	February	Year to Date
Broken Gates	0	0	1	4
MTA Police Details	23	32	50	89
Summonses	45	74	143	232
Warnings	10	23	43	94
Community Education and Outreach (Events)	350	600	1,250	1,959
Community Education and Outreach (Web/Social Media)	1,038	1,571	15,397	46,053

Definitions

First Responders Trained - The number of first responders trained by MNR 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.

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

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

Community Education and Outreach (Events) - The number of individuals who participated in live or virtual TRACKS events.

Community Education and Outreach (Web/Social Media) - The number of contacts made through the TRACKS web site and MTA social media platforms.



Safety Report Highlights

For the reporting period ending February 2022, the average Reportable Customer Injury Rate decreased forty-two percent from 4.69 injuries per million customers to 2.74 injuries per million customers. Slips, trips, and falls generate most injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached over 7,457 participants through the end of February 2022.

During this reporting period, average Reportable Employee Lost Time Injury Rate increased from 3.47 injuries per 200,000 hours worked to 4.09 injuries per 200,000 hours worked. It is important to note that due to a global issue impacting the Metropolitan Transportation Authority time keeping system, employee hours of work are estimated for February 2022. We will update the affected employee injury rates after it is resolved. Soft tissue injuries are the greatest type of injury sustained. Sprains and strains account for the majority of our FRA Reportable Lost Time Employee Injuries.

Safety FOCUS is a designated period of time when regular work is set aside for supervisors and front-line employees to discuss the importance of safety at the Long Island Rail Road without distraction or competing priorities. It is a time for everyone to reaffirm his/her commitment to promoting safety and to make absolutely clear that every decision we make and every action we take must be with the value of safety in mind. FOCUS stands for Fatigue, Outside Influences, Communication, Uncertainty, and Situational Awareness.

Our Quarterly Safety FOCUS Day on or about March 23rd emphasized the importance of rules and our Corporate Safety Observation Program. Situational Awareness for Efficient Railroading (SAFER) fulfills our Federal Railroad Administration regulatory mandates while ensuring our supervisors and managers are having conversations about how our employees are experiencing safety and complying with rules in the work environment. An additional topic addressed was seasonal safety awareness of harmful insects and plants including ticks, Lyme disease, and poison ivy. We shared information on stock items available to all employees to reduce their risk when working outside and along the right of way as well as procedures for requesting spraying. We provided updates on our Confidential Close Call Reporting Program and our System Safety Program Plan, distributing our quarterly newsletters in the FOCUS material. We also showcased our 2021 Annual Employee Safety Incentive Award Winners.

Lori Ebbighausen
Vice President
Corporate Safety

February Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	March 2019 - February 2020	March 2020 - February 2021	March 2021 - February 2022		
FRA Reportable Customer Accident Rate per Million Customers	2.5	4.69	2.74		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	3.42	3.47	4.09		
		2021		2022	
		February	Year to Date	February	Year to Date
Grade Crossing Incidents ²		2	3	3	4
Mainline FRA Reportable Train Derailments		0	0	0	0
Mainline FRA Reportable Train Collisions		0	0	0	0

1 Due to a global issue impacting the Metropolitan Transportation Authority time keeping system, employee hours of work were estimated for January 2022. The MTA is working to correct the problem and will update the affected employee injury rates after it is resolved.

2 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	2021		2022	
	February	Year to Date	February	Year to Date
First Responders Trained	15	50	27	83
Employee Safety Training Courses	54	100	108	196
Employees Trained	530	885	1,002	1,925
Employee Safety Training Hours	7,247	12,518	16,824	31,551
Customer and Community:	February	Year to Date	February	Year to Date
Broken Gates	7	14	5	15
MTA Police Details	79	167	30	40
Summons	207	455	149	196
Warnings	100	225	28	40
Arrests	1	1	0	0
Community Education and Outreach	2,003	4,443	3,948	7,457
Community Education and Outreach via Social Media	68,579	186,994	51,383	98,607

Definitions:

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

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

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

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

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

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



Police Report



Metro-North Railroad

March 2022 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (8 vs 4) for the month of March compared to the same period last year.
- Year to date Metro-North Railroad is up 12 crimes (26 vs 14).
- There was one (1) Hate Crime on Metro-North Railroad for the month of March.

Gary J. Beahan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad
March 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	1	0	0%
Burglary	1	2	-1	-50%
Grand Larceny	5	0	5	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	4	4	100%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	4	-1	-25%
Felony Assault	4	3	1	33%
Burglary	4	5	-1	-20%
Grand Larceny	15	1	14	1,400%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	26	14	12	86%



Long Island Rail Road

March 2022 Highlights: MTA Police Report

- Long Island Rail Road experienced an equal amount of major felonies (8 vs 8) for the month of March compared to the same period last year.
- Year to date Long Island Rail Road is up 10 crimes (24 vs 14).
- There were four (4) Hate Crimes on Long Island Rail Road for the month of March.

Gary J. Beahan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

March 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	4	1	3	300%
Burglary	0	3	-3	-100%
Grand Larceny	2	3	-1	-33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	8	0	0%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	5	2	3	150%
Felony Assault	7	5	2	40%
Burglary	0	3	-3	-100%
Grand Larceny	11	4	7	175%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	24	14	10	71%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

March 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	2	4	200%
Felony Assault	5	2	3	150%
Burglary	1	5	-4	-80%
Grand Larceny	7	3	4	133%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	19	12	7	58%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	11	6	5	83%
Felony Assault	11	8	3	38%
Burglary	4	8	-4	-50%
Grand Larceny	27	5	22	440%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	54	28	26	93%

INDEX CRIME REPORT
Per Day Average
March 2022

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	2	1	3
Fel. Assault	5	4	1	0
Burglary	1	0	1	0
Grand Larceny	7	2	5	0
GLA	0	0	0	0
Total	19	8	8	3
Crimes Per Day	0.61	0.26	0.26	0.10



MTA Police Department Arrest Summary: Department Totals

1/1/2022 to 3/31/2022

Arrest Classification	Total Arrests	
	2022	2021
Robbery	13	4
Felony Assault	12	8
Burglary	3	5
Grand Larceny	11	7
Aggravated Harassment	2	3
Aggravated Unlicensed Operator	0	1
Assault-Misdemeanor	32	17
Breach of Peace	3	0
Child Endangerment	2	0
Criminal Contempt	0	1
Criminal Impersonation	0	1
Criminal Mischief	23	13
Criminal Possession Stolen Property	1	0
Criminal Tampering	3	1
Criminal Trespass	15	2
Drug Offenses	1	6
DUI Offenses	1	3
Falsely Reporting an Incident	1	1
Forgery	4	1
Graffiti	29	19
Harassment	0	1
Menacing	12	2
Obstruct Government	0	3
Petit Larceny	30	12
Public Lewdness	4	7
Reckless Endangerment	3	2
Resisting Arrest	9	3
Sex Offenses	2	0
Theft of Services	17	7
Warrant Arrest	7	9
Weapons Offenses	0	1
Total Arrests	240	140



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - March 2022)

Motivation	2022	2021	Diff	% Change
Asian	0	0	0	0 %
Black	0	2	-2	-100 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	0	0	0 %
Muslim	0	0	0	0 %
Other	1	0	1	0 %
Anti-Semitic	5	2	3	150 %
Sexual Orientation	1	0	1	0 %
White	1	0	1	0 %
Motivation Total	8	4	4	100 %

Crime Name	2022	2021	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	1	0	1	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	5	4	1	25 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	8	4	4	100 %



Metro-North Railroad

Information Items

**MTA METRO-NORTH RAILROAD
2021 YEAR-END REPORT
SUMMARY**

Metro-North (MNR) continues to emerge from the COVID-19 pandemic. With ridership increasing in concert with the availability of COVID-19 vaccines and the region's re-opening with businesses continuing to bring their employees back into Manhattan, at the end of August 2021, MNR restored service to 82% of pre-pandemic weekday levels. However, MNR's financial outlook remains fragile due to the significant challenges that still lay ahead with ongoing reduced business activity and personal travel in the NYC region. Based upon the significantly reduced farebox revenue, MNR continues to focus on ways to maximize efficiency and minimize costs.

Metro-North Railroad's overall financial performance compared to the 2021 Final Estimate was favorable by 14.2% with a Net Cash Deficit of \$750.6 million that was \$123.9 million lower than projected. This favorable result is driven by lower labor and non-labor expense. Most of this favorable result is due revised timing of necessary cash payments.

Total Non-Reimbursable Revenue of \$640.5 million was \$4.6 million and 0.7% lower than the Final Estimate. Farebox Revenue of \$262.7 million was \$2.2 million and 0.8% favorable, reflecting a stronger recovery in non-commutation ridership partially offset by lower than anticipated East of Hudson commutation ridership. Other Operating Revenue of \$377.8 million was \$6.8 million and 1.8% unfavorable versus the Final Estimate reflecting lower GCT retail, advertising, and commuter parking revenue.

Total Non-Reimbursable Expenses (before Non-Cash Liability Adjustments) of \$1,290.2 million include pandemic response efforts and the resources required to sustain current operations. Labor expenses of \$939.5 million were \$30.5 million and 3.1% favorable versus the Final Estimate, reflecting lower Payroll due to reduced train and engine crew payments as well as the existence of vacancies and higher than anticipated attrition, lower Health and Welfare costs due to favorable rates and labor costs, and favorable Other Fringe Benefits expense due to lower employee claims.

Non-Labor expenses of \$350.7 million were \$20.3 million favorable versus the Final Estimate reflecting lower Maintenance and Other Operating Contracts due to revised scheduling of the BL-20 locomotive overhauls, timing of infrastructure maintenance and miscellaneous maintenance and operating contracts, lower allocations for MTA Police, lower Materials and Supplies expense reflecting the timing of rolling stock maintenance events and lower rolling stock material usage, and reduced Professional Service Contracts driven by lower consulting and engineering services.

Non-Cash Liability Adjustments, consisting of Depreciation, GASB 68 Pension Adjustment, Environmental Remediation, and GASB 75 Adjustment of \$293.6 million were \$76.3 million below the Final Estimate mainly due to the timing of year-end Actuarial Valuation Adjustments.

Total Reimbursable revenues and expenses totaling \$250.5 million were \$56.1 million lower than the Final Estimate primarily due to revised project scope estimates and the timing of several major initiatives.

Cash deficit of \$750.6 million was \$123.9 million or 14.2% lower than the Final Estimate, which consisted of a favorable timing variance of \$98.1 million combined with a favorable real variance of \$25.8 million. Cash receipts of \$864.8 million were \$52.4 million or 5.7% lower than the Final Estimate, comprising a \$57.2 million unfavorable timing variance partially offset by a \$4.8 million favorable real variance. The timing variance was mainly due to the timing of reimbursements for CDOT of \$48.4 million and MTA reimbursable projects of \$9.7 million, as well as lower revenue of \$0.9 million. The real variance is primarily due to higher than anticipated CDOT receipts.

Cash expenditures of \$1,615.4 million were \$176.3 million or 9.8% lower than the Final Estimate, of which \$155.3 million represents a favorable timing difference, and \$21.0 million represents a favorable real difference. The favorable timing difference is primarily due to the rescheduling of project activity, the timing of wage adjustments for pending union agreements, and reimbursements to the MTA for inter-agency expenses. The \$21.0 million overall favorable real variance is primarily due to lower rolling stock and infrastructure material usage as well as lower consulting and engineering services.

Detailed explanations for differences between actual results and both the Final Estimate and Adopted Budget are included in the following pages. The financial results included in this document are subject to change pending final year-end accounting adjustments and audit review. Metro-North will continue to closely monitor its financial performance and resource requirements and make appropriate forecast adjustments as needed.

MTA METRO-NORTH RAILROAD

2021 YEAR-END REPORT

DETAILED EXPLANATIONS OF REVENUE AND EXPENSES VARIANCES BY GENERIC CATEGORY – ACCRUAL BASIS

2021 ACTUALS VS FINAL ESTIMATE

NON-REIMBURSABLE

Revenue:

- **Farebox Revenue** of \$262.7 million was \$2.2 million or 0.8% favorable, reflecting higher non-commutation ridership.
- **Other Operating Revenue** of \$377.8 million was \$6.8 million or 1.8% below the Final Estimate reflecting lower advertising, commuter parking, and GCT retail revenues.

Expense:

- **Payroll** of \$521.1 million was \$15.4 million or 2.9% favorable to the Final Estimate, reflecting lower train and engine crew contractual payments as well as the existence of vacancies and higher than forecasted staff attrition.
- **Overtime** of \$86.0 million was essentially flat versus the Final Estimate.
- **Health and Welfare** of \$99.8 million was \$11.7 million or 10.5% below the Final Estimate, reflecting lower than estimated rates and the existence of vacancies.
- **OPEB Current Payment** of \$41.8 million was \$1.8 million or 4.4% above the Final Estimate, reflecting a higher number of retirees receiving healthcare premiums.
- **Pensions** of \$127.9 million was \$2.0 million or 1.6% above the Final Estimate reflecting the latest actuarial estimate.
- **Other Fringe Benefits** expense of \$121.6 million was favorable to the Final Estimate by \$8.0 million or 6.2%, primarily due to a lower employee claim provision projection and lower labor costs.
- **Reimbursable Overhead** reflects a credit of \$58.7 million, which was \$1.4 million or 2.3% unfavorable to the Final Estimate due to lower activity on select capital projects.
- **Electric Power** of \$58.9 million was \$0.4 million or 0.7% favorable to the Final Estimate primarily due to lower electric usage.
- **Fuel** of \$17.9 million was \$1.6 million or 8.3% favorable to the Final Estimate primarily due to lower revenue diesel price per gallon.
- **Insurance** of \$17.4 million was favorable to the Final Estimate by \$0.2 million or 0.9%, primarily due to lower insurance premiums.
- **Claims** expense of \$1.6 million was unfavorable to the Final Estimate by \$0.1 million or 3.5% based upon changes in the estimated passenger claim provision.

- **Maintenance and Other Operating Contracts** of \$107.2 million was favorable to the Final Estimate by \$12.7 million or 10.6% due to the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts as well as lower MTA Police Allocations.
- **Professional Service Contracts** of \$31.8 million was \$2.8 million or 8.1% favorable to the Final Estimate due to lower than anticipated consulting and engineering services.
- **Materials & Supplies** of \$95.5 million was \$3.0 million or 3.0% favorable to the Final Estimate due to lower costs resulting from the timing of rolling stock maintenance events as well as lower rolling stock material usage partially offset by the net impact of material inventory adjustments.
- **Other Business Expenses** of \$20.4 million was \$0.3 million or 1.3% higher than the Final Estimate due to higher subsidy payments to New Jersey Transit for the operation of West of Hudson service resulting from inflationary adjustments partially offset by lower miscellaneous expense.
- **Depreciation** of \$282.3 million was \$0.8 million or 0.3% favorable to the Final Estimate, reflecting lower capitalization of assets than estimated due to timing differences in project completions and assets reaching beneficial use.
- **GASB 68 Pension Adjustment** of \$12.4 million, which was \$0.3 million favorable to the Final Estimate, will be further adjusted pending the year-end Actuarial Valuation Report.
- **Environmental Remediation** is a credit of \$0.2 million and was \$4.2 million favorable to the Final Estimate reflecting the timing of projects requiring remediation.
- **GASB 75 Adjustment** is a credit of \$0.9 million and was \$71.0 million favorable to the Final Estimate, which will be further adjusted pending the year-end Actuarial Valuation Report.

REIMBURSABLE

Total Capital expenditures (and reimbursements) of \$250.5 million were \$56.1 million lower than the Final Estimate of \$306.7 million. Labor expenses (including fringe benefits and reimbursable overhead) totaling \$181.4 million were \$9.3 million lower than the Final Estimate due to lower than expected project activity for the Connecticut Track Program and the GCT/ESA Unified Trash Facility Project. Non-Labor expenditures of \$69.1 million were \$46.8 million lower than the Final Estimate mainly due to lower than expected project activity on the Positive Train Control (CT), Signal Replacement from Greenwich to South Norwalk, Waterbury Branch Cab Signal, Sasco Creek Traction Power Supply Station, Oil Circuit Breaker Replacement and the Power Infrastructure Restoration Projects as well as the Connecticut Track Program.

2021 ACTUALS vs. ADOPTED BUDGET

NON-REIMBURSABLE

Metro-North's overall financial performance, compared to the 2021 Adopted Budget, was favorable by 30.5%, and the Net Operating Deficit of \$943.4 million was \$414.1 million lower than projected. The favorable result was driven primarily by recognition of the MNR share of the Federal CRRSSA funding (\$357.3 million), higher than expected non-commutation ridership revenue, and lower non-cash liability adjustments partially offset by lower commutation ridership revenue and lower GCT retail, advertising, and commuter parking revenue.

Total Revenue of \$640.5 million was \$383.2 million favorable to the Adopted Budget. Farebox Revenue of \$262.7 million was \$51.6 million higher than the Adopted Budget, reflecting higher than projected non-commutation ridership, but partially offset by lower commutation ridership. Other Operating Revenue of \$377.8 million was \$331.6 million higher than the Adopted Budget, reflecting the recognition of the MNR share of the Federal CRRSSA funding (\$357.3 million) partially offset by lower GCT retail, advertising, and commuter parking revenues.

Non-Labor expenses of \$350.7 million were \$20.9 million lower than the Adopted Budget, reflecting the timing of expenses for the BL-20 locomotive overhaul, rolling stock maintenance events and rolling stock material usage, infrastructure maintenance, and miscellaneous maintenance and operating contracts. In addition, there were lower MTA Police Allocations and reduced spending in Professional Service Contracts for consulting and engineering services.

Labor expenses of \$939.5 million were \$18.9 million higher than the Adopted Budget, reflecting unfavorable Reimbursable Overhead due to lower than expected project activity and higher Pension expense due to revised Actuarially Determined Contribution (ADC) and the COVID-19 Death Benefits provision.

Non-Cash Liability Adjustments, consisting of Depreciation, GASB 68 Pension Adjustment, Environmental Remediation, and GASB 75 Adjustment of \$293.6 million was \$28.8 million below the Adopted Budget mainly due to pending year-end Actuarial Valuation Adjustments.

Further details by the generic cost category follow.

NON-REIMBURSABLE

Revenue:

- **Farebox Revenue** of \$262.7 million was \$51.6 million or 24.4% higher than the budget, primarily due to higher non-commutation ridership, and partially offset by lower commutation ridership.
- **Other Operating Revenue** of \$377.8 million was \$331.6 million higher than the budget due to \$357.3 million in CRRSAA Federal funding, partially offset by lower GCT retail, advertising, and commuter parking revenues.

Expense:

- **Payroll** of \$521.1 million was essentially flat versus the budget.
- **Overtime** of \$86.0 million was essentially flat versus the budget.

- **Health and Welfare** of \$99.8 million was \$5.2 million or 4.9% favorable to the budget due to lower rates.
- **OPEB Current Payment** of \$41.8 million was \$4.8 million or 12.9% unfavorable to the budget, reflecting a higher number of retirees than was projected.
- **Pensions** of \$127.9 million was \$7.0 million or 5.8% unfavorable to the budget, reflecting the latest actuarial estimate.
- **Other Fringe Benefits** of \$121.6 million was \$1.6 million or 1.3% favorable to the budget primarily due to a lower employee claim provision partially offset by higher rates and labor costs.
- **Reimbursable Overhead** reflects a credit of \$58.7 million, which is \$14.4 million or 19.7% unfavorable, reflecting lower than expected activity on capital projects.
- **Electric Power** of \$58.9 million was \$6.8 million or 13.1% unfavorable to the budget primarily due to increases in service during the year and higher electric rates.
- **Fuel** of \$17.9 million was \$2.7 million or 17.6% unfavorable to the budget primarily due to increases in service and higher fuel rates.
- **Insurance** of \$17.4 million was \$3.3 million or 15.9% favorable to the budget based on lower premiums.
- **Claims** expense of \$1.6 million was \$0.6 million or 55.3% unfavorable to changes to claim provision estimates.
- **Maintenance and Other Operating Contracts** of \$107.2 million was \$11.3 million or 9.5% favorable to the budget due to the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts as well as lower MTA Police Allocations.
- **Professional Service Contracts** of \$31.8 million was \$10.6 million or 24.9% favorable to the budget due to lower than anticipated consulting and engineering services.
- **Materials & Supplies** of \$95.5 million was \$9.8 million or 9.3% favorable to the budget due to the timing of rolling stock maintenance events and rolling stock material usage partially offset by the net impact of material inventory adjustments.
- **Other Business Expenses** of \$20.4 million was \$3.9 million or 24.0% higher than the budget due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and lower Amtrak recoveries partially offset by lower credit card processing fees and miscellaneous expense.
- **Depreciation** of \$282.3 million was \$35.8 million or 14.5% unfavorable to the budget, reflecting higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
- **GASB 68 Pension Adjustment** of \$12.4 million is \$10.2 million unfavorable to the budget, and will be further adjusted once year-end Actuarial Valuations are completed.

- **Environmental Remediation** is a credit of \$0.2 million and was \$4.2 million favorable to the budget, reflecting the timing of projects requiring remediation.
- **GASB 75 Adjustment** is a credit of \$0.9 million and was \$70.5 million favorable to the budget, which will be further adjusted once year-end Actuarial Valuations are completed.

REIMBURSABLE

Total Capital expenditures (and reimbursements) totaling \$250.5 million were \$51.8 million lower than the Adopted Budget. Labor expenses, including fringe benefits and overhead recovery, were \$19.9 million lower than the Adopted Budget primarily due to lower than expected project activity on the Connecticut Track Program as well as Positive Train Control, Signal Replacement from Greenwich to South Norwalk, GCT Building Component Repairs and the Installation of Bridge Timbers Projects partially offset by the Cyclical Track Program. Non-Payroll expenditures were \$31.9 million lower than the Adopted Budget primarily due to lower activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Oil Circuit Breaker Replacement, Devon Supply Transformer Replacement and the Sasco Creek Traction Power Supply Station Projects partially offset by the Signal Replacement from Greenwich to South Norwalk Project and the Cyclical Track Program.

**MTA METRO-NORTH RAILROAD
2021 YEAR-END REPORT
DETAILED EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2021 ACTUALS VS FINAL ESTIMATE

RECEIPTS

- **Farebox Revenue** of \$253.7 million was \$1.1 million or 0.4% lower than the estimate primarily reflecting the timing of cash receipts.
- **Other Operating Revenue** of \$357.5 million was \$1.7 million or 0.5% above the estimate primarily due to higher net GCT revenues and Amtrak reimbursements, and partially offset by lower advertising revenues.
- **Capital and Other Reimbursements** of \$253.6 million was \$53.0 million or 17.3% lower than the estimate due to unfavorable timing of reimbursements from CDOT of \$48.4 million and MTA of \$9.7 million for capital-related project activity. This unfavorable timing variance is partially offset by a favorable real variance of \$5.0 million, primarily due to higher than anticipated CDOT receipts.

EXPENDITURES

- **Payroll** of \$556.6 million was \$31.3 million or 5.3% favorable to the estimate due to the timing of wage adjustments for pending union agreements, partially offset by an unfavorable real variance for inter-agency payroll.
- **Overtime** of \$111.3 million was \$13.5 million or 10.8% favorable to the estimate due to the timing of wage adjustments for pending union agreements combined with a real variance reflecting revised train & engine crew requirements.
- **Health and Welfare** of \$138.8 million was \$2.1 million or 1.5% favorable to the estimate reflecting the timing of payments for health insurance premiums.
- **OPEB Current Payment** of \$42.1 million was \$2.1 million or 5.2% unfavorable to the estimate representing a real difference due to a higher number of retirees receiving health care benefits.
- **Pensions** of \$141.8 million was essentially flat to the estimate.
- **Other Fringe Benefits** of \$197.3 million was \$4.8 million or 2.4% favorable to the estimate representing a timing variance for fringe benefits associated with the wage adjustments for pending union agreements, and partially offset by an unfavorable real variance driven by inter-agency payroll and higher employee claim payments.
- **Electric Power** of \$61.8 million was \$1.0 million or 1.5% favorable to the estimate primarily due to timing of payments.
- **Fuel** of \$17.0 million was \$2.5 million or 12.7% favorable to the estimate primarily due to lower revenue diesel fuel price per gallon.
- **Insurance** of \$9.9 million was \$11.5 million or 53.7% favorable to the estimate due to the timing of premium payments.

- **Claims** of \$3.7 million was \$1.1 million unfavorable to the estimate representing a real variance reflecting higher passenger injury claim settlements.
- **Maintenance and Other Operating Contracts** of \$128.9 million was \$27.3 million or 17.5% favorable to the estimate reflecting a favorable timing variance primarily due to the rescheduling of activity on the Signal Replacement from Greenwich to South Norwalk project, the timing of payments for MTA Police and Real Estate Management Services and the timing of expenses for the BL-20 locomotive overhaul.
- **Professional Service Contracts** of \$30.8 million was \$44.4 million or 59.0% favorable to the estimate reflecting a favorable timing variance of \$41.9 million, which represents the rescheduling of project activity and the timing of payments for the New Haven Line allocation of MTA Business Service Center and IT costs combined with a favorable real variance of \$2.5 million reflecting lower consulting and engineering services.
- **Materials and Supplies** of \$124.3 million was \$43.4 million or 25.9% favorable to the estimate due to a favorable real variance of \$17.6 million, which represents lower rolling stock and infrastructure material usage combined with a favorable timing variance reflecting the rescheduling of project activity.
- **Other Business Expenses** of \$51.0 million was \$2.8 million or 5.8% unfavorable to the estimate reflecting a reimbursement to the MTA for capital work performed on behalf of Amtrak.

The cash receipts and disbursements activity noted above resulted in a net cash deficit of \$750.6 million, which was \$123.9 million or 14.2% favorable to the Final Estimate.

2021 ACTUALS vs. ADOPTED BUDGET

RECEIPTS

- **Farebox Revenue** of \$253.7 million was \$48.3 million or 23.5% favorable to the budget primarily due to higher than projected non-commutation ridership on East of Hudson Lines, and partially offset by lower commutation ridership.
- **Other Operating Revenue** of \$357.5 million was \$276.7 million favorable to the budget primarily due to the partial receipt of Federal CRRSAA funding, and partially offset by lower GCT retail and advertising revenues.
- **Capital and Other Reimbursements** of \$253.6 million was \$52.8 million or 17.2% lower than the budget reflecting scheduling changes in capital projects, most notably Positive Train Control (CT), Signal Replacement from Greenwich to South Norwalk, Waterbury Branch Cab Signal, Sasco Creek Traction Power Supply Station and Oil Circuit Breaker Replacement Projects.

EXPENDITURES

- **Payroll** of \$556.6 million was \$22.8 million or 3.9% favorable to the budget primarily due to the timing of wage adjustments for pending union agreements, and partially offset by an unfavorable variance driven by inter-agency payroll.
- **Overtime** of \$111.3 million was \$5.7 million or 4.8% favorable to the budget due to the timing of wage adjustments for pending union agreements combined with reduced overtime resulting from revised train & engine crew requirements.

- **Health & Welfare** of \$138.8 million was \$3.0 million or 2.2% unfavorable to the budget, primarily reflecting the timing of payments for health insurance premiums.
- **OPEB Current Payment** of \$42.1 million was \$5.1 million or 13.8% unfavorable to the budget primarily due to a higher than planned number of retirees receiving healthcare coverage.
- **Pensions** of \$141.8 million was \$6.1 million or 4.5% higher than the budget primarily due to revised Actuarially Determined Contributions (ADC) and payments for COVID-19 Death Benefits.
- **Other Fringe Benefits** of \$197.3 million was \$63.1 million or 47.0% higher than the budget primarily due to partial payment of 2020 deferred payroll taxes associated with the 2020 CARES Act, combined with higher employee claim payments.
- **Electric Power** of \$61.8 million was \$7.8 million or 14.5% higher than the budget, primarily due to increases in service and higher electric rates.
- **Fuel** of \$17.0 million was \$2.3 million or 15.7% higher than the budget, primarily due to increases in service and higher diesel fuel rates.
- **Insurance** of \$9.9 million was \$11.5 million or 53.8% favorable to the budget primarily due to the timing of premium payments.
- **Claims** expense of \$3.7 million was \$0.4 million or 13.2% higher than the budget due to higher than budgeted passenger injury settlements.
- **Maintenance and Other Operating Contracts** of \$128.9 million was \$38.7 million or 23.1% lower than the budget primarily due to the rescheduling of project activity, the timing of payments for MTA Police and Real Estate Management Services, the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts.
- **Professional Service Contracts** of \$30.8 million was \$50.7 million or 62.2% favorable to the budget, reflecting the rescheduling of operating and capital activity combined with lower than estimated consulting and engineering services.
- **Materials and Supplies** of \$124.3 million was \$54.3 million or 30.4% lower than the budget due to lower rolling stock and infrastructure material usage combined with the rescheduling of project activity.
- **Other Business Expenses** of \$51.0 million was \$3.0 million or 6.3% unfavorable to the budget, reflecting a reimbursement to the MTA for capital work performed on behalf of Amtrak.

The cash receipts and disbursement activity noted above resulted in a net cash deficit of \$750.6 million, that was \$365.0 million or 32.7% lower than the Adopted Budget.

MTA METRO NORTH RAILROAD
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-A

NON-REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$211.074	\$260.522	\$262.672	\$51.599	24.4	\$2.150	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	46.169	384.547	377.795	331.626	*	(6.752)	(1.8)
<i>Capital & Other Reimbursements:</i>							
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$257.243	\$645.069	\$640.468	\$383.224	*	(\$4.602)	(0.7)
Expenses							
<i>Labor:</i>							
Payroll	\$522.365	\$536.460	\$521.105	\$1.260	0.2	\$15.355	2.9
Overtime	85.171	86.613	85.958	(0.787)	(0.9)	0.654	0.8
Health and Welfare	105.030	111.506	99.845	5.185	4.9	11.661	10.5
OPEB Current Payment	37.000	40.000	41.774	(4.774)	(12.9)	(1.774)	(4.4)
Pensions	120.945	125.945	127.936	(6.990)	(5.8)	(1.991)	(1.6)
Other Fringe Benefits	123.213	129.647	121.635	1.578	1.3	8.013	6.2
Reimbursable Overhead	(73.098)	(60.117)	(58.731)	(14.367)	(19.7)	(1.387)	(2.3)
Total Labor	\$920.626	\$970.054	\$939.522	(\$18.895)	(2.1)	\$30.532	3.1
<i>Non-Labor:</i>							
Electric Power	\$52.091	\$59.301	\$58.903	(\$6.812)	(13.1)	\$0.398	0.7
Fuel	15.235	19.531	17.916	(\$2.681)	(17.6)	\$1.615	8.3
Insurance	20.716	17.586	17.424	\$3.292	15.9	\$0.162	0.9
Claims	1.000	1.500	1.553	(\$0.553)	(55.3)	(\$0.053)	(3.5)
Paratransit Service Contracts	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	118.498	119.876	107.197	\$11.301	9.5	\$12.679	10.6
Professional Service Contracts	42.426	34.639	31.842	\$10.584	24.9	\$2.796	8.1
Materials & Supplies	105.257	98.473	95.503	\$9.755	9.3	\$2.970	3.0
Other Business Expenses	16.433	20.107	20.372	(\$3.939)	(24.0)	(\$0.264)	(1.3)
Total Non-Labor	\$371.657	\$371.014	\$350.710	\$20.947	5.6	\$20.304	5.5
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,292.283	\$1,341.068	\$1,290.232	\$2.051	0.2	\$50.837	3.8
Depreciation	\$246.507	\$283.097	\$282.309	(\$35.803)	(14.5)	\$0.788	0.3
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	2.270	12.758	12.429	(10.159)	*	0.329	2.6
Environmental Remediation	4.000	4.000	(0.230)	4.230	*	4.230	*
GASB75 Adjustment	69.657	70.140	(0.861)	70.518	*	71.000	*
Total Expenses	\$1,614.717	\$1,711.063	\$1,583.879	\$30.838	1.9	\$127.183	7.4
Net Surplus/(Deficit)	(\$1,357.474)	(\$1,065.993)	(\$943.412)	\$414.062	30.5	\$122.582	11.5
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$283.097	\$282.309	\$35.803	14.5	(\$0.788)	(0.3)
Operating/Capital	(72.513)	(43.320)	(37.777)	34.736	47.9	5.543	12.8
Other Cash Adjustments	67.892	(48.243)	(51.706)	(119.599)	*	(3.463)	(7.2)
Total Cash Conversion Adjustments	\$241.886	\$191.534	\$192.826	(\$49.060)	(20.3)	\$1.292	0.7
Net Cash Surplus/(Deficit)	(\$1,115.588)	(\$874.459)	(\$750.586)	\$365.002	32.7	\$123.873	14.2

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-B

REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
<i>Capital & Other Reimbursements:</i>							
MTA	138.003	135.700	123.461	(14.542)	(10.5)	(12.239)	(9.0)
CDOT	150.791	159.335	114.036	(36.754)	(24.4)	(45.298)	(28.4)
Other	13.569	11.623	13.031	(0.538)	(4.0)	1.409	12.1
Total Capital and Other Reimbursements	302.363	306.658	250.529	(51.834)	(17.1)	(56.128)	(18.3)
Total Revenue	\$302.363	\$306.658	\$250.529	(\$51.834)	(17.1)	(\$56.128)	(18.3)
Expenses							
<i>Labor:</i>							
Payroll	\$53.565	\$49.124	\$48.859	\$4.706	8.8	\$0.264	0.5
Overtime	29.757	35.103	28.604	1.153	3.9	6.499	18.5
Health and Welfare	18.600	17.728	16.753	1.847	9.9	0.974	5.5
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	14.709	14.987	14.686	0.024	0.2	0.302	2.0
Other Fringe Benefits	13.990	14.332	13.522	0.468	3.3	0.809	5.6
Reimbursable Overhead	70.720	59.415	58.983	11.738	16.6	0.432	0.7
Total Labor	\$201.342	\$190.688	\$181.408	\$19.935	9.9	\$9.280	4.9
<i>Non-Labor:</i>							
Electric Power	\$0.000	\$0.261	\$0.392	(\$0.392)	-	(\$0.131)	(50.1)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	2.222	2.010	(2.010)	-	0.212	9.5
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	10.059	26.458	18.520	(8.461)	(84.1)	7.938	30.0
Professional Service Contracts	31.174	35.171	14.900	16.273	52.2	20.270	57.6
Materials & Supplies	59.397	51.737	33.099	26.298	44.3	18.638	36.0
Other Business Expenses	0.391	0.122	0.200	0.191	48.9	(0.079)	(64.6)
Total Non-Labor	\$101.021	\$115.970	\$69.122	\$31.899	31.6	\$46.848	40.4
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$302.363	\$306.658	\$250.529	\$51.834	17.1	\$56.128	18.3
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB75 Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$302.363	\$306.658	\$250.529	\$51.834	17.1	\$56.128	18.3
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$211.074	\$260.522	\$262.672	\$51.599	24.4	\$2.150	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	46.169	384.547	377.795	331.626	*	(6.752)	(1.8)
<i>Capital & Other Reimbursements:</i>							
MTA	138.003	135.700	123.461	(14.542)	(10.5)	(12.239)	(9.0)
CDOT	150.791	159.335	114.036	(36.754)	(24.4)	(45.298)	(28.4)
Other	13.569	11.623	13.031	(0.538)	(4.0)	1.409	12.1
Total Capital and Other Reimbursements	302.363	306.658	250.529	(51.834)	(17.1)	(56.128)	(18.3)
Total Revenue	\$559.606	\$951.727	\$890.997	\$331.390	59.2	(\$60.730)	(6.4)
Expenses							
<i>Labor:</i>							
Payroll	\$575.930	\$585.584	\$569.965	\$5.966	1.0	\$15.620	2.7
Overtime	114.928	121.716	114.563	0.365	0.3	7.153	5.9
Health and Welfare	123.630	129.234	116.598	7.032	5.7	12.636	9.8
OPEB Current Payment	37.000	40.000	41.774	(4.774)	(12.9)	(1.774)	(4.4)
Pensions	135.655	140.932	142.621	(6.966)	(5.1)	(1.689)	(1.2)
Other Fringe Benefits	137.203	143.979	135.157	2.046	1.5	8.822	6.1
Reimbursable Overhead	(2.378)	(0.702)	0.252	(2.630)	*	(0.954)	*
Total Labor	\$1,121.969	\$1,160.742	\$1,120.929	\$1.039	0.0	\$39.813	3.4
<i>Non-Labor:</i>							
Electric Power	\$52.091	\$59.562	\$59.295	(\$7.203)	(13.8)	\$0.267	0.4
Fuel	15.235	19.531	17.916	(2.681)	(17.6)	1.615	8.3
Insurance	20.716	19.808	19.434	1.282	6.2	0.374	1.9
Claims	1.000	1.500	1.553	(0.553)	(55.3)	(0.053)	(3.5)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	128.557	146.334	125.717	2.840	2.2	20.617	14.1
Professional Service Contracts	73.600	69.810	46.743	26.857	36.5	23.067	33.0
Materials & Supplies	164.654	150.210	128.602	36.052	21.9	21.608	14.4
Other Business Expenses	16.824	20.229	20.572	(3.748)	(22.3)	(0.343)	(1.7)
Total Non-Labor	\$472.678	\$486.984	\$419.831	\$52.846	11.2	\$67.152	13.8
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,594.646	\$1,647.726	\$1,540.761	\$53.886	3.4	\$106.965	6.5
Depreciation	\$246.507	\$283.097	\$282.309	(\$35.803)	(14.5)	\$0.788	0.3
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	2.270	12.758	12.429	(10.159)	*	0.329	2.6
Environmental Remediation	4.000	4.000	(0.230)	4.230	*	4.230	*
GASB75 Adjustment	69.657	70.140	(0.861)	70.518	*	71.000	*
Total Expenses	\$1,917.080	\$2,017.720	\$1,834.408	\$82.672	4.3	\$183.312	9.1
Net Surplus/(Deficit)	(\$1,357.474)	(\$1,065.993)	(\$943.412)	\$414.062	30.5	\$122.582	11.5
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$283.097	\$282.309	\$35.803	14.5	(\$0.788)	(0.3)
Operating/Capital	(72.513)	(43.320)	(37.777)	34.736	47.9	5.543	12.8
Other Cash Adjustments	67.892	(48.243)	(51.706)	(119.599)	*	(3.463)	(7.2)
Total Cash Conversion Adjustments	241.886	191.534	192.826	(\$49.060)	(20.3)	\$1.292	0.7
Net Cash Surplus/(Deficit)	(\$1,115.588)	(\$874.459)	(\$750.586)	\$365.002	32.7	\$123.873	14.2

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH RECEIPTS AND EXPENDITURES
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE III

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$205.340	\$254.758	\$253.679	\$48.339	23.5	(\$1.079)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	80.742	355.757	357.484	276.742	*	1.727	0.5
<i>Capital & Other Reimbursements:</i>							
MTA	142.040	135.700	119.542	(22.498)	(15.8)	(16.158)	(11.9)
CDOT	150.791	159.335	123.096	(27.695)	(18.4)	(36.239)	(22.7)
Other	13.569	11.623	10.994	(2.575)	(19.0)	(0.629)	(5.4)
Total Capital and Other Reimbursements	306.400	306.658	253.632	(52.768)	(17.2)	(53.026)	(17.3)
Total Receipts	\$592.482	\$917.172	\$864.795	\$272.313	46.0	(\$52.377)	(5.7)
Expenditures							
<i>Labor:</i>							
Payroll	\$579.400	\$587.907	\$556.604	\$22.796	3.9	\$31.303	5.3
Overtime	117.000	124.806	111.346	5.654	4.8	13.460	10.8
Health and Welfare	135.801	140.931	138.837	(3.035)	(2.2)	2.094	1.5
OPEB Current Payment	37.000	40.000	42.093	(5.093)	(13.8)	(2.093)	(5.2)
Pensions	135.710	142.367	141.802	(6.092)	(4.5)	0.565	0.4
Other Fringe Benefits	134.187	202.095	197.275	(63.088)	(47.0)	4.820	2.4
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	(0.000)	0.000	0.000	100.0	(0.000)	(100.0)
Total Labor	\$1,139.098	\$1,238.105	\$1,187.957	(\$48.859)	(4.3)	\$50.148	4.1
<i>Non-Labor:</i>							
Electric Power	\$54.017	\$62.788	\$61.832	(\$7.815)	(14.5)	\$0.956	1.5
Fuel	\$14.726	\$19.531	\$17.044	(2.318)	(15.7)	2.487	12.7
Insurance	\$21.397	\$21.377	\$9.888	11.509	53.8	11.489	53.7
Claims	\$3.266	\$2.568	\$3.695	(0.429)	(13.2)	(1.127)	(43.9)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	167.555	156.183	128.876	38.679	23.1	27.307	17.5
Professional Service Contracts	81.517	75.208	30.837	50.680	62.2	44.371	59.0
Materials & Supplies	178.558	167.706	124.279	54.279	30.4	43.427	25.9
Other Business Expenditures	47.936	48.166	50.973	(3.037)	(6.3)	(2.807)	(5.8)
Total Non-Labor	\$568.972	\$553.526	\$427.424	\$141.548	24.9	\$126.102	22.8
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$1,708.070	\$1,791.632	\$1,615.381	\$92.689	5.4	\$176.251	9.8
Net Cash Surplus/(Deficit)	(\$1,115.588)	(\$874.459)	(\$750.586)	\$365.002	32.7	\$123.873	14.2
Subsidies							
MTA	\$826.979	\$566.444	\$578.496	(\$248.483)	(30.0)	\$12.052	2.1
CDOT	288.609	308.015	312.782	24.173	8.4	4.767	1.5
Total Subsidies	\$1,115.588	\$874.459	\$891.278	(\$224.310)	(20.1)	\$16.819	1.9
Cash Timing and Availability Adjustment	0.000	0.000	(18.640)	(18.640)	-	(18.640)	(100.0)

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
DECEMBER YEAR-TO-DATE
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	(\$5.734)	(\$5.764)	(\$8.993)	(\$3.260)	(56.9)	(\$3.229)	(56.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	34.572	(28.790)	(20.311)	(54.884)	*	8.479	29.5
<i>Capital & Other Reimbursements:</i>							
MTA	4.037	0.000	(3.919)	(7.956)	*	(3.919)	-
CDOT	0.000	0.000	9.060	9.060	-	9.060	-
Other	0.000	0.000	(2.037)	(2.037)	-	(2.037)	-
Total Capital and Other Reimbursements	4.037	0.000	3.103	(0.934)	(23.1)	3.103	-
Total Receipts	\$32.876	(\$34.555)	(\$26.202)	(\$59.077)	*	\$8.353	24.2
Expenditures							
<i>Labor:</i>							
Payroll	(\$3.470)	(\$2.323)	\$13.361	\$16.830	*	\$15.684	*
Overtime	(2.072)	(3.090)	3.217	5.289	*	6.307	*
Health and Welfare	(12.171)	(11.697)	(22.238)	(10.067)	(82.7)	(10.541)	(90.1)
OPEB Current Payment	0.000	0.000	(0.319)	(0.319)	-	(0.319)	-
Pensions	(0.055)	(1.435)	0.819	0.874	*	2.254	*
Other Fringe Benefits	3.016	(58.116)	(62.118)	(65.134)	*	(4.002)	(6.9)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(2.378)	(0.702)	0.252	2.630	*	0.954	*
Total Labor	(\$17.129)	(\$77.363)	(\$67.028)	(\$49.898)	*	\$10.336	13.4
<i>Non-Labor:</i>							
Electric Power	(\$1.926)	(\$3.226)	(\$2.537)	(\$0.612)	(31.8)	\$0.689	21.3
Fuel	\$0.509	\$0.000	\$0.872	0.363	71.2	0.872	-
Insurance	(0.681)	(1.570)	9.546	10.227	*	11.116	*
Claims	(2.266)	(1.068)	(2.142)	0.123	5.4	(1.074)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(38.998)	(9.849)	(3.159)	35.839	91.9	6.690	67.9
Professional Service Contracts	(7.917)	(5.398)	15.906	23.823	*	21.304	*
Materials & Supplies	(13.904)	(17.496)	4.323	18.226	*	21.818	*
Other Business Expenditures	(31.112)	(27.937)	(30.401)	0.711	2.3	(2.465)	(8.8)
Total Non-Labor	(\$96.294)	(\$66.543)	(\$7.593)	\$88.701	92.1	\$58.950	88.6
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$113.424)	(\$143.906)	(\$74.620)	\$38.803	34.2	\$69.286	48.1
Depreciation	\$246.507	\$283.097	\$282.309	\$35.803	14.5	(\$0.788)	(0.3)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	2.270	12.758	12.429	10.159	*	(0.329)	(2.6)
Environmental Remediation	4.000	4.000	(0.230)	(4.230)	*	(4.230)	*
GASB75 Adjustment	69.657	70.140	(0.861)	(70.518)	*	(71.000)	*
Total Expenditures Adjustments	\$322.434	\$369.995	\$293.648	(\$28.786)	(8.9)	(\$76.347)	(20.6)
Total Cash Conversion Adjustments	\$241.886	\$191.534	\$192.826	(\$49.060)	(20.3)	\$1.292	0.7

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2021 YEAR-END REPORT
2021 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Favorable/(Unfavorable) Variance			
	Final Estimate	Actual	Total	Real Timing
Receipts				
Farebox Revenue	\$254.8	\$253.7	(\$1.1)	(\$0.0)
Vehicle Toll Revenue	0.0	0.0	0.0	0.0
Other Operating Revenue	355.8	357.5	1.7	(0.2)
Capital and Other Reimbursements	306.7	253.6	(53.0)	5.0
Total Receipts	917.2	864.8	(52.4)	4.8
Expenditures				
Labor:				
Payroll	587.9	556.6	31.3	(0.9)
Overtime	124.8	111.3	13.5	5.0
Health and Welfare	140.9	138.8	2.1	0.0
OPEB Current Payment	40.0	42.1	(2.1)	(2.1)
Pensions	142.4	141.8	0.6	0.6
Other Fringe Benefits	202.1	197.3	4.8	(3.3)
GASB Account	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0
Total Labor Expenditures	1,238.1	1,188.0	50.1	(0.7)
Non-Labor:				
Electric Power	62.8	61.8	1.0	0.3
Traction Power	48.7	46.2	2.5	0.8
Non-Traction Power	14.1	15.7	(1.6)	(0.5)
Fuel	19.5	17.0	2.5	2.5
Revenue Vehicle Fuel	15.7	13.7	1.9	1.9
Non-Revenue Fuel	3.9	3.3	0.6	0.6
Insurance	21.4	9.9	11.5	1.0
Claims	2.6	3.7	(1.1)	(1.1)
Paratransit Service Contracts	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	156.2	128.9	27.3	1.7
Professional Service Contracts	75.2	30.8	44.4	2.5
Materials & Supplies	167.7	124.3	43.4	17.6
Other Business Expenses	48.2	51.0	(2.8)	(2.8)
Total Non-Labor Expenditures	553.5	427.4	126.1	21.7
Other Expenditure Adjustments:				
Other			0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0
Total Expenditures	1,791.6	1,615.4	176.3	21.0
Baseline Net Cash Surplus/(Deficit)	(\$874.5)	(\$750.6)	\$123.9	\$25.8
Total Expenditures				155.3
Baseline Net Cash Surplus/(Deficit)				\$98.1

Totals may not agree due to rounding.

METRO-NORTH RAILROAD - NON-REIMBURSABLE OVERTIME

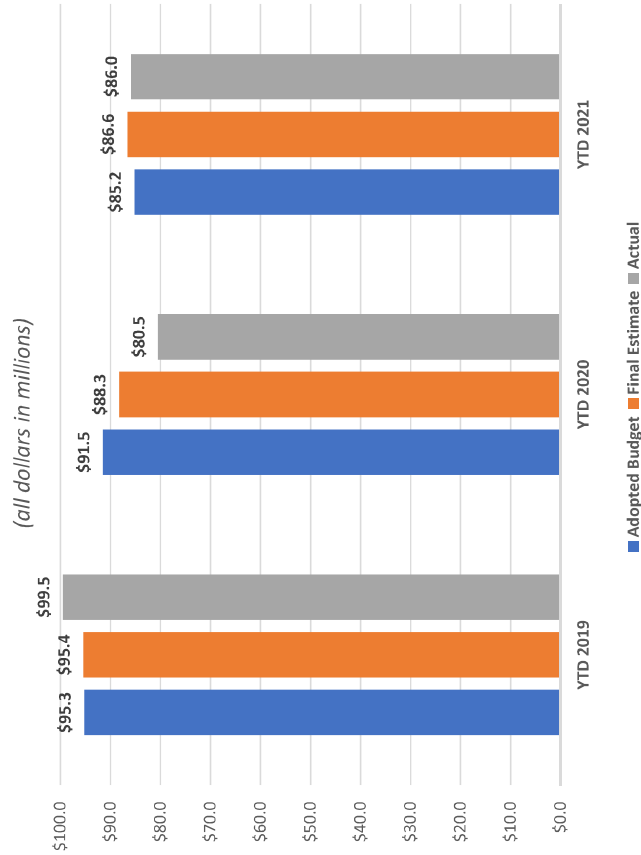
Overview

- Increase of \$5.5M vs YTD 2020 due to 2021 Weather Events (HENRI, IDA) and increased scheduled Train service
- Decrease of \$13.5M vs YTD 2019 due to lower scheduled Train service and less scheduled maintenance
- 2021 Actual is effectively flat vs 2021 Adopted Budget and Final Estimate

Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$38.3M is 44.6% of 2021 Actuals
 - Response to Remnants of Hurricane IDA and other weather events diverted forces and increased backlog of scheduled maintenance
- **Transportation**
 - Transportation Overtime of \$24.0M is 27.9% of 2021 Actuals
- **Maintenance of Equipment**
 - Maintenance of Equipment Overtime of \$16.7M is 19.4% of 2021 Actuals
 - Staff shortages and ongoing COVID cleaning requirements drive overtime needs
- **Customer Service & Stations**
 - Customer Service & Stations Overtime of \$6.2M is 7.2% of 2021 Actuals
 - Staff shortages and ongoing COVID cleaning requirements drive overtime needs
- Note that December overtime actuals are preliminary estimates and may require subsequent revision of full year amounts due to the impacts of the Kronos timekeeping system outage.

Non-Reimbursable Overtime - YTD December Variance



METRO-NORTH RAILROAD - REIMBURSABLE OVERTIME

Overview

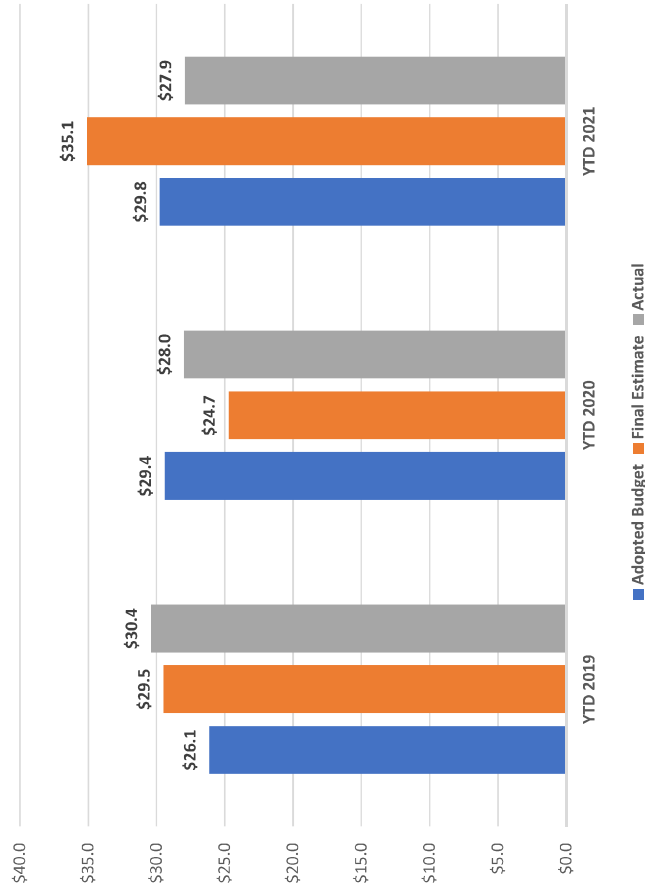
- Increase of \$0.6M vs YTD 2020
- Decrease of \$1.8M vs YTD 2019 due to less reimbursable project work
- Underspending of \$1.3M vs Budget and \$6.5M vs Final Estimate due to lower than planned scheduled reimbursable project work

Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$22.4M is 78.4% of 2021 Actuals
 - Need to support Reimbursable projects diverted staff from scheduled maintenance
- **Transportation**
 - Transportation Overtime of \$6.0M is 21.0% of 2021 Actuals
 - Transportation Overtime favorability drives most overall MNR favorable variance
 - Expected/Planned Flagging needs were not utilized

- Note that December overtime actuals are preliminary estimates and may require subsequent revision of full year amounts due to the impacts of the Kronos timekeeping system outage.

Reimbursable Overtime - YTD December Variance
(all dollars in millions)



**MTA METRO-NORTH RAILROAD
2021 YEAR-END REPORT
DETAILED EXPLANATIONS OF VARIANCES ON
RIDERSHIP (UTILIZATION)**

2021 ACTUALS vs. 2020

2021 Metro-North total rail ridership, combined for East and West of Hudson service, totaled 30.7 million rides, reflecting an increase of 3.9 million or 14.7% above 2020 and 64.5% below 2019 pre-COVID levels. East of Hudson ridership was 14.8% higher than 2020, with non-commutation ridership 63.2% higher and commutation ridership 36.8% lower. West of Hudson ridership was 6.5% higher than in 2020.

2021 ACTUALS vs. FINAL ESTIMATE

Total annual East of Hudson ridership of 30.1 million was 2.5% higher than the Final Estimate. Non-commutation ridership was 22.1 million or 2.5% higher than the Final Estimate, and commutation ridership was 8.0 million or 2.5% higher than the Final Estimate. West-of-Hudson ridership was 0.6 million for the year, or 13.3% higher than the Final Estimate.

2021 ACTUALS vs. ADOPTED BUDGET

Total annual East of Hudson ridership of 30.1 million was 30.9% higher than the Adopted Budget. Non-commutation ridership was 113.6% higher than the Adopted Budget, and commutation ridership was 36.8% lower than the Adopted Budget. West-of-Hudson ridership was 0.6 million for the year, or 43.6% higher than the Adopted Budget.

**MTA METRO-NORTH RAILROAD
2021 ADOPTED BUDGET AND FINAL ESTIMATE VS PRELIMINARY ACTUAL
RIDERSHIP/UTILIZATION
DECEMBER 2021
(in millions)**

	YTD AS OF DECEMBER			2021			2020			VARIANCE		
	ADOPTED BUDGET	FINAL ESTIMATE	PRELIMINARY ACTUAL	2020 ^(A)	2020		ADOPTED BUDGET	FINAL ESTIMATE	2020	Fav/(Unfav)		
					2020	%				2020	%	
FAREBOX REVENUE												
Harlem Line - Commutation	31,740	17,126	17,058	36,197	(14,682)	-46.3%	(0,068)	-0.4%	(19,139)	-52.9%		
Harlem Line - Non-Commutation	29,301	53,997	55,332	35,092	26,031	88.8%	1,335	2.5%	20,240	57.7%		
TOTAL HARLEM LINE	\$61,041	\$71,123	\$72,390	\$71,289	\$11,349	18.6%	\$1,267	1.8%	\$1,101	1.5%		
Hudson Line - Commutation	21,417	12,289	12,133	24,445	(9,284)	-43.3%	(0,156)	-1.3%	(12,312)	-50.4%		
Hudson Line - Non-Commutation	25,754	52,422	50,911	33,070	25,157	97.7%	(1,511)	-2.9%	17,841	53.9%		
TOTAL HUDSON LINE	\$47,171	\$64,711	\$63,044	\$57,516	\$15,873	33.6%	(\$1,667)	-2.6%	\$5,529	9.6%		
New Haven Line - Commutation	44,139	19,698	19,875	47,367	(24,263)	-55.0%	0,178	0.9%	(27,492)	-58.0%		
New Haven Line - Non-Commutation	54,798	99,049	101,170	61,561	46,372	84.6%	2,121	2.1%	39,609	64.3%		
TOTAL NEW HAVEN LINE	\$98,937	\$118,746	\$121,045	\$108,928	\$22,108	22.3%	\$2,299	1.9%	\$12,117	11.1%		
All Lines - Commutation	97,296	49,113	49,067	108,010	(48,229)	-49.6%	(0,046)	-0.1%	(58,943)	-54.6%		
All Lines - Non-Commutation	109,853	205,468	207,412	129,723	97,559	88.8%	1,945	0.9%	77,689	59.9%		
TOTAL EAST OF HUDSON LINES	\$207,149	\$254,580	\$256,479	\$237,733	\$49,330	23.8%	\$1,899	0.7%	\$18,747	7.9%		
West of Hudson ^(B)	<u>\$3,924</u>	<u>\$5,941</u>	<u>\$6,193</u>	<u>\$5,680</u>	<u>2,269</u>	<u>57.8%</u>	<u>0,252</u>	<u>4.2%</u>	<u>0,513</u>	<u>9.0%</u>		
TOTAL FAREBOX REVENUE	\$211,074	\$260,522	262,672	\$243,413	\$51,599	24.4%	\$2,150	0.8%	\$19,259	7.9%		
RIDERSHIP												
Harlem Line - Commutation	4,377	2,870	2,937	4,540	(1,440)	-32.9%	0,067	2.3%	(1,603)	-35.3%		
Harlem Line - Non-Commutation	3,083	6,380	6,620	4,151	3,536	114.7%	0,240	3.8%	2,469	59.5%		
TOTAL HARLEM LINE	7,460	9,250	9,556	8,690	2,096	28.1%	0,307	3.3%	0,866	10.0%		
Hudson Line - Commutation	2,482	1,548	1,584	2,526	(0,898)	-36.2%	0,037	2.4%	(0,942)	-37.3%		
Hudson Line - Non-Commutation	2,213	4,844	4,801	2,978	2,588	117.0%	(0,043)	-0.9%	1,823	61.2%		
TOTAL HUDSON LINE	4,695	6,392	6,385	5,505	1,690	36.0%	(0,007)	-0.1%	0,881	16.0%		
New Haven Line - Commutation	5,790	3,388	3,479	5,601	(2,311)	-39.9%	0,091	2.7%	(2,122)	-37.9%		
New Haven Line - Non-Commutation	5,052	10,337	10,682	6,415	5,630	111.4%	0,345	3.3%	4,267	66.5%		
TOTAL NEW HAVEN LINE	10,842	13,724	14,161	12,016	3,319	30.6%	0,436	3.2%	2,145	17.9%		
Total Ridership East of Hudson	12,648	7,805	7,999	12,667	(4,649)	-36.8%	0,195	2.5%	(4,668)	-36.8%		
All Lines - Commutation	10,348	21,561	22,103	13,544	11,754	113.6%	0,542	2.5%	8,559	63.2%		
All Lines - Non-Commutation	22,997	29,366	30,102	26,211	7,105	30.9%	0,736	2.5%	3,891	14.8%		
TOTAL EAST OF HUDSON LINES	0,432	0,547	0,620	0,582	0,188	43.6%	0,073	13.3%	0,038	6.5%		
West of Hudson ^(B)	23,428	29,913	30,722	26,793	7,294	31.1%	0,809	2.7%	3,929	14.7%		
TOTAL EAST & WEST OF HUDSON LINES												

^(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 YEAR-END REPORT
DETAILED EXPLANATION OF VARIANCES ON
NON-REIMBURSABLE AND REIMBURSABLE POSITIONS
By FUNCTION and DEPARTMENT**

2021 ACTUALS vs. FINAL ESTIMATE

Effective December 31, 2021, Metro-North's employee staff count of 6,088 positions was 766 lower than the Final Estimate of 6,854 positions.

The 766 positions were located in the Maintenance of Way (349), Maintenance of Equipment (291), Transportation (107), and Other/Administrative departments (19).

**MTA METRO-NORTH RAILROAD
2021 FINAL ESTIMATE VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2021**

<u>Department</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	2	2	-	
Labor Relations	10	9	1	
Safety	85	61	24	B
Security	22	16	6	
Corporate & Public Affairs	13	12	1	
Customer Service	45	42	3	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	35	27	8	
Training	94	74	20	B
Employee Relations & Diversity	4	4	-	
VP Ops Support and Org Res	30	22	8	
Capital Planning & Programming	10	8	2	
Long Range Planning	5	4	1	
Controller	56	49	7	
Budget	16	13	3	
Procurement & Material Mgmt	28	14	14	
Corporate	(12)	-	(12)	
Total Administration	457	369	88	
Operations				
Operations Support	54	48	6	
Rolling Stock & EAM	28	11	17	
Transportation	1,673	1,566	107	A
Customer Service	402	351	51	A, B
Metro-North West	35	32	3	
Corporate	(68)	-	(68)	
Total Operations	2,124	2,008	116	
Maintenance				
Maintenance of Equipment	1,821	1,530	291	A, B
Maintenance of Way	2,356	2,007	349	A, B
Procurement & Material Mgmt	134	105	29	B
Corporate	(137)	-	(137)	
Total Maintenance	4,174	3,642	532	
Engineering/Capital				
Construction Management	29	17	12	
Engineering & Design	70	52	18	
Total Engineering/Capital	99	69	30	
Total Positions	6,854	6,088	766	
Non-Reimbursable	6,219	5,606	613	
Reimbursable	635	482	153	
Total Full-Time	6,853	6,087	766	
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.

**MTA METRO-NORTH RAILROAD
2021 YEAR-END REPORT
DETAILED EXPLANATIONS of VARIANCES on
FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
By OCCUPATIONAL GROUP**

2021 ACTUALS vs. FINAL ESTIMATE

Effective December 31, 2021, Metro-North's employee staff count of 6,088 positions was 766 positions lower than the Final Estimate of 6,854 positions.

The 766 positions consisted of Operational Hourlies (373), Professional (253), and Managers/Supervisors (140) titles.

MTA METRO-NORTH RAILROAD
 2021 FINAL ESTIMATE VS. ACTUALS
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
 December 31, 2021

FUNCTION/OCCUPATION	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	153	127	26
Professional, Technical, Clerical	304	242	62
Operational Hourlies	-	-	-
Total Administration	457	369	88
Operations			
Managers/Supervisors	260	230	30
Professional, Technical, Clerical	256	227	29
Operational Hourlies	1,608	1,551	57
Total Operations	2,124	2,008	116
Maintenance			
Managers/Supervisors	711	647	64
Professional, Technical, Clerical	603	452	151
Operational Hourlies	2,860	2,543	317
Total Maintenance	4,174	3,642	532
Engineering/Capital			
Managers/Supervisors	46	26	20
Professional, Technical, Clerical	53	43	10
Operational Hourlies	-	-	-
	99	69	30
Total Positions			
Managers/Supervisors	1,170	1,030	140
Professional, Technical, Clerical	1,216	963	253
Operational Hourlies	4,468	4,095	373
Total Positions	6,854	6,088	766

**MTA METRO-NORTH RAILROAD
2021 YEAR-END REPORT
RESULTS OF OPERATIONS**

Financial Performance Summary

Actual 2021 non-reimbursable expenses before Non-Cash Liability Adjustments of \$1,290.2 million were \$2.1 million or 0.2% lower than the Adopted Budget and \$50.8 million or 3.8% lower than the Final Estimate.

The operating cash deficit of (\$750.6) million was 32.7% favorable to the Adopted Budget and 14.2% favorable to the Final Estimate.

For the first eight months of 2021, Metro-North Railroad's train service was operating at only 63% of pre-COVID-19 levels. Metro-North Railroad increased service to 82% of pre-COVID-19 levels at the end of August to accommodate growing but still significantly lower ridership. Pandemic-impacted ridership contributed \$262.7 million in Farebox revenue compared to the 2019 amount of \$756.7 million.

The Farebox Operating Ratio (FOR), which calculates the percentage of operating expense covered through Farebox Revenue, was 20.4%. This represents a 1.1% increase from the 2020, a 4.4% increase compared to the Adopted Budget, and a 1.0% increase versus the Final Estimate. The 2021 operating cost per passenger of \$41.88 was \$4.54 lower than the 2020 level of \$46.42. As a comparison, the 2019 Farebox Operating Ratio was 52.7% with an operating cost per passenger of \$16.18.

Please note these financial results are preliminary and subject to audit, and thus are subject to change.

Safety and Security Initiatives

Safety

- Continued the railroad's systemwide participation of the Confidential Close Call Reporting System (C3RS). The system received 555 reports in 2021 and 599 in 2020, bringing the total to 6,396 reports since C3RS was launched in 2015 and expanded in 2016. Reports are received by NASA, which filters the data and provides anonymized information to the management-labor Peer Review Teams (PRTs) for each operating area (Mechanical, Transportation, and Engineering). The PRTs review the provided information with the goal of recommending potential safety improvements.
- Continued the agency's public safety outreach efforts, including TRACKS (Together Railroads and Communities Keeping Safe), a multi-pronged effort to promote grade-crossing and rail safety to schools and other community groups. Because of the pandemic, the TRACKS program continued to emphasize virtual outreach through the TRACKS web site and social media in 2021, along with a few in-person events. TRACKS contacts totaled 233,940 in 2021 and 53,166 in 2020, for an overall total of over 627,000 since the program was established in 2016.
- Continued "Question, Persuade, Refer" (QPR) suicide prevention training, with over 770 MTA employees trained in QPR to date. Metro-North also maintained partnerships with the Crisis Text Line and the National Suicide Prevention Lifeline telephone hotline, both of which offer free 24/7 assistance for anyone experiencing a mental health crisis.
- Continued Metro-North's program to train first responders (fire, police, and EMS) in railroad safety, equipment, and emergency procedures, reaching 1,571 first responders in 2021 and 1,238 in 2020. The program includes both classroom instruction and field training. Metro-North also conducted an emergency preparedness exercise simulating evacuation of a disabled train during a power outage, providing first-responders with hands-on experience with Metro-North equipment and in the Grand Central Terminal train shed.
- Continued to respond to the COVID-19 pandemic with extensive customer and employee safety efforts including safety messaging, mask distribution to customers and distribution of PPE to employees, disinfection of trains, stations, and workspaces, free onsite COVID-19 testing for employees, and the MTA vaccination or weekly test program for employees.

Security

- Completed an all-inclusive survey and assessment of all rooms and spaces within Grand Central Terminal reviewing the security, contents, usage, and access for over 1400 individual spaces. The information was gathered and stored via a GIS Collector App while performing the inspection with assistance provided by the MNR Planning Department. The collected data will be utilized to maintain an active mapping database of all terminal spaces.
- Completed the transition from producing and delivering physical copies of MNR video incidents to only releasing MNR Security video footage via a cloud-based method with the recipient granted "View and Download" privileges. Once downloaded by the approved requestor, a digital version of the necessary video is in their possession, while chain-of-custody is maintained via electronic audit trail. This new procedure, which reduces

expense and streamlines the video release process, is on track to be adopted by all MTA agencies.

- Remotely viewable video surveillance from the MNR Security Command Center (SCC) was added at 25 stations and facilities. These new locations can both live monitor and historically view video from these new locations. 55 Stations at MNR are now equipped with video surveillance. 38 Stations in total can now be “live viewed” at the MNR SCC while 17 other stations with video surveillance are recorded locally.
- Installed high-definition security surveillance cameras at six new Metro-North locations in Connecticut in conjunction with CDOT including the Peck Bridge covered platforms, platform access, public areas within the station, bridge access and waterway approach.
- Continuing collaboration with MTA IT to review and enhance the cybersecurity readiness of the MNR Security electronic assets. All field-deployed cellular camera systems are now configured with real-time threat monitoring to ensure all system events are captured and documented in compliance with the agency’s cybersecurity requirements.
- The Right-of-Way Task Force (RoWTF), an MNR Security Department and MTAPD partnership, conducted system-wide physical security site inspections of the MNR infrastructure. Site inspections, ongoing data and information analytics, expanded interagency partnerships, and continued collaboration with the MNR team led to the completion of 62 RoWTF reports in 2021. Each report provided detailed security recommendations to increase passenger and employee safety and security, act against track intrusion, and minimize service disruptions.
-

Operations/Technology

- Advanced SMARTRACK, Metro-North’s four year old systemwide track work initiative. In 2021, the railroad replaced 54,583 ties, 8.20 miles of continuous welded rail (CWR), and 28 switches. Also, renewed one railroad crossing, surfaced 130 miles of track, and welded 990 rail joints. Rails, bracket ties, and block ties were replaced on Tracks 114 and 39 at Grand Central Terminal.
- Successfully implemented Positive Train Control (PTC) updates across onboard, wayside and office sub-systems to improve operational efficiency in 2021 and ensure 100 percent compliance of its 244.3 route miles in revenue service. All trains are operating with full PTC functionality with over 165,000 revenue trains running in full PTC mode. In addition, Metro-North lines are PTC interoperable with Amtrak, CSX, and P&W trains on the Danbury Branch and the Hudson and New Haven lines.
- Performed 138 miles of rail grinding to improve rail head surface conditions, undercut approximately 3 miles of track on the New Haven Line to improve the clearance under the catenary wire and continued track remediation at CP 266 - CP 271 replacing ties and surfacing track structure.
- Upgraded power and substation infrastructure at a number of locations, including positive feeders to substations on the Harlem and Hudson Lines. MNR also replaced 55 third-rail jumpers on the Sandy Project, commissioned 3 DC Traction Substations, replaced DC switchgear at three substations and installed 4 new unit substations in Harmon Yard.
- Completed the Waterbury Cab Signal/PTC project at the end of 2021. This includes 27 miles of communications and signal cable, 48 signal houses, 5 grade crossing upgrades,

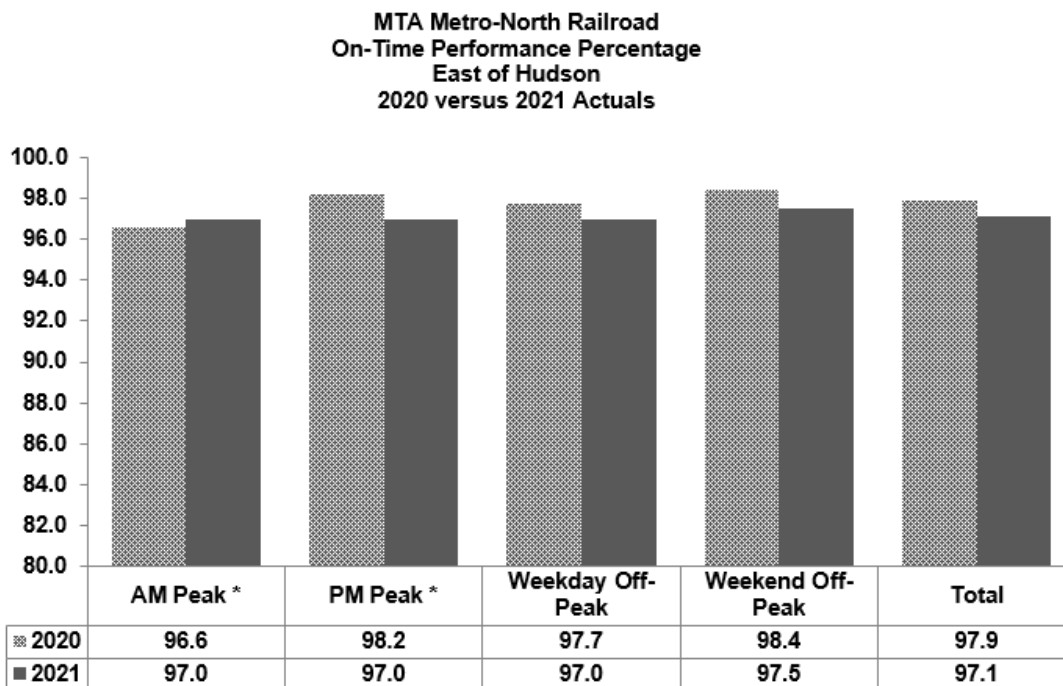
CTC control, and an update to our network infrastructure. This was the last segment needed to make Metro-North fully running under Cab Signal and PTC protection.

Technology

- Continued to gather data from INFOR, the MTA’s Enterprise Asset Management (EAM) software. Data is being used for car cleaning in all yards for better cost analysis and for expanding a number of routine operations across the railroad. Additional data from Signals, Track, Power, Communications, and PTC have been added to INFOR.
- Delivered and tested the Maintenance of Way Inspection Vehicle for inspecting track, third rail and overhead catenary systems .

2021 On-Time Performance

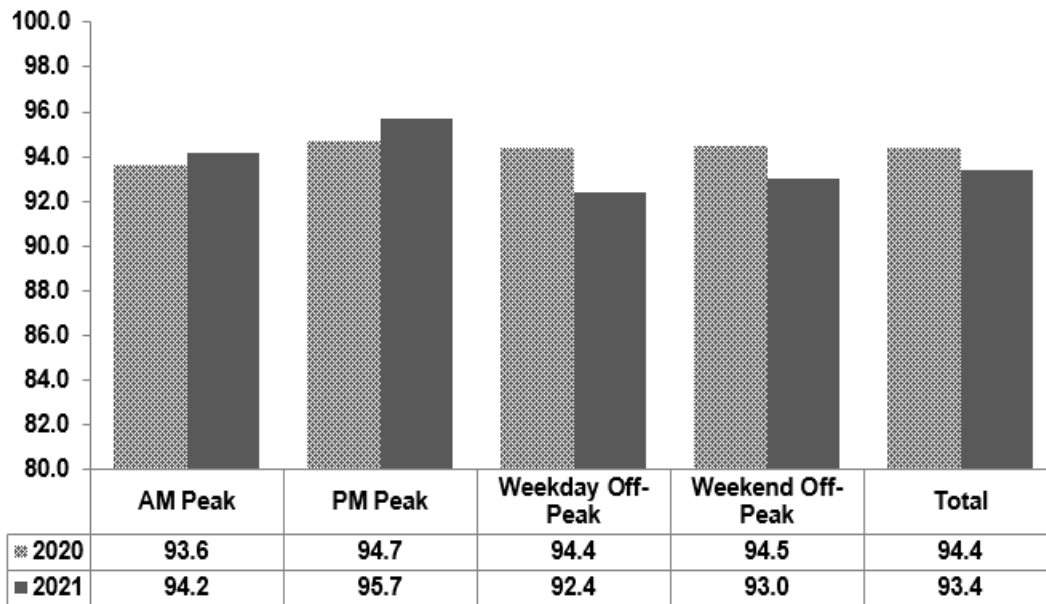
- MNR’s system-wide on-time performance for 2021 totaled 97.1%, down from 97.9% in 2020 and above the railroad’s goal of 94.0%. The Hudson, Harlem, and New Haven Lines performed at 97.4%, 97.2%, and 96.9% respectively. In 2019, MNR’s East of Hudson system-wide on time performance was 94.4%, with the Harlem Line at 95.3%, the Hudson Line at 95.0% and the New Haven Line at 93.4%.



* All services for 2021 reported as Off-Peak.

- West-of-Hudson on-time performance totaled 93.4%, a decrease of 1.0 percentage point from 94.4% in the previous year and below goal. In 2019, the on-time performance for West-of-Hudson service was 89.8%.

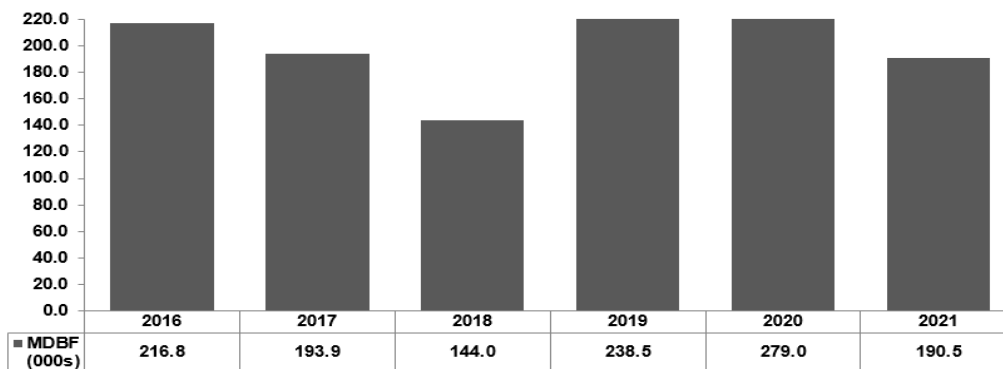
**MTA Metro-North Railroad
On-Time Performance Percentage
West of Hudson
2020 versus 2021 Actuals**



Equipment Reliability

- Rolling Stock “mean distance between failures” (MDBF) declined in 2021 to 190,518 miles from 278,951 miles in 2020. This was primarily caused by a Positive Train Control (PTC) system software issue, which resulted in delays on the M-8 fleet in the first half of 2021. Once corrected, MDBF improved in the second half of 2021 and, discounting known delays caused by the software issue, overall fleet MDBF performance would have increased from 190,518 to 272,169. Consist Compliance Rate, which is the percentage of cars required for service and providing seats for customer each day, was consistently at 100.0%. In 2019, the overall fleet MDBF was 238,464 with consist compliance of 99.4%.

**MTA Metro-North Railroad
Mean Distance Between Failure (MDBF)
Miles 000s**

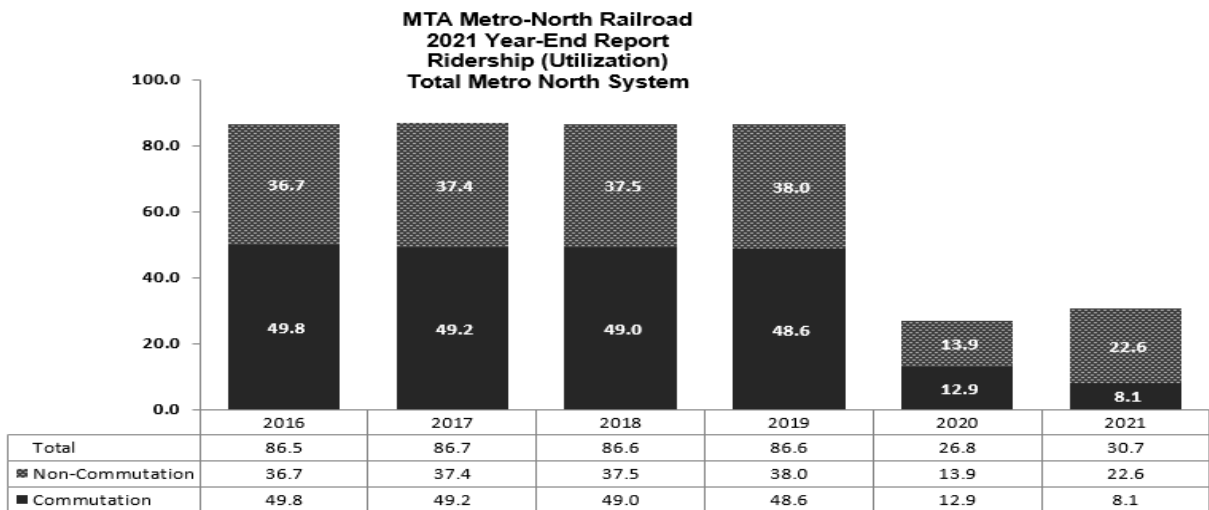


Ridership

2021 Metro-North rail ridership for East and West of Hudson service totaled 30.7 million rides, reflecting an increase of 3.9 million or 14.7% above 2020 and 64.5% below 2019 pre-COVID levels.

Total annual East of Hudson ridership was 30.1 million or 2.5% higher than the Final Estimate and 14.8% higher than 2020. Commutation ridership of 8.0 million was 2.5% higher than the Final Estimate and 36.8% lower than 2020. Non-commutation ridership of 22.1 million was 2.5% higher than the Final Estimate and 63.2% higher than 2020. In 2019, East of Hudson ridership was 85.0 million.

West-of-Hudson ridership was 0.6 million for the year or 13.3% higher than the Final Estimate and 6.5% higher than 2020. In 2019, West-of-Hudson ridership was 1.6 million.



Customer Service Initiatives

- In response to the pandemic, MNR continued its most aggressive cleaning and disinfection process in the history of the railroad, with stations sanitized twice every 24 hours and train cars once every 24 hours.
- MNR continued the distribution of masks to any customers needing them and maintained hand sanitizer and Personal Protective Equipment (PPE) dispensers at almost all stations.
- The TrainTime® mobile app, which includes real-time passenger and seating estimates before trains arrive at the station, was made available on all M7's, M8's and Shoreliner equipment. Additionally, the App was made available on the Apple Smart Watch in the Fall of 2021 with the Android version to follow in early 2022.
- MNR completed the renovation work on the Enhanced Station Improvement (ESI) initiative at White Plains station, which included construction of an extension to the island platform as well as new side platform, lobby and plaza enhancements. This initiative is part of a multi-year design-build contract and includes enhancements at five passenger stations on the Hudson, Harlem, and New Haven Lines. The other stations included in this initiative are Riverdale, Port Chester, Harlem-125th St and Crestwood, which was completed last year.
- MNR utilized creative digital communications including update videos, social media posts, emails, and other direct customer messaging.

- The Customer Service Station Ambassador Program, which integrates the Ticket Seller and Ambassador position functions, became permanent in late 2021. This program provides a seamless customer experience by assisting them at key Outlying Stations with the loading / unloading of trains, selling tickets, providing up-to-date customer information, Americans with Disabilities Act (ADA) assistance, and many other important functions. Currently there are 60 combined Station Ambassador/Ticket Selling positions spread out over 10 key Outlying Stations.
- MNR completed the Customer Service Initiative at 20 Outlying Stations and the GCT PA Head End/VIS System. The global CSI Project has enhanced the customers' experience and improved operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at 20 MNR stations and facilities throughout New York.

Capital

Major 2021 Commitments / Completions

- Rolling Stock
 - Continued the acquisition of an additional 66 M8 Electric Multiple Units (EMUs). So far, MNR has received 26 pairs of EMUs with expected delivery of the remaining EMUs to occur in the second quarter of 2022.
- Stations
 - Awarded the construction of ADA improvements at Hartsdale, Scarsdale, and Purdy Stations as well as for the construction of priority repairs to the North White Plains Station platforms and foundations.
- Infrastructure
 - Awarded the construction of the Grand Central Terminal Train Shed Sector 1 roof replacement project encompassing the complete replacement of the roof over the train shed on East 47th and East 48th Streets.
 - Awarded a contract for Preliminary Engineering and Program Management for the Phase 1 replacement of the segment of the Park Avenue Viaduct from 115th to 123rd Streets. This contract will develop Bid Documents for a Design-Build replacement of Phase 1 (115th Street to 123rd Street) as well as construction inspection and oversight. The Park Avenue Viaduct is the main artery of the MNR system and carries all East-of-Hudson trains into and out of Grand Central Terminal.

Sustainability/Transit Oriented Development Initiatives

- MNR successfully passed its International Standards Organization (ISO) recertification audit conducted in July 2021 and is re-certified for the next three-year cycle up to 2024. Annual surveillance audits will be conducted in 2022, 2023 and 2024 to establish continued compliance to the ISO international standard. The Energy Management System framework includes energy-conservation and fuel-metering initiatives aimed at cutting greenhouse gases while reducing energy and fuel costs. Metro-North became the first railroad in North America to receive ISO-50001 certification in 2018.
- Grand Central Terminal achievements include:
 - Completed Grand Central Terminal stations platform LED lighting.

- LED replacements throughout the terminal that will generate 40% more energy efficiency than florescent bulbs. All upper-level concourse and lower-level dining concourse lighting is completed. On-going replacement of florescent fixtures with LED will continue for office spaces upon renovation.
 - Elevators now include on-demand censoring to reduce speed and stop when not in use to reduce energy consumption.
 - Escalators are on standby mode to reduce electricity.
 - LED lights are on motion sensors to reduce power surges in employee workspaces in Graybar.
 - Train shed are being upgraded to LEDs.
 - Building Management System (BMS) controls all powered equipment such as compressors, LEDs and pumps, which include on-demand features to reduce energy consumption when not in use.
 - Continue to progress other “green” initiatives, including HVAC and exhaust fan upgrades.
- Metro-North is beginning to purchase a “green” fleet of alternative fuel non-rail vehicles, as well as hybrids, PHEV and electric vehicles. MNR maintains a total of 20 EV charging stations installed at four MNR-owned train station parking lots and is actively working to install more EV chargers at four additional MNR-owned stations as well as EV chargers dedicated to our automotive fleet as we transition to new alternative vehicles.
- The MTA-wide Energy Management System software platform is now fully operational. This software tracks all utility invoices and provides consumption data for electricity, diesel propulsion, natural gas, and other utilities. The system is fully integrated in Brewster, North White Plains, and Harmon yards. Installation is scheduled for Poughkeepsie Yard, 525 North Broadway, Mott Haven Yard, Grand Central Terminal, and Highbridge Yard.
 - MNR is currently modifying the propulsion software with the Original Equipment Manufacturer (OEM) to enable power regeneration to the 3rd rail when braking. Currently, unused power from dynamic braking is dissipated as heat through resistor grids. This upgrade will enable the M8 Fleet to have power regeneration to the 3rd rail and catenary when braking.
 - Phase I of the Harrison Station Transit Oriented Development (TOD) project located on 3.3-acres of property formerly owned by the MTA was completed. The mixed-use, residential-commercial project around the Metro-North station is now in Phase II, which is expected to be completed by the end of 2022. As part of the project, a garage will be constructed that will nearly double rail customer parking and serve the development as well.
 - Continued the preliminary engineering studies for the multi-phased Brewster Campus expansion at the Southeast Station/Brewster Yard. The first project phase will relocate the current Southeast Station parking to allow for yard upgrades and expansion. Traffic and environmental analyses and conceptual phasing layouts were completed in the first quarter of 2021. Preliminary Design bridging documents for the Phase 1 Design-Build components are in progress, and completion is anticipated in mid-2022.
 - MNR continued work with local partners to explore or advance station and TOD planning efforts at the University Heights, Ludlow, Yonkers, Glenwood, Fordham, Wakefield, White Plains, and Port Chester stations as well as plans for four new ADA compliant Metro-North stations in the Bronx as part of the Railroad’s Penn Station Access project.

MTA METRO-NORTH RAILROAD
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
MONTHLY PERFORMANCE INDICATORS ^(A)
December 2021

	YEAR-TO-DATE			VARIANCE	
	Final Estimate	2021 Actual**	2020*	Fav/(Unfav)	
				Final Estimate	2020
Farebox Operating Ratio					
Standard ^(B)	19.5%	20.4%	19.3%	1.0%	1.1%
Adjusted ^(C)	22.6%	23.2%	24.5%	0.6%	-1.2%
Cost per Passenger					
Standard ^(B)	\$44.77	\$41.88	\$46.42	\$2.89	\$4.54
Adjusted ^(C)	\$43.57	\$40.65	\$45.54	\$2.92	\$4.90
Passenger Revenue/Passenger	\$8.71	\$8.55	\$8.96	(\$0.16)	(\$0.41)

	YEAR-TO-DATE			VARIANCE	
	ADOPTED BUDGET	2021 Actual**	2020*	Fav/(Unfav)	
				ADOPTED BUDGET	2020
Farebox Operating Ratio					
Standard ^(B)	16.0%	20.4%	19.3%	4.4%	1.1%
Adjusted ^(C)	20.5%	23.2%	24.5%	2.7%	-1.2%
Cost per Passenger					
Standard ^(B)	\$44.14	\$41.88	\$46.42	\$2.26	\$4.54
Adjusted ^(C)	\$43.05	\$40.65	\$45.54	\$2.40	\$4.90
Passenger Revenue/Passenger	\$7.06	\$8.55	\$8.96	\$1.49	(\$0.41)

(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.

*2021 YTD results exclude the CRRSAA Federal Aid.



Metro-North Railroad

2021 Annual Ridership Report

- **Total Metro-North annual rail ridership¹ was approximately 30.7 million**, approximately 3.5 million more rides than the 27.1 million in 2020. This 13.0% increase brings 2021 ridership to 35.5% of 2019. When 2020 rail ridership is restated to match the 2021 calendar, the increase rises to 14.7% compared to 2020. Data shown below reflects restated 2020 values.
 - **Total annual East of Hudson ridership was approximately 30.1 million, approximately 3.9 million more rides than the 26.2 million restated for 2020.**
 - Annual East of Hudson ridership was 14.8% above 2020 and 11.5% above forecast.
 - Annual Commutation ticket ridership was 36.8% below 2020²
 - Annual Non-Commutation ticket ridership was 63.2% above 2020
 - This flip from traditional patterns occurred in the context of suspension of peak fares from April 2020 to March 2022; as the return-to-office trend accelerated with hybrid attendance patterns, riders took advantage of non-peak fares which were generally more economical than commutation tickets
 - Hudson Line ridership was 16% above 2020 with approximately 0.9 million more rides.
 - Harlem Line ridership was 10% above 2020 with approximately 0.9 million more rides.
 - New Haven Line ridership was 17.9% above 2020 with approximately 2.1 million more rides.
 - **West of Hudson annual ridership was approximately 0.6 million** which is 6.5% above 2020 and 1.5 million less than the record set in 2008 of 2.1 million.
 - **2021 Connecting Services** also decreased significantly:
 - Combined ridership on the three MNR Connecting Services was approximately 106,000 (-25.7% vs. 2020)
 - Ridership decreased by 17% on the Hudson Rail Link buses, 57% on the Haverstraw-Ossining Ferry and 44.8% on the Newburgh-Beacon Ferry.
 - **Ridership compared to 1990**
 - Commutation ticket ridership to/from Manhattan has decreased by 84% compared to 1990 due to the 2020-2021 impact of COVID
 - Non-Commutation ticket ridership to/from Manhattan has increased by 14% vs. 1990
 - Intermediate ridership has increased by 16% vs. 1990

All of these ridership-trend percentages vs. 1990 were caused by the pandemic. Note however, that as introduction of vaccines in 2021 drove COVID rates lower, workplace re-openings drove ridership steadily higher, increasing from 21.9% of pre-pandemic levels in the first quarter to 47.6% in the fourth quarter of 2021. The month of November saw ridership at 52.1% of 2019 levels, with growth dampened only by the rapid spread of the Omicron variant in December.

Ben Cornelius

Director

Operations Planning & Analysis

¹ Ridership is calculated based on the number of tickets sold multiplied by a factor related to each different type of ticket. The Monthly/Weekly factor is based on the number of weekdays and weekend days per month.

² Note that "Commutation" and "Non-Commutation" here refer to the traditional ticket sales types, as opposed to distinguishing work-oriented ridership during the morning and evening peak periods from ridership occurring during the off-peak periods. "Commutation" tickets are monthly and weekly tickets; all other tickets, whether sold for peak period journey-to-work or discretionary travel, are considered "Non-Commutation."

**2021 RIDERSHIP REPORT
METRO NORTH RAILROAD
EXECUTIVE SUMMARY**

Total Metro-North annual rail ridership was 30.7 million, rising 14.7% from 2020 levels. The precipitous decline in 2020-2021 because of the COVID-19 pandemic erased 29 years of ridership growth. Overall ridership was approximately 53.4% of ridership in 1990. Although intermediate ridership was only 16% higher than in 1990, commutation ridership to/from Manhattan was 84% lower than 1990. Metro-North annual rail ridership for 2021 stood approximately one third lower than at Metro-North's first full year of service in 1984, equaling levels not seen for over 100 years. The comparatively strong ridership of the fourth quarter – more than double that of the first quarter and slightly less than half of 4Q 2019 ridership – is roughly equivalent to ridership experienced in the early 1970s.

2021 Ridership Summary

- MNR carried approximately 30.8 million customers, including Connecting Services.
- Annual East of Hudson ridership was approximately 30.1 million. East of Hudson Ridership increased 14.8% compared to 2020.
- West of Hudson ridership increased 6.5% during 2021 compared to 2020.
- Ridership on the Hudson Rail Link and the Haverstraw-Ossining and Newburgh-Beacon ferries was 106,375 (-25.7% vs. 2020). Both ferry services were suspended beginning in late Spring 2020 because of extremely low ridership but resumed service in August 2021.

ANNUAL RIDERSHIP 2021 VS 2020 (in millions)

	Annual Ridership 2021	Annual Ridership 2020	% Change vs. 2020
Total Rail Ridership	30.72	26.79	14.7% ▲
<i>East of Hudson</i>	30.1	26.21	14.8% ▲
Harlem Line	9.56	8.69	10.0% ▲
Hudson Line	6.39	5.50	16.0% ▲
New Haven Line	14.16	12.02	17.9% ▲
<i>West of Hudson</i>	0.62	0.58	6.5% ▲
Port Jervis Line	0.39	0.35	11.2% ▲
Pascack Valley Line	0.23	0.23	-0.8% ▼
Connecting Services	0.11	0.14	-25.7% ▼
Hudson Rail Link	0.09	0.11	-17.0% ▼
Haverstraw-Ossining Ferry	0.01	0.02	-57.0% ▼
Newburgh-Beacon Ferry	0.01	0.01	-44.8% ▼
Total MNR System Ridership	30.83	26.94	14.5% ▲

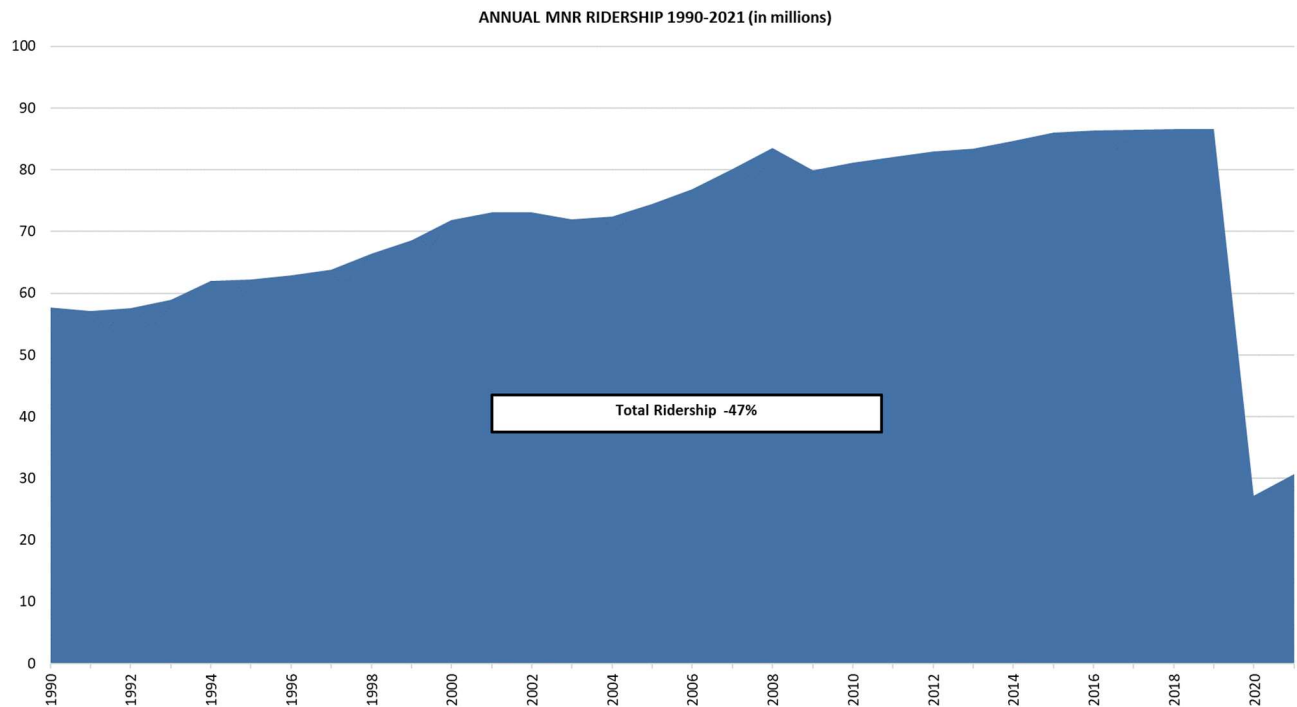
GCT RIDERSHIP (Fall 2021 vs. Fall 2020)

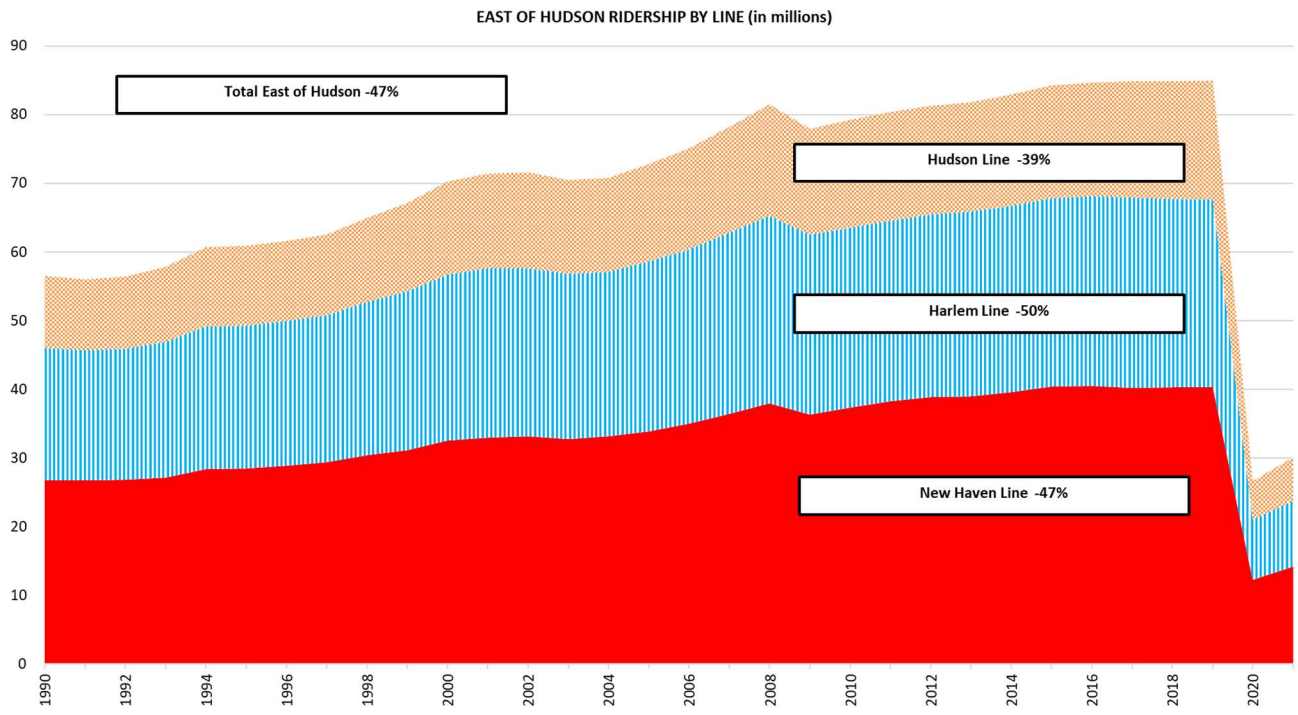
- GCT Weekday ridership nearly tripled from Fall 2020 to Fall 2021, with Weekend ridership rising even faster at four times 2020 ridership.
 - Total Weekday ridership rose 177.5% (AM Peak 177.7%, PM Peak 186.9%, AM Reverse Peak 68.1%, and Weekday Off-Peak 184.1%).
 - Weekend ridership rose 302.4% (Saturday 271.4%, Sunday 347.2%).
- Peak Period ridership in Fall 2021 made up 62% of total Weekday Ridership, up slightly from 61% in 2020, and 7% below the 69% share of Weekday ridership in 2019.

Ridership vs. 1990 Baseline

Ridership Trends by Line

After steady ridership growth over the last 30 years, the COVID-driven drop in total ridership to 30.7 million in 2021 left ridership at 53% of ridership levels in 1990. As noted above, 2021 ridership was approximately two-thirds of the ridership of Metro-North's first full year of service in 1984, operating at ridership levels not seen since Grand Central Terminal opened in 1913, more than a century ago.

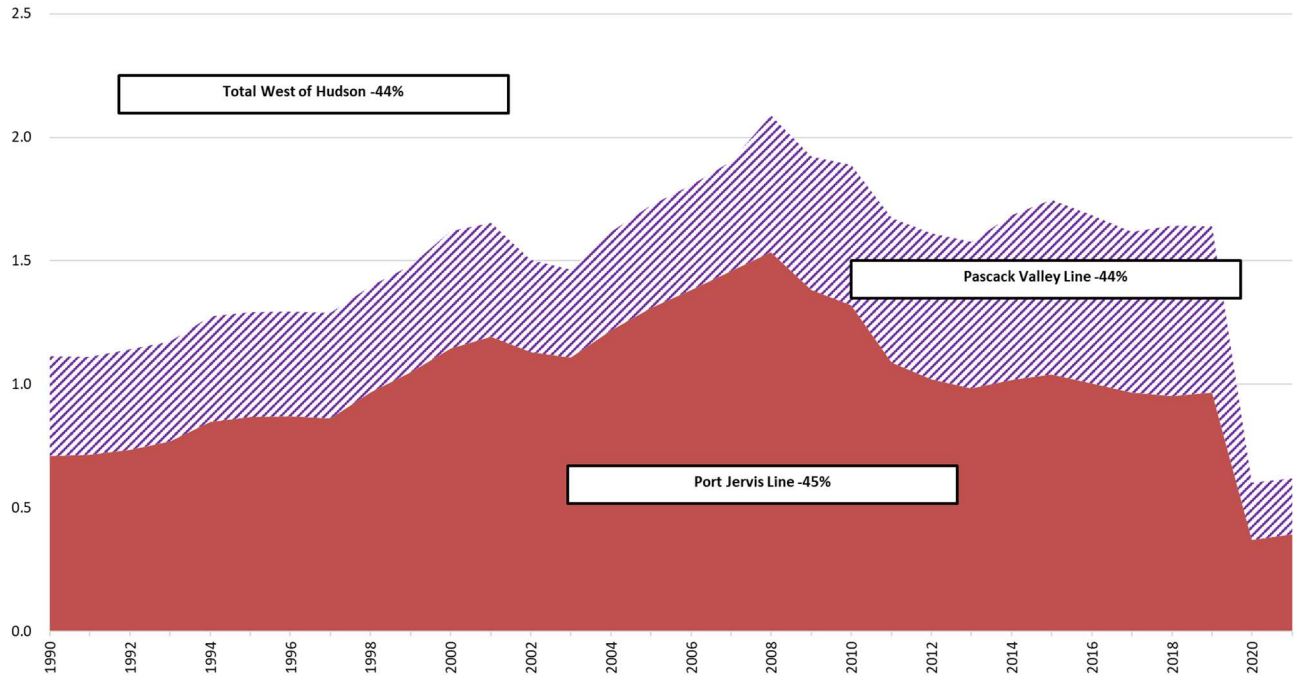




East of Hudson

- Total East of Hudson ridership of 30.1 million in 2021 is 47% lower than the 56.5 million carried in 1990, a decrease of almost 26.4 million annual rides.

WEST OF HUDSON RIDERSHIP BY LINE 1990-2021 (in millions)

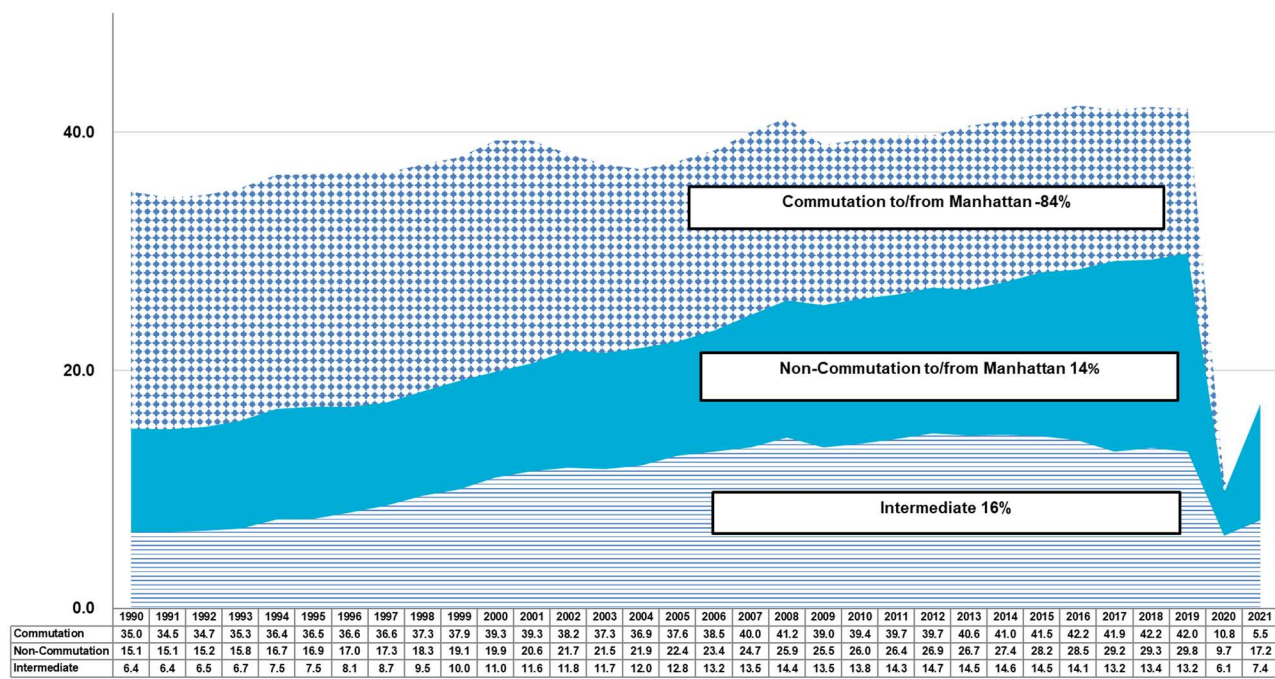


West of Hudson

- Total West of Hudson ridership in 2021 was 44% lower than in 1990, with 0.6 million annual rides in 2021, compared to 1.1 million annual rides in 1990. Ridership was 1.5 million less than the record-high year in 2008.
- West of Hudson ridership increased 3.0% during the past year. Port Jervis Line ridership increased by 6.7%, while Pascack Valley Line ridership decreased by approximately 2.8%.
- Port Jervis Line ridership was 45% lower in 2021 than in 1990 (from 711,000 annual rides to over 394,000 annual rides) and 74.4% lower than the record-high year in 2008. Pascack Valley Line ridership was 43.8% lower than in 1990.

Ridership Trends by Market

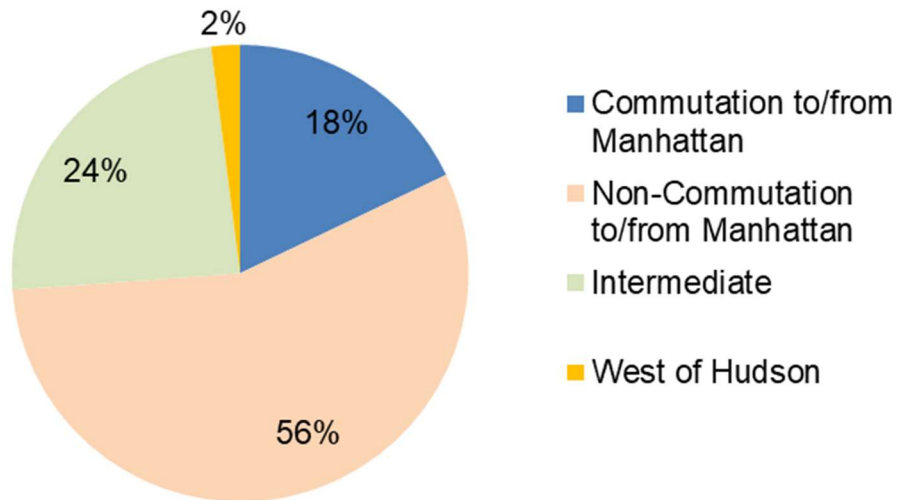
ANNUAL RIDERSHIP BY MARKET 1990-2021 (in millions)



Annual Ridership by Market:

- Manhattan-oriented Commutation ticket ridership in 2021 – as traditionally measured based on monthly and weekly ticket sales – dropped to 18% of 1990 Commutation ticket ridership due to the suspension of peak fares in April 2020 due to the pandemic. This change made use of One Way and Ten-Trip tickets – traditionally considered Non-Commutation or Discretionary tickets – more economical for the significant portion of our ridership who were working on hybrid schedules that did not require daily travel to offices. As a result, ticket-buying shifted heavily away from Commutation tickets to these media. While these tickets have been around half of MNR’s total rail ridership for the past 20 years, Commutation in 2021 was 18% of MNR’s total ridership, compared to 61% in 1990.
- As a result of the suspension of peak fares described above, Non-Commutation ticket ridership to and from Manhattan using One Way and Ten-Trip tickets was up 14% in 2021 compared to 1990, when it represented approximately 26% of Metro-North ridership; this share increased to approximately 56% of total ridership for 2021. As ridership grew from 2020 to 2021, this market saw the fastest growth, nearly doubling from 9.7 million to 17.2 million over the year.
- Intermediate ridership was 16% higher in 2021 than in 1990 and rose 21% compared to 2020. In terms of market share, it represented 24% of total rail ridership, up sharply from a pre-pandemic share of 16%.

2021 Ridership by Market



Market and Ridership Trend Analysis (2021 vs. 2020)³

Commutation to/from Manhattan

- Commutation ticket ridership to/from Manhattan decreased by 49.0%.

Non-Commutation to/from Manhattan

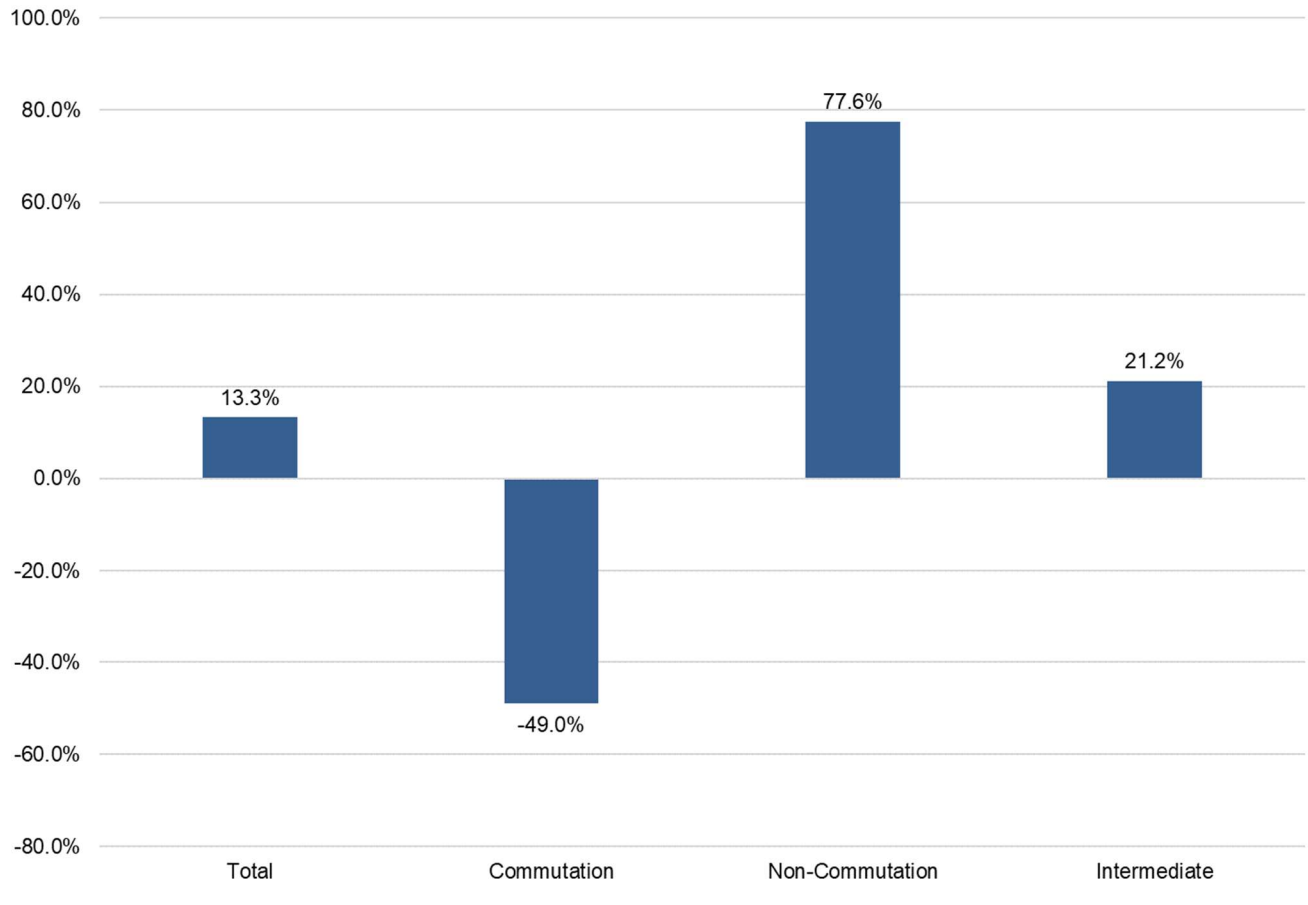
- Non-Commutation ticket ridership to/from Manhattan increased 77.6%.

Intermediate

- Total Intermediate ticket ridership increased 21.2%:
 - Intermediate Commutation ticket ridership increased 17.8%
 - Intermediate Non-Commutation ticket ridership increased by 24.5%
- Hudson line intermediate ridership increased 35.0%
- Harlem line intermediate ridership increased 20.0%
- New Haven line intermediate ridership increased 19.9%

³ Data in this section is based on a combination of ticket sales and allocated fall passenger counts, and therefore does not exactly match data elsewhere in this report.

ANNUAL RIDERSHIP GROWTH BY MARKET (EAST OF HUDSON) 2021 VS. 2020



Trends by Line/Segment and Branch

East of Hudson

- Hudson line ridership increased 16%
 - Upper Hudson ridership to/from Manhattan had the highest increase at 19.9%
- Harlem line ridership increased 10%
 - Bronx ridership to/from Manhattan had the highest increase at 42.4%
- New Haven line ridership increased 17.9%
 - Waterbury Branch ridership to/from Manhattan had the highest increase at 37.7%

West of Hudson

- Port Jervis Line ridership increased 11.2%.
 - Commutation decreased by 39.5%
 - Non-Commutation increased by 78.7%
- Pascack Valley Line ridership decreased 0.8%.
 - Commutation decreased by 45.6%
 - Non-Commutation increased by 51.9%

ANNUAL RIDERSHIP BY LINE/SEGMENT (In Millions)

Line/Segment	Annual Ridership 2021	Annual Ridership 2020	% Change vs. 2020
Hudson Line	6.39	5.5	16.0% ▲
Bronx (Hudson)	0.44	0.4	9.4% ▲
Lower Hudson	2.68	2.49	7.6% ▲
Upper Hudson	2.05	1.71	19.9% ▲
Intermediate*	1.21	0.9	35.0% ▲
Harlem Line	9.56	8.69	10.0% ▲
Bronx (Harlem)	1.17	0.82	42.4% ▲
Lower Harlem	4.19	4.17	0.6% ▲
Upper Harlem	1.85	1.77	4.8% ▲
Southeast-Wassaic	0.15	0.11	39.4% ▲
Intermediate*	2.19	1.83	20.0% ▲
New Haven Line	14.16	12.02	17.9% ▲
Inner NH (NY)	3.7	3.25	14.0% ▲
Inner NH (CT)	0.87	0.81	7.9% ▲
Outer New Haven	5.14	4.11	25.0% ▲
New Canaan Branch	0.28	0.34	-18.4% ▼
Danbury Branch	0.1	0.12	-19.9% ▼
Waterbury Branch	0.07	0.05	37.7% ▲
NY Intrastate Intermediate*	1.47	1.16	26.9% ▲
Interstate Intermediate*	0.85	0.66	29.2% ▲
CT Intrastate Intermediate*	1.69	1.52	10.6% ▲
Port Jervis Line	0.39	0.035	11.2% ▲
Pascack Valley Line	0.23	0.23	-0.8% ▼

Legend: ▲ increase; ▼ decrease; ● no change * Excludes travel to/from Manhattan

2022 Outlook

Metro-North projects continued ridership growth with service returning to 89% of pre-COVID levels beginning March 27, 2022.

Appendix

Additional ridership statistics are provided in an online appendix. Listed as an exhibit within the April 2021 Metro-North and LIRR Committee materials, the appendix is available at:

<http://web.mta.info/mta/news/books/>

Staff Summary

Subject LICENSE AGREEMENT WITH CITY WINERY IN GRAND CENTRAL TERMINAL
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name KIM TREVISAN

Date April 27, 2022
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	4/25/22		x	
2	Finance Committee	4/25/22	x		
3	Board	4/27/22	x		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief of Staff		
4	Chief Financial Officer		

AGENCY: Metropolitan Transportation Authority ("MTA") and MTA Metro-North Railroad ("Metro-North")

LICENSEE: City Winery, LLC

LOCATION: Vanderbilt Hall West spaces #MC-16, #MC-17, #MC-20B in Grand Central Terminal ("GCT")

ACTIVITY: License Agreement for the operation of a full-service restaurant, bar/gastropub, and grab and go food and beverage.

ACTION REQUESTED: Authorization to enter into a License Agreement for retail space at GCT

TERM: Three (3) years with one, two (2) year option to be agreed upon mutually, subject to at will revocation on 60 days' notice, at no cost to the MTA or Metro-North

SPACE: 15,888 sq. ft. (±)

BASE RENT COMPENSATION:	Period	Fixed License Fee (Annual Rate)
	License Year 1	\$500,000.00
	License Year 2	\$750,000.00
	License Year 3	\$1,000,000.00
	Option Year 4	\$1,100,000.00
	Option Year 5	\$1,200,000.00

PERCENTAGE RENT COMPENSATION:	Period	Percentage License Fee Rate
	License Year 1	Eight percent (8%)
	License Year 2	Nine percent (9%)
	License Year 3	Ten percent (10%)
	Option Year 4	Ten percent (10%)
	Option Year 5	Ten percent (10%)

Staff Summary
FINANCE COMMITTEE
LICENSE AGREEMENT WITH CITY WINERY
IN GRAND CENTRAL TERMINAL(CONT'D)

COMMENTS:

Pursuant to MTA's Real Estate's Merchandising Plan for Grand Central Terminal, a Request for Proposals ("RFP") was issued in September 2020 seeking offers to operate multiple interconnected spaces in Vanderbilt Hall and the Shuttle Passageway. These spaces had previously been master leased to the former Great Northern Food Hall. Due to the lack of competitive response to the RFP, the MTA terminated the RFP in November 2020 and assigned its retail consultant, CBRE, to directly market the west side of Vanderbilt Hall to prospective tenants for a short-term license. CBRE subsequently held discussions with no fewer than twenty (20) prospective retail operators.

In August 21, 2021, a letter of intent was completed with City Winery. City Winery has a robust, existing customer base originating from their prominent locations at Pier 57, Rockefeller Center, Greenwich Village, as well locations in Boston, Atlanta, Washington D.C, Philadelphia and in the Hudson Valley. The proposed Licensee intends to operate a gastropub, a grab & go retail operation and a bar/restaurant. Although they are known for their live music events, this location will focus on their farm-to-table menu, their unique selection of wine with ambient background music.

The proposed compensation structure in year one (\$500,000 and 8% of Gross Sales) is consistent with the transaction that was executed with Cipriani for a new restaurant on the Main Concourse's west balcony (\$850,500 and 7% of gross sales).

MTA Real Estate's Board-approved license Policy #29 for retail spaces in GCT limits MTA Real Estate's ability to enter into license agreements without prior MTA Board approval to thirty-six (36) months. Because of the impact to current retail market conditions created by the Covid-19 global pandemic as well as City Winery's proposed investment to the space, an option for a longer term of five (5) years is requested in order to maintain a high-profile, high-quality use for this space.

RECOMMENDATION:

Based on the foregoing, the MTA Real Estate requests authorization for the MTA and Metro-North to enter into a license agreement with City Winery based upon the above-described terms and conditions.

Staff Summary

Subject LICENSE AGREEMENT WITH MANHATTAN NEWS INC., FOR A RETAIL CONVENIENCE LOCATION IN THE 125TH STREET STATION
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name ROBERT GOLDBERG

Date April 25, 2022
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	4/25/22		X	
2	Finance Committee	4/25/22	X		
3	Board	4/27/22	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief of Staff		

AGENCY: MTA Metro-North Railroad ("Metro-North")
LICENSEE: Manhattan News Inc.
LOCATION: 125th Street Station, New York, New York
ACTIVITY: License agreement for a retail concession
ACTION REQUESTED: Authorization to enter into a license agreement
SPACE: Approximately 350 square feet
TERM: 5 years
COMPENSATION: \$24,000, first year with 3% annual increases

COMMENTS:

A Request for Proposals was issued on September 20, 2021, for the vacant retail convenience unit at the Metro-North 125th Street station on the Harlem Station. Only one proposal was received for the Location on September 29, 2021. The proposal was submitted by Mr. Sajjad Ahmad, principal of Manhattan New Inc., who was the former operator of this same Location under the previous tenant. After careful evaluation of his proposal and taking in to consideration his prior experience with the MTA and Metro-North, it was determined that MTA Real Estate would proceed with recommending Mr. Ahmad's proposal. The NPV for his 10-year proposal is \$199,746.

Based on the forgoing, MTA Real Estate recommends approval of a license agreement between Manhattan News Inc. and the Metro-North.



Long Island Rail Road

INFORMATION

ITEMS

**MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
SUMMARY**

The MTA Long Island Rail Road's financial performance compared to the 2021 Final Estimate was favorable. This favorable result was due to the actual 2021 non-reimbursable expenses before non-cash liabilities of \$1,480.6 million, which were \$84.8 million lower than the Final Estimate, and was partially offset by Operating Revenues of \$945.5 million, which were \$4.7 million lower than the Final Estimate.

LIRR's Cash Deficit of (\$718.1) million was \$89.0 million lower than the Final Estimate, primarily due to lower labor expenses as a result of the existence of vacancies, and lower overtime, Other Post Employee Benefits (OPEB) current payment, electric, and fuel expenditures, higher capital and other reimbursements, the timing of professional services and maintenance services. These were partially offset by higher materials and claims expenses, and the timing of health & welfare and insurance payments. Excluding timing-related items, the LIRR cash position was \$69.5 million favorable.

Total Non-Reimbursable Revenues were \$4.7 million lower than the Final Estimate as a result of Other Operating Revenue, which was \$3.7 million lower than projected due to lower than expected advertising revenue, partially offset by higher rental revenue, and Farebox Revenue, which was \$1.0 million lower due to lower yield per passenger, partially offset by higher ridership than projected. Overall, ridership was 17.0% higher than 2020 ridership and 61.6% lower than 2019 pre-COVID-19 levels (adjusted for the same number of workdays). Ridership of 35.0 million was 0.2 million or 0.5% higher than the Final Estimate.

Total Non-Reimbursable Expenses Before Depreciation and Other were \$84.8 million lower than the Final Estimate. Labor expenses of \$1,127.9 million were \$67.4 million lower than the estimate primarily due to the existence of vacant positions and associated fringe costs, lower maintenance overtime, scheduled/unscheduled service overtime, OPEB current payment, and higher Reimbursable Overhead due to increased capital project activity. This was partially offset by higher pension and Federal Employers Liability Act (FELA) indemnity.

Non-labor expenses of \$352.7 million were \$17.4 million lower than the Final Estimate due to the timing of fleet modifications and Reliability Centered Maintenance (RCM), lower professional services, and electric expenses, partially offset by higher bad debt reserves, maintenance contracts, claims expense and Right of Way material.

Depreciation, GASB 75 Other Post Employee Benefits (OPEB) Expense Adjustments, GASB 68 Pension Adjustment and Environmental Remediation of \$448.9 million were \$97.2 million below the estimate primarily due to GASB 75 OPEB, partially offset by higher depreciation.

Total Reimbursable revenues and expenses were \$17.4 million higher than the Final Estimate, primarily resulting from an increase in capital project activity.

Cash Deficit of (\$718.1) million was \$89.0 million lower than the Final Estimate, which consisted of a favorable real variance of \$69.5 million and favorable timing variance of \$19.6 million. Cash Receipts of \$1,274.4 million were higher than the Final Estimate by \$20.0 million, comprised of \$16.1 million in real variances and \$3.8 million in timing variances. The real variance was primarily due to favorable capital reimbursements resulting from higher project activity. The timing variance is attributed to advance ticket sale receipts.

Cash expenditures of \$1,992.5 million were \$69.1 million lower than the Final Estimate, comprised of \$53.3 million in favorable real variances and \$15.7 million in favorable timing-related variances. Favorable real variances are primarily attributed to lower payroll and associated fringe due to vacant positions, lower overtime, OPEB current payment, pension, and electric and fuel expenses, and partially offset by higher material, maintenance, and other operating contract service payments and claims. The timing variance is primarily attributed to unsettled contractual wages, FELA, maintenance and other operating contract payments, and professional service payments, and partially offset by New York State Health Insurance Program (NYSHIP) health and welfare and OPEB current payments, materials, liability insurance payments, and delayed intercompany payroll reimbursements.

**MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2021 Final Estimate vs. Actual

Non-Reimbursable

Revenue:

- **Farebox Revenue** was \$1.0 million below the Final Estimate due to lower yield per passenger, partially offset by higher ridership than projected. Ridership of 35.0 million was 0.5% above the Final Estimate.
- **Other Operating Revenue** was \$3.7 million or 0.6% lower than Final Estimate primarily due to lower advertising revenue, partially offset by higher rental revenue.

Expenses:

- **Payroll** was \$32.6 million or 5.6% below the estimate primarily due to the existence of vacant positions and higher attrition.
- **Overtime** was \$8.4 million or 6.4% below the Final Estimate primarily due to lower maintenance, and scheduled/unscheduled service, partially offset by the impacts of weather-related events.
- **Health & Welfare** was \$5.3 million or 4.5% below the Final Estimate due to the existence of vacant positions.
- **OPEB Current Payment** was \$7.2 million or 10.6% below the Final Estimate due to fewer retirees/beneficiaries than estimated.
- **Pension** was \$5.0 million or 2.8% above the Final Estimate based on the latest actuarial estimate.
- **Other Fringe Benefits** were \$6.2 million or 4.1% below Final Estimate due to lower Railroad Retirement taxes, partially offset by higher FELA indemnity reserves.
- **Reimbursable Overhead** was \$12.8 million or 46.8% above the Final Estimate, resulting in a higher credit due to increased project activity.
- **Electric Power** was \$2.2 million or 2.7% below the Final Estimate primarily due to lower consumption, partially offset by higher rates.
- **Fuel** was \$0.2 million or 0.8% below the Final Estimate primarily due to lower consumption, partially offset by higher rates.
- **Insurance** was \$1.2 million or 5.9% below the Final Estimate due to lower liability insurance, partially offset by higher property insurance.
- **Claims** were \$2.7 million above the Final Estimate based on the latest actuarial estimate.
- **Maintenance and Other Operating Contracts** were \$3.5 million or 4.2% below the Final Estimate primarily due to lower security system maintenance, real estate rental costs, facility maintenance costs, scheduled bussing, and other maintenance contracts, partially offset by

higher elevator/escalator, janitorial and custodial services, security services, emergency buses, waste maintenance, and higher dumpster costs.

- **Professional Service Contracts** were \$10.8 million or 24.3% below the Final Estimate, primarily due to lower fiber-optic network contract costs and the timing of MTA chargebacks and professional service contracts.
- **Materials & Supplies** were \$3.5 million or 3.4% below the Final Estimate due to the timing of modifications and other maintenance initiatives under the Reliability Centered Maintenance (RCM) program, partially offset by higher right-of-way material costs and higher miscellaneous inventory adjustments.
- **Other Business Expenses** were \$1.3 million or 11.5% above the Final Estimate primarily due to higher bad debt reserves, partially offset by lower employee tuition reimbursement, office, print, and stationery supplies, and higher restitution on property damage.
- **Depreciation** was \$11.3 million or 2.6% above the Final Estimate due to a year-end review of capital assets.
- **GASB 75 OPEB Expense Adjustment** was \$107.0 million below the Final Estimate pending the latest actuarial report.
- **GASB 68 Pension Adjustment** was \$0.6 million below the Final Estimate based on the latest actuarial estimate.
- **Environmental Remediation** was \$0.9 million below the Final Estimate due to reduced reserves.

The year-end results of 2021 are not projected to substantially impact the 2022 accrued budget since most of its variances are not expected to recur.

Reimbursable:

Total Capital and Other Reimbursements were higher than the Final Estimate by \$17.4 million or 4.1%, primarily due to costs related to the higher Annual Track Program, 3rd Track Expansion, and Jamaica Capacity Improvement project, partially offset by the Vanderbilt Yard project.

2021 Adopted Budget vs. Actual

The LIRR's financial performance compared to the 2021 Adopted Budget was favorable. Actual non-reimbursable 2021 expenses before non-cash liabilities of \$1,480.6 million were \$290.4 million or 16.4% lower than the Adopted Budget. The operating cash deficit of (\$718.1) million was \$825.6 million, or 53.5% favorable to budget.

Non-Reimbursable

Revenue:

- **Farebox Revenue** was \$83.8 million or 39.5% higher than budget due to higher ridership than projected. Ridership was 35.0 million, or 41.0% above the budget.

- **Other Operating Revenue** was \$618.5 million higher than budget primarily due to the receipt of Federal CRRSAA funding of \$620.8 million.

Expenses:

- **Payroll** was \$87.9 million or 13.8% below budget primarily due to the existence of vacant positions.
- **Overtime** was \$23.1 million or 15.8% below budget primarily due to lower scheduled maintenance, vacancy/absentee coverage, and scheduled/unscheduled service, partially offset by higher unscheduled maintenance and weather-related overtime.
- **Health & Welfare** was \$18.8 million or 14.4% below budget primarily due to the existence of vacant positions.
- **OPEB Current Payment** was \$17.1 million or 21.9% below budget due to lower rates and fewer retirees/beneficiaries than estimated.
- **Pension** was \$14.3 million or 8.6% above budget based on the latest actuarial estimate.
- **Other Fringe Benefits** were \$11.2 million or 7.3% below budget due to lower Railroad Retirement Taxes, partially offset by higher Railroad Unemployment Insurance and FELA indemnity reserves.
- **Reimbursable Overhead** was \$25.3 million above the budget, resulting in a higher credit to the operating budget, primarily due to increased capital project activity.
- **Electric Power** was \$6.7 million or 7.7% below budget due to lower consumption, partially offset by higher rates.
- **Fuel** was \$5.2 million or 33.8% above budget due to higher rates and consumption.
- **Insurance** was \$6.8 million or 26.9% below budget due to lower liability and property insurance.
- **Claims** were \$2.7 million above budget based on the latest actuarial estimate.
- **Maintenance and Other Operating Contracts** were \$24.2 million or 23.3% below budget due to lower elevator and escalator maintenance, engineering maintenance expenses/activities, joint facility expenses, real estate rental expenses, and other maintenance services, partially offset by higher emergency bus services, waste services, janitorial and custodial services, and snow removal.
- **Professional Service Contracts** were \$11.6 million or 13.1% below budget primarily due to lower fiber-optic network contract costs, write-off of non-capitalized expenses, the timing of M3 fleet decommissioning, the timing of MTA Chargebacks, partially offset by higher outside services and legal fees.
- **Materials & Supplies** were \$77.8 million or 43.9% below budget. The favorable variance was primarily due to lower M7 and diesel fleet modifications, M9 periodic inspections, Reliability Centered Maintenance (RCM), and right-of-way material, partially offset by higher miscellaneous inventory adjustments.

- **Other Business Expense** was \$2.1 million or 13.9% below budget due to lower debit/credit card fees, office supplies, travel meetings and conventions, and higher restitution of property damages, partially offset by higher bad debt reserves.
- **Depreciation** was \$38.0 million or 9.1% above budget due to certain assets being fully depreciated.
- **GASB 75 OPEB Expense Adjustment** was \$53.2 million or 100.0% below budget pending the latest actuarial estimate.
- **GASB 68 Pension Expense Adjustment** was \$27.6 million below budget based on the latest actuarial estimate.
- **Environmental Remediation** was \$0.9 million below budget due to reduced reserves.

Reimbursable:

Total Capital and Other Reimbursements were higher than budget by \$37.4 million or 9.3%, primarily due to higher Annual Track Program, 3rd Track Expansion, and Jamaica Capacity Improvement, partially offset by Yard Track Rehabilitation and VD Yard.

MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$211.999	\$296.766	\$295.755	\$83.756	39.5	(\$1.012)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	31.218	653.414	649.714	618.496	*	(3.701)	(0.6)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$243.217	\$950.181	\$945.468	\$702.252	*	(\$4.712)	(0.5)
Expenses							
Labor:							
Payroll	\$637.343	\$581.972	\$549.422	\$87.921	13.8	\$32.550	5.6
Overtime	146.197	131.481	123.130	23.067	15.8	8.352	6.4
Health and Welfare	130.218	116.692	111.430	18.788	14.4	5.262	4.5
OPEB Current Payment	78.255	68.367	61.153	17.102	21.9	7.214	10.6
Pensions	165.882	175.227	180.194	(14.312)	(8.6)	(4.966)	(2.8)
Other Fringe Benefits	154.083	149.018	142.834	11.249	7.3	6.184	4.1
Reimbursable Overhead	(14.949)	(27.406)	(40.238)	25.289	*	12.832	46.8
Total Labor Expenses	\$1,297.029	\$1,195.351	\$1,127.924	\$169.105	13.0	\$67.426	5.6
Non-Labor:							
Electric Power	\$87.176	\$82.731	\$80.487	\$6.690	7.7	\$2.245	2.7
Fuel	15.269	20.597	20.434	(5.165)	(33.8)	0.163	0.8
Insurance	25.172	19.552	18.403	6.770	26.9	1.150	5.9
Claims	4.612	4.612	7.283	(2.671)	(57.9)	(2.671)	(57.9)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	104.076	83.392	79.872	24.204	23.3	3.520	4.2
Professional Service Contracts	45.223	44.462	33.643	11.579	25.6	10.819	24.3
Materials & Supplies	177.271	102.950	99.444	77.827	43.9	3.506	3.4
Other Business Expenses	15.219	11.760	13.108	2.112	13.9	(1.348)	(11.5)
Total Non-Labor Expenses	\$474.018	\$370.056	\$352.674	\$121.344	25.6	\$17.382	4.7
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1,771.047	\$1,565.407	\$1,480.598	\$290.449	16.4	\$84.809	5.4
Depreciation	\$416.616	\$443.278	\$454.620	(\$38.004)	(9.1)	(\$11.342)	(2.6)
GASB 75 OPEB Expense Adjustment	53.187	107.000	\$0.000	53.187	100.0	107.000	100.0
GASB 68 Pension Expense Adjustment	(34.400)	(6.200)	(6.813)	(27.587)	(80.2)	0.613	9.9
Environmental Remediation	2.000	2.000	1.071	0.929	46.5	0.929	46.5
Total Expenses	\$2,208.451	\$2,111.485	\$1,929.476	\$278.975	12.6	\$182.009	8.6
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,965.234)	(\$1,161.304)	(\$984.008)	\$981.226	49.9	\$177.297	15.3
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$416.616	\$443.278	\$454.620	\$38.004	9.1	\$11.342	2.6
Operating/Capital	(22.324)	(\$8.149)	(8.467)	13.857	62.1	(0.318)	(3.9)
Other Cash Adjustments	27.288	(\$80.956)	(180.248)	(207.536)	*	(99.292)	*
Total Cash Conversion Adjustments	\$421.580	\$354.172	\$265.905	(\$155.675)	(36.9)	(\$88.267)	(24.9)
Net Cash Surplus/(Deficit)	(\$1,543.654)	(\$807.132)	(\$718.102)	\$825.552	53.5	\$89.029	11.0

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
REIMBURSABLE							
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	400.569	420.500	437.939	37.370	9.3	17.438	4.1
Total Revenue	\$400.569	\$420.500	\$437.939	\$37.370	9.3	\$17.438	4.1
Expenses							
Labor:							
Payroll	\$141.015	\$148.123	\$146.466	(\$5.451)	(3.9)	\$1.657	1.1
Overtime	55.502	55.388	51.876	3.626	6.5	3.512	6.3
Health and Welfare	33.041	34.828	34.461	(1.420)	(4.3)	0.367	1.1
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	53.683	48.373	41.086	12.597	23.5	7.287	15.1
Other Fringe Benefits	33.787	36.824	37.406	(3.619)	(10.7)	(0.582)	(1.6)
Reimbursable Overhead	14.949	27.406	40.238	(25.289)	*	(12.832)	(46.8)
Total Labor Expenses	\$331.976	\$350.942	\$351.533	(\$19.557)	(5.9)	(\$0.592)	(0.2)
Non-Labor:							
Electric Power	\$0.268	\$0.281	\$0.353	(\$0.085)	(31.8)	(\$0.072)	(25.8)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	7.706	7.374	6.218	1.489	19.3	1.156	15.7
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	15.447	16.987	21.685	(6.239)	(40.4)	(4.698)	(27.7)
Professional Service Contracts	0.907	3.430	7.213	(6.306)	*	(3.783)	*
Materials & Supplies	43.807	40.853	50.459	(6.652)	(15.2)	(9.607)	(23.5)
Other Business Expenses	0.458	0.633	0.477	(0.019)	(4.2)	0.156	24.7
Total Non-Labor Expenses	\$68.593	\$69.559	\$86.405	(\$17.813)	(26.0)	(\$16.847)	(24.2)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$400.569	\$420.500	\$437.939	(\$37.370)	(9.3)	(\$17.438)	(4.1)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$400.569	\$420.500	\$437.939	(\$37.370)	(9.3)	(\$17.438)	(4.1)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	(\$0.000)	(100.0)
Cash Depreciation Adjustments							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	(\$0.000)	(100.0)

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MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$211.999	\$296.766	\$295.755	\$83.756	39.5	(\$1.012)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	31.218	653.414	649.714	618.496	*	(3.701)	(0.6)
Capital and Other Reimbursements	400.569	420.500	437.939	37.370	9.3	17.438	4.1
Total Revenue	\$643.786	\$1,370.681	\$1,383.407	\$739.621	*	\$12.726	0.9
Expenses							
Labor:							
Payroll	\$778.358	\$730.095	\$695.888	\$82.470	10.6	\$34.206	4.7
Overtime	201.699	186.869	175.006	26.693	13.2	11.863	6.3
Health and Welfare	163.259	151.520	145.891	17.368	10.6	5.629	3.7
OPEB Current Payment	78.255	68.367	61.153	17.102	21.9	7.214	10.6
Pensions	219.565	223.600	221.280	(1.715)	(0.8)	2.320	1.0
Other Fringe Benefits	187.870	185.842	180.240	7.630	4.1	5.602	3.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,629.005	\$1,546.293	\$1,479.458	\$149.548	9.2	\$66.835	4.3
Non-Labor:							
Electric Power	\$87.444	\$83.012	\$80.840	\$6.604	7.6	\$2.172	2.6
Fuel	15.269	20.597	20.434	(5.165)	(33.8)	0.163	0.8
Insurance	32.879	26.926	24.620	8.258	25.1	2.306	8.6
Claims	4.612	4.612	7.283	(2.671)	(57.9)	(2.671)	(57.9)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	119.523	100.379	101.557	17.966	15.0	(1.178)	(1.2)
Professional Service Contracts	46.129	47.892	40.856	5.273	11.4	7.036	14.7
Materials & Supplies	221.078	143.802	149.903	71.174	32.2	(6.101)	(4.2)
Other Business Expenses	15.677	12.393	13.585	2.092	13.3	(1.191)	(9.6)
Total Non-Labor Expenses	\$542.611	\$439.615	\$439.079	\$103.532	19.1	\$0.536	0.1
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$2,171.616	\$1,985.908	\$1,918.537	\$253.079	11.7	\$67.371	3.4
Depreciation	\$416.616	\$443.278	\$454.620	(\$38.004)	(9.1)	(\$11.342)	(2.6)
GASB 75 OPEB Expense Adjustment	53.187	107.000	0.000	53.187	100.0	107.000	100.0
GASB 68 Pension Expense Adjustment	(34.400)	(6.200)	(6.813)	(27.587)	(80.2)	0.613	9.9
Environmental Remediation	2.000	2.000	1.071	0.929	46.5	0.929	46.5
Total Expenses	\$2,609.020	\$2,531.985	\$2,367.415	\$241.605	9.3	\$164.571	6.5
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,965.234)	(\$1,161.304)	(\$984.008)	\$981.226	49.9	\$177.297	15.3
Cash Depreciation Adjustments							
Depreciation	\$416.616	\$443.278	\$454.620	\$38.004	9.1	\$11.342	2.6
Operating/Capital	(22.324)	(8.149)	(8.467)	13.857	62.1	(0.318)	(3.9)
Other Cash Adjustments	27.288	(80.956)	(180.248)	(207.536)	*	(99.292)	*
Total Cash Conversion Adjustments	\$421.580	\$354.172	\$265.905	(\$155.675)	(36.9)	(\$88.267)	(24.9)
Net Cash Surplus/(Deficit)	(\$1,543.654)	(\$807.132)	(\$718.102)	\$825.552	53.5	\$89.029	11.0

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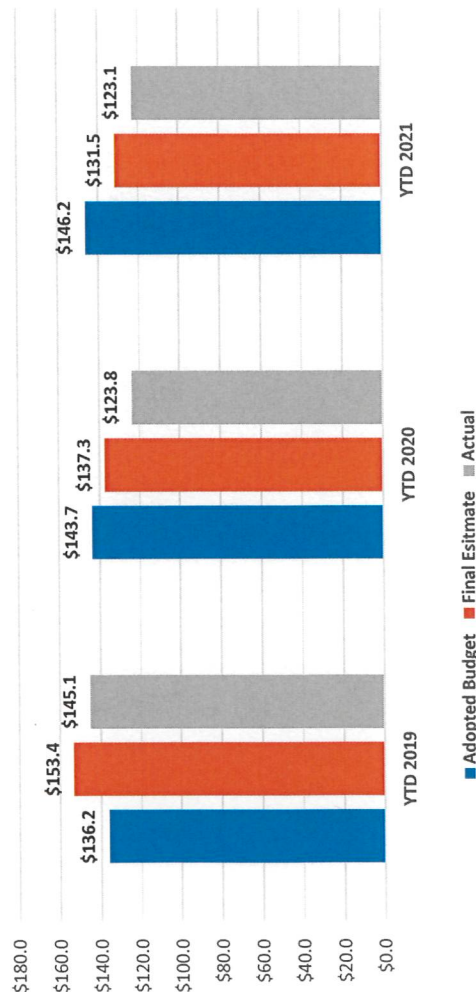
LONG ISLAND RAILROAD - NON-REIMBURSABLE OVERTIME

Overview

- Decrease of \$0.7M vs YTD 2020 related to covid sanitizing/cleaning costs, lower train service and a reduction in the amount of Right of Way maintenance required to be completed on overtime, partially offset by higher vacancy/absentee coverage and higher weather overtime.
- Decrease of \$22M vs YTD 2019 mainly driven by a reduction in the of amount Right of Way & Fleet maintenance required to be completed outside of the normal work period.
- Underspending of \$8.4M vs YTD Final Estimate due a reduction in Right of Way & Fleet maintenance costs completed on overtime, lower train service and lower unscheduled train service due to record on-time performance (OTP) offset by higher weather overtime (Tropical Storm Ida and Henri).

Non-Reimbursable Overtime - YTD December Variance

(all dollars in millions)



Agency Detail

Underspend of \$8.4M vs 2021 YTD Final Estimate

- MOW: Underspend of \$5.2M mainly driven by \$3.2M lower Right of Way maintenance costs, \$1.9M pay rate & accrual adjustments partially offset by \$0.2M higher weather overtime.
- Transportation: Underspend of \$4.1M mainly driven by \$1.6M vacancy/absentee coverage, \$1.3M lower train service, \$0.9M lower unscheduled train service due to record on-time performance (OTP) and \$0.3M lower pay rate & accrual adjustments.
- Stations: Overspend of \$0.8M attributed to \$0.7M higher vacancy/absentee and \$0.1M pay rate & accrual adjustments.
- MOE: Overspend of \$0.5M mainly driven by higher \$1.6M weather overtime, \$1.1M higher pay rate & accrual adjustments and \$0.3M higher covid sanitizing/cleaning efforts partially offset by \$3.2M lower Fleet maintenance costs primarily due to MU Car Shop (impact of fire protection systems & water main break) and \$0.3M lower Holiday overtime.
- Other Departments: Underspend \$0.4M
- Note that December overtime actuals are preliminary estimates and may require subsequent revision due to the impacts of the Kronos timekeeping system outage.

LONG ISLAND RAILROAD - REIMBURSABLE OVERTIME

Overview

- Decrease of \$13M vs YTD 2020 mainly due to the reduction in the amount of MOW reimbursable required to be completed on overtime. 2020 also included a major Concrete Tie project which was not included in 2021.
- Decrease of \$4M vs YTD 2019 mainly due to the reduction in the amount MOW and Transportation reimbursable overtime. The East Side Access requirements were greater in 2019 vs 2020.
- Underspending of \$3.5M vs YTD Final Estimate lower reimbursable overtime for East Side Access, Annual Track Program, Third Track Expansion Project and Jamaica Capacity Improvements partially offset by flagging and busing overtime related to Third Track Expansion, Belmont & Elmont Station projects.

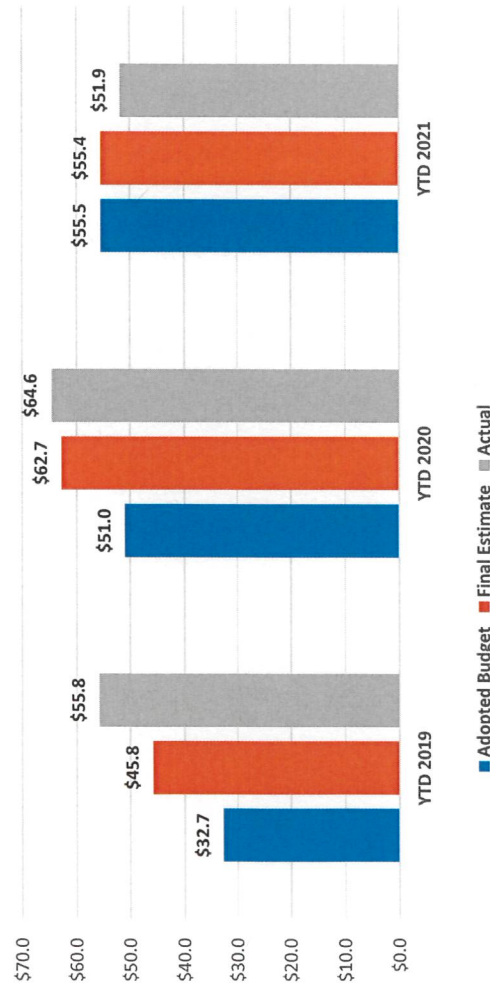
Agency Detail

Underspend of \$3.5M vs 2021 YTD Final Estimate

- MOW: Underspend **\$4.2M** mainly driven by lower reimbursable related to Annual Track Program, Third Track Expansion and East Side Access.
- Stations: Overspend **\$0.4M** mainly driven by higher reimbursable related to Third Track Expansion, Annual Track Program, Jamaica Capacity Improvements and Long Beach Branch System Restoration.
- Transportation: Overspend **\$0.3M** mainly driven higher reimbursable related to Third Track Expansion, Belmont Park & Elmont Station flagging expenses.
- Note that December overtime actuals are preliminary estimates and may require subsequent revision due to the impacts of the Kronos timekeeping system outage.

Reimbursable Overtime - YTD December Variance

(all dollars in millions)



**MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

2021 Final Estimate vs. Actual

The favorable total cash deficit variance of \$89.0 million was the net of a real favorable variance of \$69.5 million and a favorable timing variance of \$19.6 million. The timing variance was primarily attributed to unsettled contractual wages, FELA, maintenance and other operating contract payments, and professional service payments, partially offset by New York State Health Insurance Program (NYSHIP) health and welfare and OPEB current payments, materials, liability insurance payments, and delayed intercompany payroll reimbursements. The real variances were primarily attributed to lower payroll and associated fringe due to the existence of vacant positions, lower overtime, OPEB current payment, pension, and electric and fuel expenses, partially offset by higher material, maintenance, and other operating contract service payments and claims.

Receipts

- **Farebox Revenue** was \$3.0 million or 1.0% above the estimate due to higher advance sales, ridership, and MetroCard/AirTrain sales, partially offset by lower yield per passenger.
- **Other Operating Revenue** was \$0.1 million above the estimate.
- **Capital and Other Reimbursements** were \$16.8 million or 4.1% above the estimate, primarily due to higher capital activity and other reimbursements.

Expenditures

- **Payroll** was \$32.9 million or 4.4% below the estimate due to the existence of vacant positions and lower rates due to unsettled labor agreements, partially offset by the timing of interagency reimbursements.
- **Overtime** was \$32.8 million or 16.6% below the estimate due to lower maintenance, scheduled/unscheduled service, reimbursable related overtime, and lower rates resulting from unsettled labor agreements, partially offset by the impacts of weather-related events.
- **Health and Welfare** was \$10.8 million or 7.9% higher than the estimate due to the timing of NYSHIP insurance payments, partially offset by the existence of vacant positions.
- **OPEB Current Payment** was \$7.6 million or 11.8% lower than the estimate due to fewer retirees/beneficiaries, partially offset by the timing of NYSHIP insurance payments.
- **Pension** was \$5.1 million or 2.3% lower than the estimate due to the timing of pension payments.
- **Other Fringe Benefits** were \$21.2 million or 7.9% lower than the estimate due to lower Railroad Retirement Tax, Railroad Unemployment Insurance, and timing of FELA payments.
- **Electric Power** was \$3.0 million or 3.6% lower than the estimate primarily due to lower consumption, partially offset by higher rates.
- **Fuel** was \$1.4 million or 7.0% lower than the estimate primarily due to lower consumption, partially offset by higher rates.

- **Insurance** was \$4.5 million or 32.6% higher than the estimate primarily due to the timing of payments.
- **Claims** were \$2.6 million higher due to the timing of payments.
- **Maintenance and Other Operating Contracts** were \$5.3 million or 4.9% lower than the estimate primarily due to higher maintenance services.
- **Professional Service Contracts** were \$7.2 million or 18.7% lower than the estimate primarily due to the timing of MTA Chargebacks and other professional service payments.
- **Materials and Supplies** were \$30.7 million or 22.7% higher than the estimate due to higher reimbursable project work and the timing of material purchases within Maintenance of Way.
- **Other Business Expenses** were \$1.4 million or 9.1% lower than estimate primarily due to lower tuition reimbursements, and payments for office, print and stationery supplies, partially offset by higher debit/credit card fees.
- **Other Expense Adjustments** were \$0.1 million or 2.6% higher than the estimate due to higher MetroCard/AirTrain sales pass-through payments.

2021 Adopted Budget vs. Actual

Receipts

- **Farebox Revenue** was \$79.1 or 35.9% above the budget due to higher than projected ridership, Metro Card/AirTrain sales, and advance sales, partially offset by lower yield per passenger.
- **Other Operating Revenue** was \$526.9 million higher than budget primarily due to the receipt of Federal CRRSAA funding.
- **Capital and Other Reimbursements** were \$51.7 million or 13.7% higher than budget due to the timing of capital activity and other reimbursements.

Expenditures

- **Payroll** was \$49.1 million or 6.4% lower than budget due to the existence of vacant positions lower rates due to unsettled labor agreements, partially offset by the timing of interagency reimbursements.
- **Overtime** was \$37.7 million or 18.7% lower than budget due to lower maintenance requirements, vacancy/absentee coverage, scheduled/unscheduled service, and reimbursable project-related overtime, partially offset by higher COVID-19 cleaning and weather-related overtime.
- **Health and Welfare** was \$15.4 million or 9.4% lower than budget due to the existence of vacant positions, lower rates, and interagency reimbursements, partially offset by the timing of NYSHIP payments.
- **OPEB Current Payment** was \$21.8 million or 27.9% lower than budget due to fewer retirees/beneficiaries than estimated, partially offset by the timing of NYSHIP payments.

- **Pension** was \$2.4 million or 1.1% lower than budget due to the timing of interagency reimbursements.
- **Other Fringe Benefits** were \$61.4 million or 32.9% higher than budget primarily due to the payment of Railroad Retirement Taxes which were deferred in 2020, and higher payment for meals, and Railroad Unemployment Insurance, partially offset by the timing of FELA payments, and lower Railroad Retirement Tax payments for 2021.
- **Electric Power** was \$7.4 million or 8.5% lower than budget due to lower consumption, partially offset by higher rates.
- **Fuel** was \$3.9 million or 25.5% higher than the budget primarily due to higher rates and consumption.
- **Insurance** was \$14.3 million or 43.7% lower than budget primarily due to lower liability and property insurance, partially offset by the timing of payments.
- **Claims** were \$2.6 million higher than budget due to higher payments.
- **Maintenance and Other Operating Contracts** were \$17.5 million or 14.6% lower than budget primarily due to the timing of payments for maintenance and repairs, lower elevator and escalator maintenance, engineering maintenance expenses/activities, joint facility expenses, real estate rental expenses, and other maintenance services, partially offset by higher emergency bus services, waste services, janitorial and custodial services, and snow removal.
- **Professional Service Contracts** were \$1.1 or 3.4% lower than budget due to the timing of services.
- **Materials and Supplies** were \$60.7 million or 26.8% lower than budget primarily due to the revised scheduling of program initiatives, partially offset by the timing of material within Maintenance of Way.
- **Other Business Expenses** were \$4.4 million or 24.1% lower than budget primarily due to lower debit/credit card fees, office supplies, travel meetings, and conventions,, and higher restitution of property damages.
- **Other Expense Adjustments** were \$4.1 million or 49.6% lower than budget due to lower MetroCard/AirTrain sales pass-through payments.

MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
CASH RECEIPTS AND EXPENDITURES
December Year-to-Date
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>2021 Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	\$	%	\$	%
Receipts							
Farebox Revenue	\$220.160	\$296.229	\$299.220	\$79.060	35.9	\$2.990	1.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	18.801	545.517	545.660	526.859	*	0.143	0.0
Capital and Other Reimbursements	377.779	412.694	429.524	51.745	13.7	16.829	4.1
Total Receipts	\$616.739	\$1,254.441	\$1,274.403	\$657.664	*	\$19.962	1.6
Expenditures							
Labor:							
Payroll	\$768.746	\$752.490	\$719.632	\$49.113	6.4	\$32.857	4.4
Overtime	201.699	196.801	164.049	37.650	18.7	32.753	16.6
Health and Welfare	163.259	137.059	147.835	15.424	9.4	(10.776)	(7.9)
OPEB Current Payment	78.255	64.006	56.448	21.806	27.9	7.558	11.8
Pensions	219.565	222.262	217.167	2.398	1.1	5.096	2.3
Other Fringe Benefits	186.870	269.447	248.291	(61.421)	(32.9)	21.157	7.9
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$1,618.393	\$1,642.065	\$1,553.421	\$64.971	4.0	\$88.644	5.4
Non-Labor:							
Electric Power	\$87.444	\$83.012	\$79.996	\$7.448	8.5	\$3.016	3.6
Fuel	15.269	20.597	19.163	(3.894)	(25.5)	1.434	7.0
Insurance	32.654	13.875	18.393	14.261	43.7	(4.518)	(32.6)
Claims	1.837	1.837	4.455	(2.618)	*	(2.618)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	119.523	107.318	102.056	17.467	14.6	5.262	4.9
Professional Service Contracts	32.479	38.591	31.370	1.110	3.4	7.222	18.7
Materials & Supplies	226.318	134.972	165.643	60.675	26.8	(30.671)	(22.7)
Other Business Expenses	18.314	15.298	13.898	4.416	24.1	1.399	9.1
Total Non-Labor Expenditures	\$533.839	\$415.501	\$434.973	\$98.866	18.5	(\$19.473)	(4.7)
Other	\$8.161	\$4.007	\$4.111	\$4.051	49.6	(\$0.104)	(2.6)
Total Other Expenditure Adjustments	\$8.161	\$4.007	\$4.111	\$4.051	49.6	(\$0.104)	(2.6)
Total Expenditures	\$2,160.393	\$2,061.573	\$1,992.506	\$167.888	7.8	\$69.067	3.4
Operating Cash Deficit	(\$1,543.654)	(\$807.132)	(\$718.102)	\$825.552	53.5	\$89.029	11.0
Cash Timing and Availability Adjustment	0.000	0.000	(39.165)	(39.165)	-	(39.165)	-

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$8.161	(\$0.537)	\$3.465	(\$4.696)	(57.5)	\$4.002	*
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(12.417)	(107.897)	(104.054)	(91.637)	*	3.843	3.6
Capital and Other Reimbursements	(22.790)	(7.806)	(8.415)	14.376	63.1	(0.609)	(7.8)
Total Receipts	(\$27.046)	(\$116.240)	(\$109.004)	(\$81.957)	*	\$7.236	6.2
Expenditures							
Labor:							
Payroll	\$9.613	(\$22.395)	(\$23.744)	(\$33.357)	*	(\$1.349)	(6.0)
Overtime	0.000	(9.932)	10.957	10.957	-	20.889	*
Health and Welfare	0.000	14.462	(1.944)	(1.944)	-	(16.405)	*
OPEB Current Payment	0.000	4.361	4.704	4.704	-	0.344	7.9
Pensions	0.000	1.338	4.113	4.113	-	2.775	*
Other Fringe Benefits	1.000	(83.605)	(68.050)	(69.050)	*	15.555	18.6
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$10.613	(\$95.772)	(\$73.964)	(\$84.576)	*	\$21.809	22.8
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.844	\$0.844	-	\$0.844	-
Fuel	0.000	0.000	1.271	1.271	-	1.271	-
Insurance	0.224	13.051	6.227	6.003	*	(6.824)	(52.3)
Claims	2.775	2.775	2.828	0.053	1.9	0.053	1.9
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(6.939)	(0.499)	(0.499)	-	6.440	92.8
Professional Service Contracts	13.650	9.301	9.487	(4.163)	(30.5)	0.186	2.0
Materials & Supplies	(5.241)	8.830	(15.740)	(10.499)	*	(24.570)	*
Other Business Expenses	(2.637)	(2.904)	(0.313)	2.324	88.1	2.591	89.2
Total Non-Labor Expenditures	\$8.772	\$24.114	\$4.106	(\$4.666)	(53.2)	(\$20.008)	(83.0)
Other Expense Adjustments:							
Other	(8.161)	(4.007)	(4.111)	4.051	49.6	(0.104)	(2.6)
Total Other Expenditure Adjustments	(\$8.161)	(\$4.007)	(\$4.111)	\$4.051	49.6	(\$0.104)	(2.6)
Total Expenditures Before Depreciation	\$11.223	(\$75.665)	(\$73.969)	(\$85.192)	*	\$1.697	2.2
Depreciation	\$416.616	\$443.278	\$454.620	\$38.004	9.1	\$11.342	2.6
GASB 75 OPEB Expense Adjustment	53.187	107.000	0.000	(53.187)	(100.0)	(107.000)	(100.0)
GASB 68 Pension Expense Adjustment	(34.400)	(6.200)	(6.813)	27.587	80.2	(0.613)	(9.9)
Environmental Remediation	2.000	2.000	1.071	(0.929)	(46.5)	(0.929)	(46.5)
Total Expenditures	\$448.626	\$470.413	\$374.909	(\$73.717)	(16.4)	(\$95.503)	(20.3)
Baseline Total Cash Conversion Adjustments	\$421.580	\$354.172	\$265.905	(\$155.675)	(36.9)	(\$88.267)	(24.9)
Cash Timing and Availability Adjustment	0.000	0.000	(39.165)	(39.165)	-	(39.165)	-

Totals may not add due to rounding

MTA Long Island Rail Road
2021 YEAR-END REPORT
2021 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Receipts					
Farebox Revenue	\$296.229	\$299.220	\$2.990	(\$0.838)	\$3.828
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	545.517	545.660	0.143	0.143	0.000
Capital and Other Reimbursements	412.694	429.524	16.829	16.829	0.000
Total Receipts	\$1,254.441	\$1,274.403	\$19.962	\$16.134	\$3.828
Expenditures					
Labor:					
Payroll	\$752.490	\$719.632	\$32.857	\$21.355	\$11.502
Overtime	196.801	164.049	32.753	28.722	4.031
Health and Welfare	137.059	147.835	(10.776)	(0.354)	(10.422)
OPEB Current Payment	64.006	56.448	7.558	10.874	(3.316)
Pensions	222.262	217.167	5.096	4.096	1.000
Other Fringe Benefits	269.447	248.291	21.157	8.693	12.464
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,642.065	\$1,553.421	\$88.644	\$73.385	\$15.259
Non-Labor:					
Electric Power	\$83.012	\$79.996	\$3.016	\$3.016	\$0.000
Fuel	20.597	19.163	1.434	1.434	0.000
Insurance	13.875	18.393	(4.518)	(0.755)	(3.763)
Claims	1.837	4.455	(2.618)	(2.618)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	107.318	102.056	5.262	(4.728)	9.990
Professional Service Contracts	38.591	31.370	7.222	1.161	6.061
Materials & Supplies	134.972	165.643	(30.671)	(18.656)	(12.015)
Other Business Expenses	15.298	13.898	1.399	1.199	0.200
Total Non-Labor Expenditures	\$415.501	\$434.973	(\$19.473)	(\$19.946)	\$0.473
Other Expenditure Adjustments:					
Other	4.007	4.111	(0.104)	(0.104)	0.000
Total Other Expenditure Adjustments	\$4.007	\$4.111	(\$0.104)	(\$0.104)	\$0.000
Total Expenditures	\$2,061.573	\$1,992.506	\$69.067	\$53.335	\$15.732
Baseline Net Cash Surplus/(Deficit)	(\$807.132)	(\$718.102)	\$89.029	\$69.470	\$19.560

Totals may not agree due to rounding.
Results are subject to audit

**MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/ (UTILIZATION)**

2021 Final Estimate vs. Actual

Ridership of 35.0 million was 0.5% above the Final Estimate. Commutation ridership of 9.7 million was 6.0% higher than the Final Estimate, partially offset by non-commutation ridership of 25.3 million, which was 1.4% lower than the Final Estimate.

2021 Adopted Budget vs. Actual

Ridership of 35.0 million was 41.0% above the budget. Non-commutation ridership of 25.3 million was 126.1% higher than budget, partially offset by commutation ridership of 9.7 million, which was 28.8% lower than the budget.

MTA LONG ISLAND RAIL ROAD
2021 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
UTILIZATION
(in millions)

	YEAR-TO-DATE as of DECEMBER 2021				Variance Favorable / (Unfavorable)			
	Adopted Budget	Final Estimate	Actual	Adjusted* 2020	Budget	Final Estimate	Adjusted* 2020	
	\$	\$	\$	#	\$	\$	#	%
FAREBOX REVENUE								
Monthly	\$97.700	\$64.631	\$68.525		(\$29.175)	\$3.894		6.0%
Weekly	\$6.023	\$5.212	\$4.851		(\$1.173)	(\$0.362)		-6.9%
Total Commutation	\$103.723	\$69.843	\$73.376		(\$30.347)	\$3.532		5.1%
One-Way Full Fare	\$31.364	\$17.154	\$15.360		(\$16.003)	(\$1.793)		-10.5%
One-Way Off-Peak	\$53.400	\$143.864	\$137.588		\$84.189	(\$6.275)		-4.4%
All Other	\$23.512	\$65.905	\$69.430		\$45.918	\$3.525		5.3%
Total Non-Commutation	\$108.276	\$226.923	\$222.379		\$114.103	(\$4.544)		-2.0%
Total	\$211.999	\$296.766	\$295.755		\$83.756	(\$1.012)		-0.3%
RIDERSHIP								
Monthly	12.976	8.545	9.121	13.157	(3.855)	0.576	(4.035)	-30.7%
Weekly	0.674	0.617	0.594	0.820	(0.080)	(0.022)	(0.226)	-27.5%
Total Commutation	13.650	9.162	9.716	13.977	(3.934)	0.554	(4.261)	-30.5%
One-Way Full Fare	2.738	2.413	2.242	3.030	(0.497)	(0.172)	(0.788)	-26.0%
One-Way Off-Peak	5.271	14.254	13.712	7.915	8.441	(0.542)	5.797	73.2%
All Other	3.192	9.016	9.367	5.024	6.176	0.351	4.344	86.5%
Total Non-Commutation	11.201	25.684	25.321	15.969	14.120	(0.363)	9.352	-1.4%
Total	24.851	34.846	35.037	29.945	10.186	0.191	5.091	0.5%

*Prior year adjusted to reflect current year calendar. Applicable to ridership only.

**MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
EXPLANATIONS OF VARIANCES on POSITIONS
By FUNCTION and DEPARTMENT
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME EQUIVALENTS**

2021 Final Estimate vs. Actual

At the end of 2021, the Long Island Rail Road had 7,207 total employees (actual staffing), which consisted of 6,274 non-reimbursable and 933 reimbursable employees. Staffing was 397 positions or 5.2% below the Final Estimate of 7,604 positions.

The vacancies were primarily in Train Operations, Maintenance of Equipment Department, Customer Service Operations, Engineering, and administrative departments.

MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
2021 Final Estimate vs. Actual
Total Full-Time Positions & FTEs by Function and Department
December 2021

	2021		Fav/(Unfav)	
	Final Estimate	Actual	#	%
Administration				
Executive VP	0	0	0	0.0%
Enterprise Asset Management	9	6	3	33.3%
Sr Vice President - Engineering	2	1	1	50.0%
Labor Relations	14	10	4	28.6%
Procurement & Logistics (excl. Stores)	55	47	8	14.5%
Human Resources	35	32	3	8.6%
Sr VP Administration	2	2	0	0.0%
Strategic Investments	12	10	2	16.7%
President	8	5	3	37.5%
VP & CFO	2	2	0	0.0%
Controller	42	39	3	7.1%
Management and Budget	16	11	5	31.3%
BPM, Controls, & Compliance	4	4	0	0.0%
Market Dev. & Public Affairs	65	61	4	6.2%
Gen. Counsel & Secretary	29	23	6	20.7%
Diversity Management	3	1	2	66.7%
Security	15	12	3	20.0%
System Safety	46	41	5	10.9%
Training	68	65	3	4.4%
Service Planning	28	28	0	0.0%
Rolling Stock Programs	17	8	9	52.9%
Sr Vice President - Operations	4	3	1	25.0%
Total Administration	476	411	65	13.7%
Operations				
Train Operations	2,283	2,158	125	5.5%
Customer Service	477	425	52	10.9%
Total Operations	2,760	2,583	177	6.4%
Maintenance				
Engineering	1,978	1,933	45	2.3%
Equipment	2,077	2,022	55	2.6%
Procurement (Stores)	96	92	4	4.2%
Total Maintenance	4,151	4,047	104	2.5%
Engineering/Capital				
Department of Project Management	144	109	35	24.3%
Special Projects/East Side Access	59	44	15	25.4%
Positive Train Control	14	13	1	7.1%
Total Engineering/Capital	217	166	51	23.5%
Baseline Total Positions	7,604	7,207	397	5.2%
<i>Non-Reimbursable</i>	6,373	6,274	99	1.5%
<i>Reimbursable</i>	1,231	933	298	24.2%
Total Full-Time	7,604	7,207	397	5.2%
Total Full-Time-Equivalents	0	0	0	

**MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
EXPLANATIONS of VARIANCES
By FUNCTION AND OCCUPATION GROUP**

2021 Final Estimate vs. Actual

At the end of 2021, the Long Island Rail Road had 7,207 total employees (actual staffing), consisting of 1,441 Managers/Supervisors, 531 Professional, Technical and Clerical, and 5,235 Operational Hourlies. This was 397 positions or 5.2% below the final estimate of 7,604. Staffing vacancies consisted of 223 Managers/Supervisors, 111 Professional titles, and 63 Operational Hourlies.

MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
2021 Final Estimate vs. Actual
Total Positions by Function and Occupational Group
December 2021

	Final Estimate	Actual	Favorable (Unfavorable) Variance	
			Final Estimate	
			#	%
Administration				
Managers/Supervisors	263	230	33	12.5%
Professional, Technical, Clerical	190	159	31	16.3%
Operational Hourlies	23	22	1	4.3%
Total Administration	476	411	65	13.7%
Operations				
Managers/Supervisors	354	313	41	11.6%
Professional, Technical, Clerical	125	99	26	20.8%
Operational Hourlies	2,281	2,171	110	4.8%
Total Operations	2,760	2,583	177	6.4%
Maintenance				
Managers/Supervisors	895	774	121	13.5%
Professional, Technical, Clerical	262	231	31	12.0%
Operational Hourlies	2,994	3,042	(48)	-1.6%
Total Maintenance	4,151	4,047	104	2.5%
Engineering/Capital				
Managers/Supervisors	152	124	28	18.4%
Professional, Technical, Clerical	65	42	23	35.4%
Operational Hourlies	0	0	0	0.0%
Total Engineering/Capital	217	166	51	23.5%
Baseline Total Positions				
Managers/Supervisors	1,664	1,441	223	13.4%
Professional, Technical, Clerical	642	531	111	17.3%
Operational Hourlies	5,298	5,235	63	1.2%
Total Baseline	7,604	7,207	397	5.2%

**MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
RESULTS OF OPERATIONS**

FINANCIAL PERFORMANCE

Actual 2021 non-reimbursable expenses before Depreciation, GASB Adjustments, and Environmental Remediation of \$1,480.6 million were \$290.4 million or 16.4% lower than the Adopted Budget and \$84.8 million or 5.4% lower than the Final Estimate.

The operating cash deficit of (\$718.1) million was 53.5% favorable to the Adopted Budget and 11.0% favorable to the Final Estimate.

Managing Workforce Levels: Given that payroll spending is the single largest expense category in the budget, the LIRR pays close attention to staffing levels. Senior management must ensure that the LIRR is budgeted appropriately for its operation and at the same time make sure that a sufficient number of positions are filled to complete necessary work and avoid the unnecessary use of overtime. During 2021, the LIRR continued to carefully review all hiring decisions, including backfills of existing vacant positions.

The LIRR's success at controlling labor-related expenses is founded on developing a realistic and efficient hiring plan for operational positions. The hiring plan links workload (current and projected) to attrition projections and training and recruitment capacity to set hiring goals over a two-year planning horizon. This hiring plan was even more critical in 2021 as the LIRR continuously adjusted service plans due to COVID-19 and prepared for the opening of East Side Access in late 2022.

Controlling Overtime: The LIRR's Overtime Task Force is tasked with strengthening the Rail Road's overtime monitoring and approval process, standardizing procedures, and increasing managerial accountability for overtime usage. The Task Force is a corporate-wide effort that engages high-level senior management and staffing from the four main operating departments and relevant oversight and support departments. The Task Force met monthly to review and discuss progress on strategic overtime initiatives and overall overtime data. Individual working groups met regularly to discuss trends and identify corrective action plans.

In 2021, The Overtime Task Force continued to meet with the President to discuss trends, the status of initiatives, and high earners. The operating departments conducted thorough monthly overtime and time/attendance reviews of high earners and random employees. New tools such as the MTA Overtime Dashboard were introduced to assist Department staff in their analysis. In addition, rigorous monthly reviews of overtime approval, time and attendance, and payroll records enhance internal controls.

Overtime hours in 2021 were 230,000 hours (8%) lower than in 2020. Most of the decrease was attributed to a 30% reduction (62,000 hours) in programmatic/routine maintenance due to tighter engineering project controls and a 6% reduction (24,000 hours) in unscheduled maintenance, primarily driven by COVID-19 sanitizing/cleaning efforts. Other contributors included a 12% reduction (49,000 hours) in unscheduled/scheduled service, partially offset by a 13% increase (99,000 hours) in vacancy/absentee coverage and a 66% increase (44,000 hours) in higher weather-related overtime. Another contributing factor included a 24% reduction (237,000 hours) in lower reimbursable activity resulting from a reduction in the amount of Maintenance of Way reimbursable work required to be completed on overtime.

The COVID-19 pandemic continued to pose challenges in 2021, particularly in station and fleet sanitizing. Much of this work had to be performed on overtime, especially in light of increased unavailability due to the many employees who needed to be quarantined for health/safety

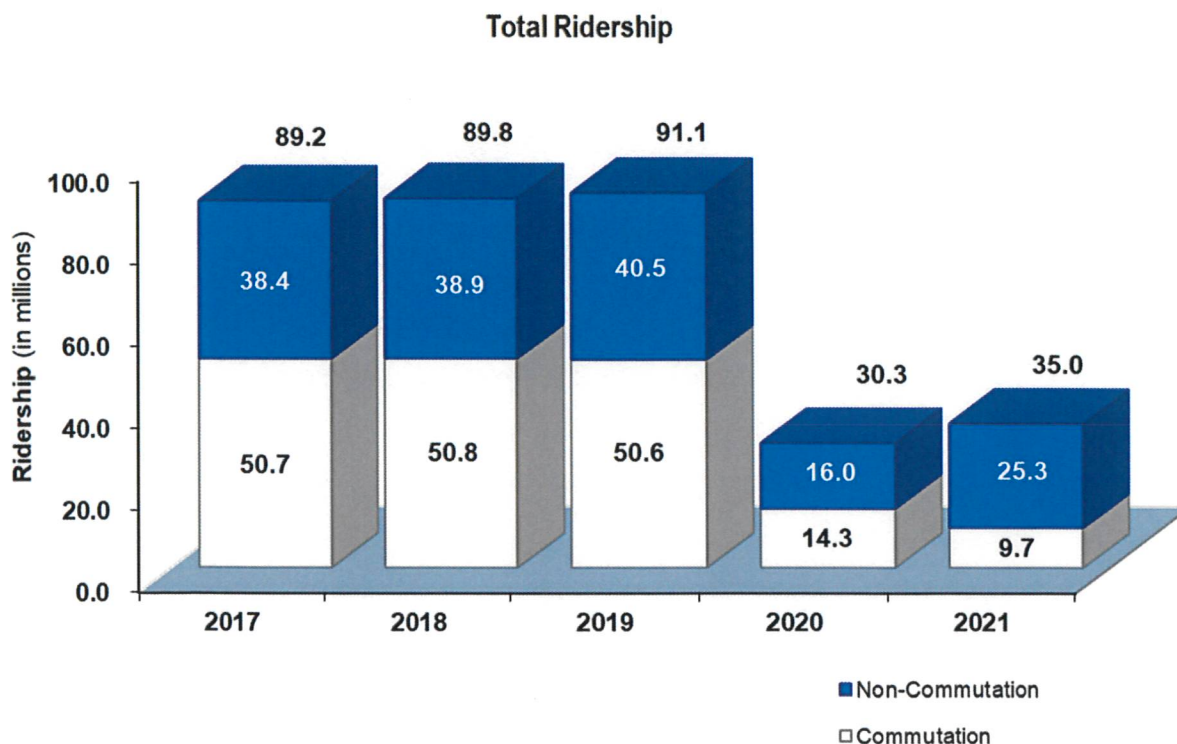
reasons. The departments managed their resources effectively, and the net impact of COVID-19 was a reduction of \$6.4 million in overtime compared to 2020.

One metric used by the MTA to measure financial performance is the Farebox Operating Ratio (FOR), which calculates what percent of operating expenses the LIRR covers through farebox revenue. COVID-19 had a significant impact on this and other key financial performance metrics. In Pre-pandemic 2019, the FOR was 50.2% and the operating cost per passenger was \$16.80. In 2021, the FOR increased from 18.4% in 2020 to 19.7%. The 2021 actual FOR was favorable to the Adopted Budget level of 11.8% and the Final Estimate of 18.9%. It is important to note that excluding the LIRR's unfunded pension liability expenses would have increased the farebox operating ratio to 23.6% in 2021. The LIRR's operating cost per passenger decreased to \$42.83 in 2021 from \$48.91 in 2020.

RIDERSHIP AND REVENUE

In 2021, ridership began a slow recovery from the COVID-19 pandemic. Compared to 2019 levels, total ridership began the year at approximately 24%, growing to a peak of 55% in November 2021. With the spike in COVID-19 cases from the Omicron variant late in the year, ridership declined to 48% of pre-COVID-19 levels in December. Weekends continued to show a more robust ridership recovery than weekdays as many customers continued to work remotely, waiting for changes in worksite policies. Off-Peak fares were charged at all times during 2021.

In 2021, the LIRR carried 35.0 million customers, which was a 16 percent increase from 30.3 million customers in 2020. However, this was still 61.5% lower than the pre-pandemic 2019 ridership of 91.1 million.



As a result of the decrease in ridership, service plans were adjusted and implemented throughout the year. On January 25, peak service was reduced slightly, from approximately 90% to 85% of the pre-pandemic Weekday service level. On March 8, weekday service was further reduced to about 71% of the pre-COVID level. Based on customer and other feedback, service was increased to approximately 82% of the pre-COVID level on March 29. With the completion of concrete tie work on the Port Washington Branch, Service was restored to 85% in early September.

SAFETY/SECURITY

An essential element of LIRR's mission is to ensure the safety of its customers, employees, and the communities it serves. LIRR's corporate safety program is designed to engage every employee in promoting the value of safety. It is a collaborative effort between the Corporate Safety Department and all LIRR operating and administrative departments.

Several safety initiatives continued as a direct result of the COVID pandemic. These included:

- Enhanced daily cleaning on train cars and at stations.
- Piloted several new cleaning methods and technologies for train cars and stations.
- Dispensed sanitizer onboard and in stations and installed Personal Protective Equipment (PPE) vending machines in Penn Station.
- Modified workplace protocols for maximum safety, including enhanced employee facility cleaning, teleworking during state mandates, hand sanitizer stations at offices and facilities, temperature checks, plexiglass partitions, and extensive signage.
- Redesigned the Train Time mobile app to provide real-time information on seating availability to enable customers to plan for safer travel during the pandemic.

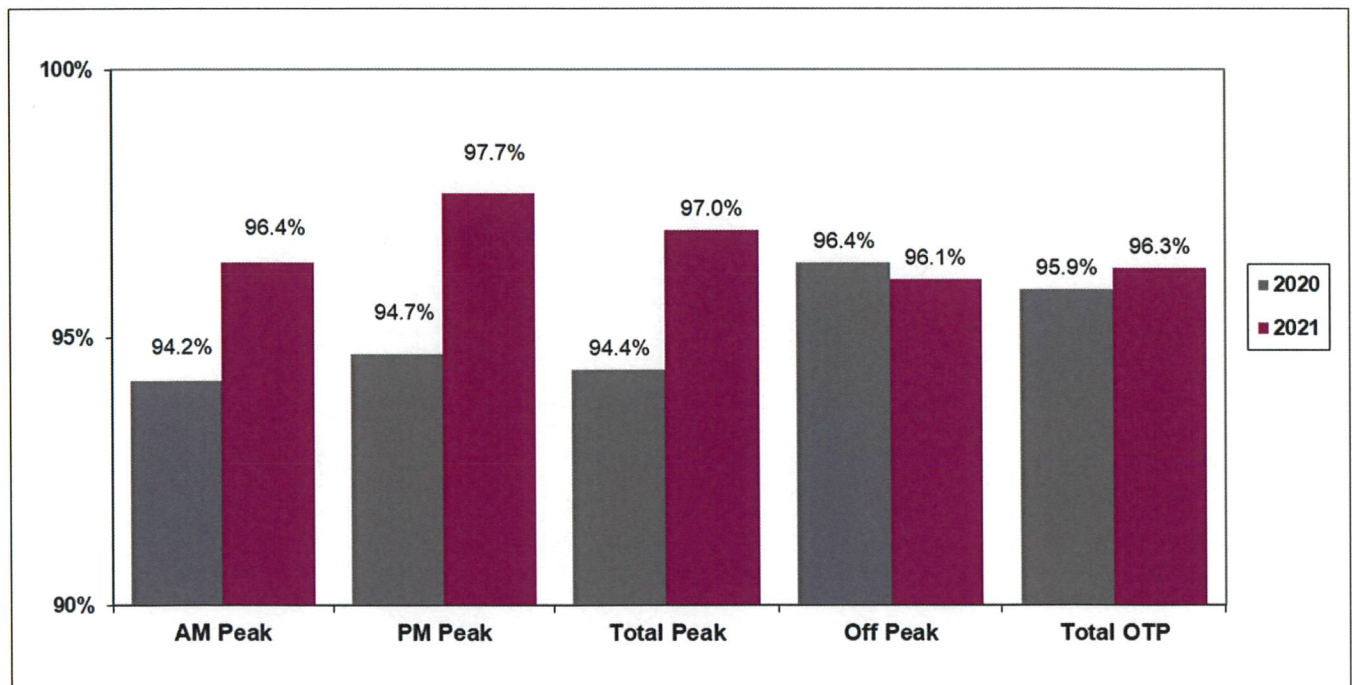
Other accomplishments in 2021 included the following:

- Conducted LIRR's quarterly "Safety FOCUS Days," (Fatigue, Outside Influences, Communication, Uncertainty Meetings, Situational Awareness) in which the LIRR president and the vice president of LIRR Corporate Safety meet directly with frontline supervisors and managers to discuss safety issues in the field.
- Continued the railroad's Confidential Close Call Reporting System (C3RS), a collaborative effort between management, labor, and the Federal Railroad Administration (FRA) that enables employees to confidentially report "close calls" that could have caused operating and safety incidents. Peer review teams meet several times a month to review reports, discuss mitigations, and recommend corrective actions.
- Continued implementing a new Enterprise Safety System (ESS) that will replace LIRR's existing mainframe-based accident reporting system with a new database system utilizing trend analysis and other "business intelligence" capabilities.
- Continued a slate of employee safety initiatives, campaigns focusing on PPE and social distancing, track safety for employees, and employee safety-related experiences in the field.
- Continued implementing safety recommendations resulting from an anonymized employee "Safety Barometer" survey co-managed by the National Safety Council (NSC).

- Continued installation, configuration, and the research and development of analytics to work in conjunction with security cameras and access devices to deter crimes and record evidence for investigations.
- Completed multiple security projects across the railroad. These included the installation of CCTV and video management systems, intrusion detection systems, and access-control devices at many LIRR stations, facilities, and existing rail cars. New cameras continue to be installed on station platforms, crossings, yards, ticket offices, facility buildings, and newly acquired rail cars.
- Continued the installation of high-security electronic gates and fencing, along with other “hardening” upgrades to thwart trespassers on the right of way, as well as exterior yards.
- Increased security awareness by taking operational occupancy of several new facilities, including Moynihan Train Hall and the Ronkonkoma Employee Facility.
- Provided critical interagency support for security operations and information sharing for major events throughout the geographical area of the LIRR.

OPERATIONAL PERFORMANCE

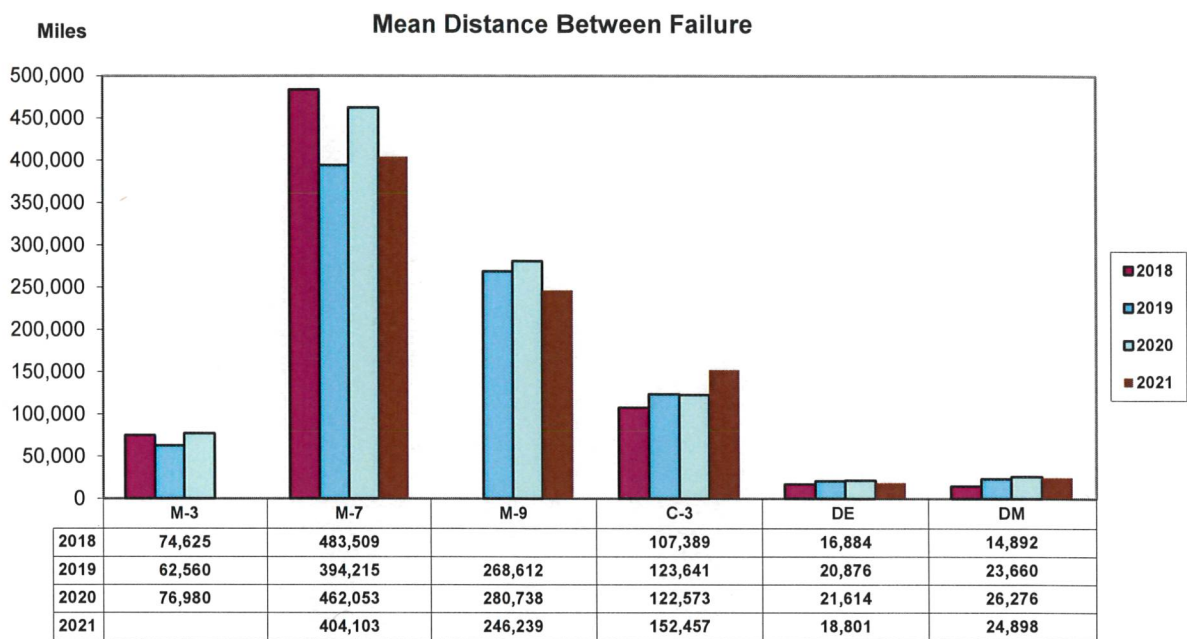
On-Time Performance (OTP): One of the most reliable predictors of customer satisfaction is the ability of the LIRR to deliver passengers to their intended destinations on time. For 2021, the LIRR’s OTP was 96.3%, the highest OTP the company has seen since modern record-keeping began in the 1970s. Service reliability gains encompassed all travel periods (AM, PM, and Off-Peak) and on all LIRR branches.



In 2021, the total number of delays decreased by 14% to 8,028 from 9,359 in 2020. The most significant decreases occurred in the categories of Engineering (Unscheduled) (780), Weather & Environmental (425), Customers (195), and Maintenance of Equipment (140). Capital project

delays were prevalent, with progress being made with PTC, Concrete Tie Project on the Port Washington branch, and Main Line Expansion. A reduction in engineering delays can be attributed to progress on infrastructure improvements.

Mean Distance Between Failures (MDBF): MDBF is the standard measurement used to gauge fleet reliability. The MDBF for the entire fleet in 2021 was 231,337 miles, exceeding the 2021 goal of 170,000 miles by 36%, but declining 4% decrease from 2020.



The M7 fleet, with an MDBF of 404,103 miles, continued to be the strongest contributor to the LIRR’s fleet reliability achievements. The RCM program and rigorous maintenance strategies contributed to this outstanding reliability performance.

The Maintenance of Equipment Department’s strategic maintenance efforts also helped sustain high C3 fleet reliability, which reached an MDBF of 152,457 – exceeding the goal by 48%. The combined diesel fleet achieved an MDBF of 70,158 miles, which exceeded the goal by 38%.

At the end of 2021, the multiple unit (MU) electric fleet consisted of 826 M7, 116 M9, and 80 M3 cars available for revenue service. The diesel fleet consisted of 134 C3 coach cars and 45 diesel locomotives.

New M9 rail cars entered passenger service on September 11, 2019. The new cars incorporate and improve upon the most successful and popular features of the MTA’s two recent electric car fleets, the LIRR’s familiar M7 electric cars and the M8 cars serving Metro-North’s New Haven Line. A total of 202 cars are expected to be put into revenue service over the next several years.

LIRR continues its efforts to optimize the RCM program, EAM system implementation, continued M9 fleet addition in revenue service, and initiatives targeting the entire fleet’s performance.

CUSTOMER COMMUNICATION

Keeping customers fully informed in real-time is a high priority of the LIRR, and the Rail Road continues to explore ways to improve in this area. The LIRR Public Information Office (PIO) continues to enhance messaging protocols to provide customers with recovery estimates for service disruptions and early morning messages in advance of anticipated disruptions.

Since January 2019, riders have seen precisely where their trains are, in real-time, thanks to the Train Time mobile app. This tool uses real-time GPS tracking technology, enabling our customers to pull up the location of their train and expected time of arrival. It also provides information such as the car length of a train, train direction, and whether it's diesel or electric. The Train Time mobile app rolled out an enhanced feature in 2021 which provides accessibility information for a specific station by locating elevators, escalators, and ramps at both the customer's origin and destination station. This allows the user to see precisely where the elevators, escalators, and ramps are available along with the station platform. Real-time data provides customers with elevators and escalators that are currently out of service.

The LIRR continued to enhance the availability of onboard seating/crowding information at station platforms by replacing and upgrading electronic signs at selected stations. The new digital platform signs provide a diagram of an arriving train, displaying available seating capacity in each car and the observer's relative position along the platform. This allows customers to position themselves along the platform to align with a train car that is less crowded/has more available seating.

The LIRR also continued the railroad's popular LIRR Care Program, which provides personalized attention for first-time LIRR travelers and customers requiring special assistance when boarding or exiting LIRR trains. The program, adapted to include COVID-19 protocols, is one of the new initiatives LIRR is exploring to accommodate Americans with Disabilities Act (ADA) customers better. With COVID-19 protocols, Ambassadors are now required to offer and hand out masks to all traveling customers.

CAPITAL IMPROVEMENTS

- The LIRR Modernization Program is a multi-billion-dollar investment in the regional transportation infrastructure that aims to foster Long Island's economic growth for generations to come. This comprehensive program to reconstruct and improve the LIRR system moves forward with planning, design, and construction. These projects range from significant system expansion efforts, such as the LIRR Expansion Project from Floral Park to Hicksville and East Side Access, to improvements to existing infrastructure, such as bridge replacements, substation replacements, and station enhancements. Collectively, these projects will work together to improve the overall LIRR system efficiency and reliability. Several major projects were completed, and others remain ongoing.
- Completed the refurbishment of LIRR owned elevators and escalators in Penn Station. Five elevators and 14 escalators were updated to meet all applicable codes and standards. The elevators are now equipped with telephone and video cameras, and the escalators are equipped with sleep mode technology.
- Completed the construction of a new 12-car stub-ended pocket track east of Massapequa. This project was required as part of the East Side Access Readiness initiative.
- Completed the replacement of various systems along the Long Beach Branch. The work included the Communication, Power, and Signals systems. Elevated signal huts have been installed to minimize the risk associated with future storms.

- Completed the LIRR-to-AirTrain Wayfinding Improvements at Jamaica Station Project . The project has resulted in major signage and wayfinding enhancements at the Jamaica Transit Hub, making it easier for LIRR, Subway, Bus, and PANYNJ JFK AirTrain customers to navigate the complex transfer environment, especially for visitors traveling through JFK who are otherwise unfamiliar with Jamaica station.
- Completed the 2021 LIRR Annual Track Program, which included: installing 42,436 concrete ties on the Port Washington and Atlantic Branch; installing 159,823 linear feet of continuous welded rail (CWR) on the Port Washington and Atlantic Branch; installing five switches on the Main Line and Montauk Branch; completing 310 field welds; surfacing 30 miles of track on the Port Washington and Atlantic Branch and systemwide and surfacing 14 switches systemwide.
- Completed the 2021 Concrete Tie program, which included the following work on the Port Washington Branch: installing 6,000 ties, installing 24,636 linear feet of continuous welded rail, and surfacing 2 miles of track.

**MTA LONG ISLAND RAIL ROAD
2021 YEAR-END REPORT
2021 FINAL ESTIMATE vs ACTUALS
MONTHLY PERFORMANCE INDICATORS
December 2021**

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Actual</u>	<u>Final Estimate</u>	<u>2020</u>	<u>vs. Final Estimate</u>	<u>vs. 2020</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	19.9%	18.9%	18.4%	1.0%	1.5%
Adjusted ⁽²⁾	23.7%	22.8%	22.5%	0.9%	1.2%
Cost Per Passenger					
Standard ⁽¹⁾	\$42.50	\$45.16	\$48.91	\$2.66	\$6.41
Adjusted ⁽²⁾	\$39.04	\$41.52	\$44.90	\$2.48	\$5.86
Passenger Revenue/Passenger ⁽³⁾	\$8.44	\$8.52	\$8.99	(\$0.08)	(\$0.55)

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Actual</u>	<u>Adopted Budget</u>	<u>2020</u>	<u>vs. Adopted Budget</u>	<u>vs. 2020</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	19.9%	11.8%	18.4%	8.1%	1.5%
Adjusted ⁽²⁾	23.7%	14.7%	22.5%	9.0%	1.2%
Cost Per Passenger					
Standard ⁽¹⁾	\$42.50	\$72.17	\$48.91	\$29.67	\$6.41
Adjusted ⁽²⁾	\$39.04	\$66.79	\$44.90	\$27.75	\$5.86
Passenger Revenue/Passenger ⁽³⁾	\$8.44	\$8.53	\$8.99	(\$0.09)	(\$0.55)

(1) 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).

(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.



2021 ANNUAL RIDERSHIP REPORT

2021 ANNUAL RIDERSHIP REPORT

LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

The LIRR finished 2021 with ridership growth, rebounding slightly from the significant drop in 2020 attributed to the COVID-19 pandemic. 2021 total ridership was 35.0 million customers, increasing +16.9% above 2020's 30.0 million ridership (adjusted for calendar/workday differences). When compared to 2019, total ridership decreased -61.6%. 2021 Non-Commutation ridership increased +58.6% with 25.3 million passengers, outperforming 2021's Commutation ridership that declined -30.6% with 9.7 million passengers.

2021 Ridership Summary

- In 2021, the COVID-19 pandemic continued to have a dramatic impact on the way people live, work and travel. Despite the overall reduced ridership, there was a steady increase through 2021 reaching above 50% of pre-COVID levels by November, but the emergence of the Omicron variant began to reduce ridership towards the end of the year.
- Most of the LIRR customer base continued to telework throughout 2021 suppressing ridership, but as vaccinations improved and the LIRR implemented significant disinfecting measures & mask reinforcement, ridership gradually improved, ending the year with 16.9% higher ridership compared to 2020. During the year the Long Island Rail Road offered train service matching the ridership levels for that period.
- 2021 Non-Commutation ridership reached 25.3 million passengers. Non-Commutation ridership increased +58.6% leading the recovery for the ridership come-back.
 - Saturday ridership increased 90.9% and Sunday ridership increased 83.8%, while Off-peak weekday travel increased 44.3%. Significant growth was attributed to discretionary/leisure trips, as Leisure ridership increased 150% from 2020.
- 2021 Commutation ridership reached 9.7 million passengers decreasing -30.6% from last year. Although 2021 Commutation ridership exceeded 2020's Commutation ridership during the last three quarters of the year, it suffered significant losses when compared to the pre-COVID period of the first quarter of 2020, which had shown very strong ridership following 2019's record ridership.
 - Reverse Commute ridership increased +19.7% in the AM period and +67.6% in the PM Peak Period compared to 2020

Annual Ridership (in millions)* 2021 vs 2020

	2021	2020	% Change vs 2020
Total Ridership	35.037	29.968	16.9% ▲

* Annual ridership is based on a calendar adjustment to reflect same workdays in 2021 and 2020.

▲ Increase ▼ Decrease ● No Change

Major Factors and Initiatives Affecting Ridership

1. REGIONAL ECONOMY

- 2021 employment figures showed that NYC jobs experienced small gains during CY 2021 vs. 2020 (44,300 more jobs vs. 2020)
- NYC Non-Agricultural employment increased 1.1%
- Education and Health employment increased 2.6%
- Mining, Logging & Construction employment decreased 1.5%
- Business and Professional Services employment increased 1.3%
- Leisure and Hospitality employment increased 3.6%
- Financial Activities employment decreased 2.2%

2. SERVICE ADJUSTMENTS

- As a result of 2021's reduced ridership and as part of the effort to provide efficient service to its customers, the LIRR implemented modified service plans throughout the year. Service plans were adjusted and implemented throughout the year as noted below:
 - January 25, 2021 – A 5% reduction of service was implemented on top of November 2020's schedule changes (which already contained the cancellations from June 8, 2020). This plan further reduced peak service by approximately 60 trains.
 - March 8, 2021 – To match on-going ridership levels, service was reduced. Specifically for weekdays, a weekend schedule was implemented, with 28 additional trains in the AM and PM Peaks (14 AM, 14 PM), plus 8 shuttle trains between Jamaica and Hunterspoint Avenue/Long Island City (4 AM, 4 PM).
 - March 29, 2021 – The March 8, 2021, service reductions rescinded, and service reverted to the 5% service plan that was introduced on January 25, 2021, with additional cancellations in the peak and off-peak periods due to trackwork.
 - June 14, 2021 – On weekdays and weekends there were additional cancellations on the Port Washington Branch due to trackwork. Aside from the Port Washington Branch, weekend service intervals were returned to pre-pandemic levels.
 - Fall 2021 – Along with the South Fork Commuter Connection, two peak Port Washington trains, and one off-peak Long Beach train were restored.
 - Thirteen trains were added back to the schedule on January 13, 2022, bringing service up to approximately 88% of pre-pandemic service levels.

3. ON-TIME PERFORMANCE AND SERVICE RELIABILITY

- **On-Time Performance (OTP):** One of the most reliable predictors of customer satisfaction is the ability to deliver passengers to their intended destinations on time. For 2021, the LIRR's OTP was 96.3%, which was the highest OTP the railroad has seen since modern record keeping began in the 1970s. Service reliability gains encompassed all travel periods (AM, PM and Off-Peak) and on all LIRR branches. In 2021, the total number of delays decreased by 14% to 8,028 from 9,359 in 2020. Performance improvements were seen among all categories of delay. This can be attributed to many of the initiatives identified under the LIRR Forward program.

- The largest decreases incurred in the categories of Engineering (Unscheduled) (780), Weather & Environmental (425), Customers (195), and Maintenance of Equipment (140). Capital project delays were prevalent with progress being made with PTC, Concrete Tie Project on the Port Washington branch, and Main Line Expansion. A reduction in engineering delays can be attributed to progress made on infrastructure improvements.
- **Branch Performances:** At year end, all branches of the Long Island Rail Road operated above goal. 1.8% of our On-Time Performance for 2021 was attributed to fleet, infrastructure, operations, and Capital improvement delays, while the remaining 2.2% of our delays were attributed to external causes, not limited to weather, police activity, and 3rd Party Operations. 2.1% of all scheduled trains arrived between 6 and 10 minutes late at their final terminal, a reduction of 2.5 percentage points as compared to last year. In addition, there was a 44.9% reduction of trains over 15 minutes late.
- **Equipment Performance:** The 2021 annual fleet MDBF Mean Distance Between Failures (MDBF) for the entire fleet was 231,337 miles, exceeding the 2021 goal of 170,000 miles by 36%, which represents a 4% decrease from 2020.
- The M7 fleet, with an MDBF of 404,103 miles, continued to be the strongest contributor in the LIRR's fleet reliability achievements. The RCM program and rigorous maintenance strategies contributed to this outstanding reliability performance.
- The Maintenance of Equipment Department's strategic maintenance efforts also helped to sustain a high C3 fleet reliability, which reached an MDBF of 152,457 – exceeding the goal by 48%. The combined diesel fleet achieved an MDBF of 70,158 miles, which exceeded the goal by 38%.

4. RIDERSHIP TRENDS AND OTHER BUSINESS SEGMENTS

- Based on LIRR's 2021 Ridership Book, some key highlights of ridership trends include:
 - The traditional peak hours, 8:00 AM (westbound) and 5:00 PM (eastbound), have re-emerged as customers returned to work.
 - Monday and Friday are lighter than Tue/Wed/Thu, 10% to 15% less. This is due to flexible work schedules and increased telecommuting because of the pandemic.
 - Off-peak and weekends are strong, at roughly 50% of pre-pandemic levels.
 - Event ridership has returned and is expected to grow with the opening of the UBS Arena.
 - Due to increased ridership, train consists have been lengthened and additional service has been added during peak periods.
 - The South Fork Commuter Connection was reinstated after Labor Day, and its ridership is at approximately 50% of pre-pandemic levels.
 - No significant Early Release and Holiday ridership was observed.
 - Ridership for Montauk Summer Service returned, at roughly 65% of pre-COVID.
- Due to New York State health guidelines for vaccinations, NYC venues, including Sports/Entertainment/Exhibit/Broadway, operated under strict limitations and capacity restrictions
- LIRR Leisure Getaways/Packages and Escorted Tours experienced summer/fall seasonal growth
- Off-Peak fares were offered during Peak times throughout 2021

5. SERVICE IMPROVEMENTS

- New technology applications continued to offer better service to customers:
 - Digital screen network at stations and rolling stock improved customer communications
 - TrainTime App revamped to show available seating capacity in each car, as well as the observer's relative position along the platform
 - Train Time App rolled-out an enhanced feature to provide accessibility information for a specific station by locating elevators, escalators, and ramps
 - Digital platform screens displayed car crowding
- Operational initiatives continued to make service improvements:
 - The Positive Train Control (PTC) system met reliability standards with no revenue impact
 - Completed the 2021 Annual Track and Concrete Tie Programs
 - Deployed two laser-equipped trains for cleaning rails and leaf residue – the first in the industry
 - Eliminated eight LIRR crossings and raised heights of seven bridges as part of the 2-year Main Line Expansion Project
 - Completed the LIRR-to-AirTrain Signage Improvement Project making it easier for regular customers and foreign visitors to navigate the complex transfer environment at Jamaica Station
- Safety and Disinfecting initiatives continued to make customers feel safe riding the LIRR:
 - Train car disinfecting every 24 hours
 - Station touchpoint cleaning twice daily
 - Mask usage reinforcement
 - Installation of Vending machines with PPE's at key locations

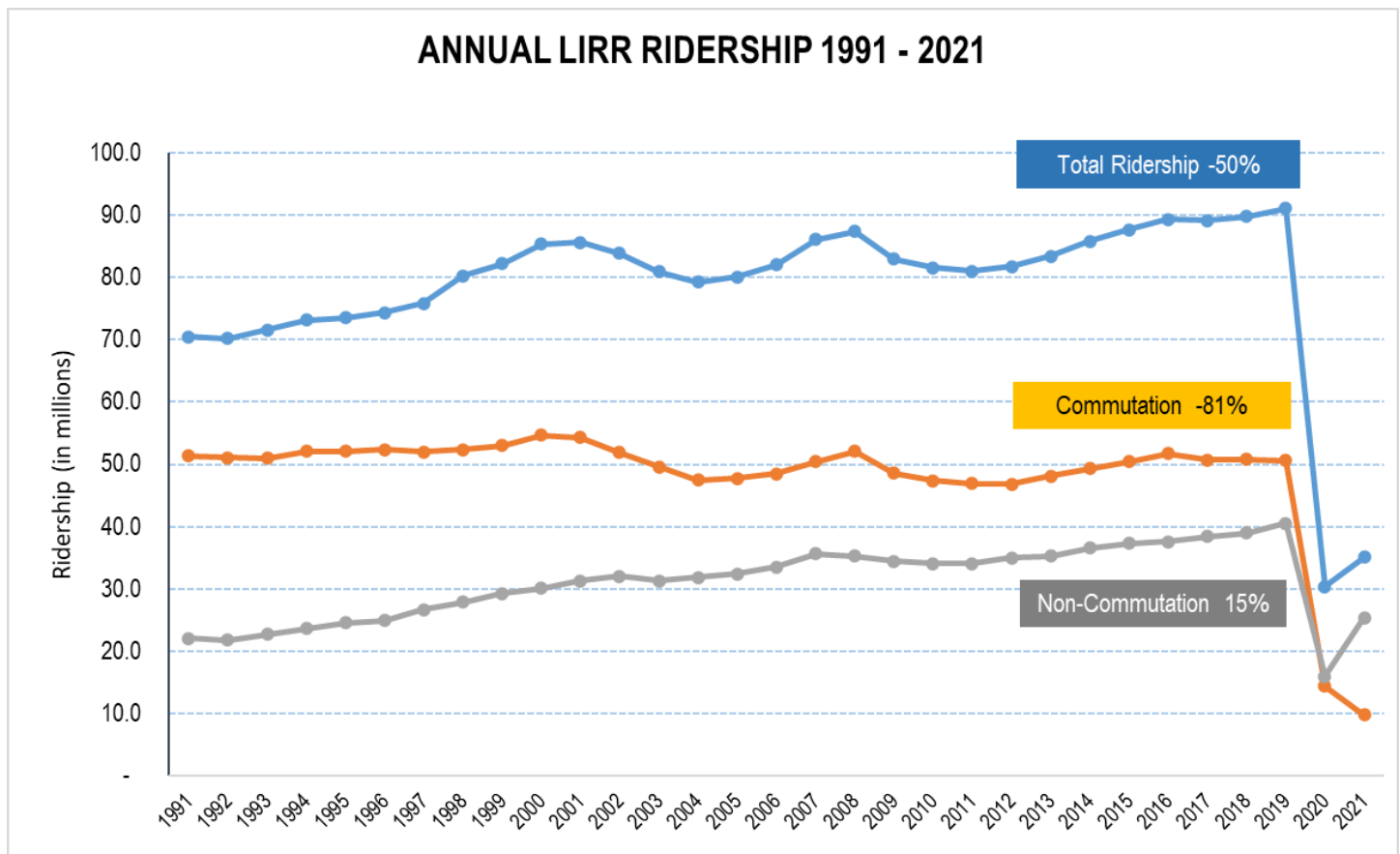
6. COVID-19 TRAVEL SURVEY – CUSTOMERS COUNT

- The 2021 survey revealed that over half of lapsed customers (54%) stated that their employer plans to open their work location, with an additional 27% stating it's already open. Current customers had 40% stating employer will open work location, and 43% saying it's already open.
- The percentage of lapsed customers who will continue to work from home, increased from 65% in 2020 to 75% in the current study.
- Current customers have reported riding less frequently during the AM and PM weekday peak and more frequently on the weekends (40%) than lapsed customers.
- Among current customers nearly 7 in 10 stated riding less than before the pandemic, with a majority (63%) citing that they were working from home more. The pandemic is still top of mind, with almost a third (32%) stating that they are riding less because of COVID concerns.
- A Key Drivers analysis reveals the top five most important attributes to address customer expectations: the number of people panhandling/ experiencing mental illness/homelessness at destination station, cost of a ticket, customers wearing face masks or coverings, peak service frequency, and off-peak service frequency.
- The top three service and communication information sources reported by customers were: TrainTime (61%), MYmta app (47%) and the MTA.info website (33%).
- The top factors for deciding to ride LIRR in the future for lapsed customers was "social distancing on trains". The top factors for current customers were "health and safety concerns using LIRR have been satisfied" and "cost of a ticket".

Long-Term Ridership Trends

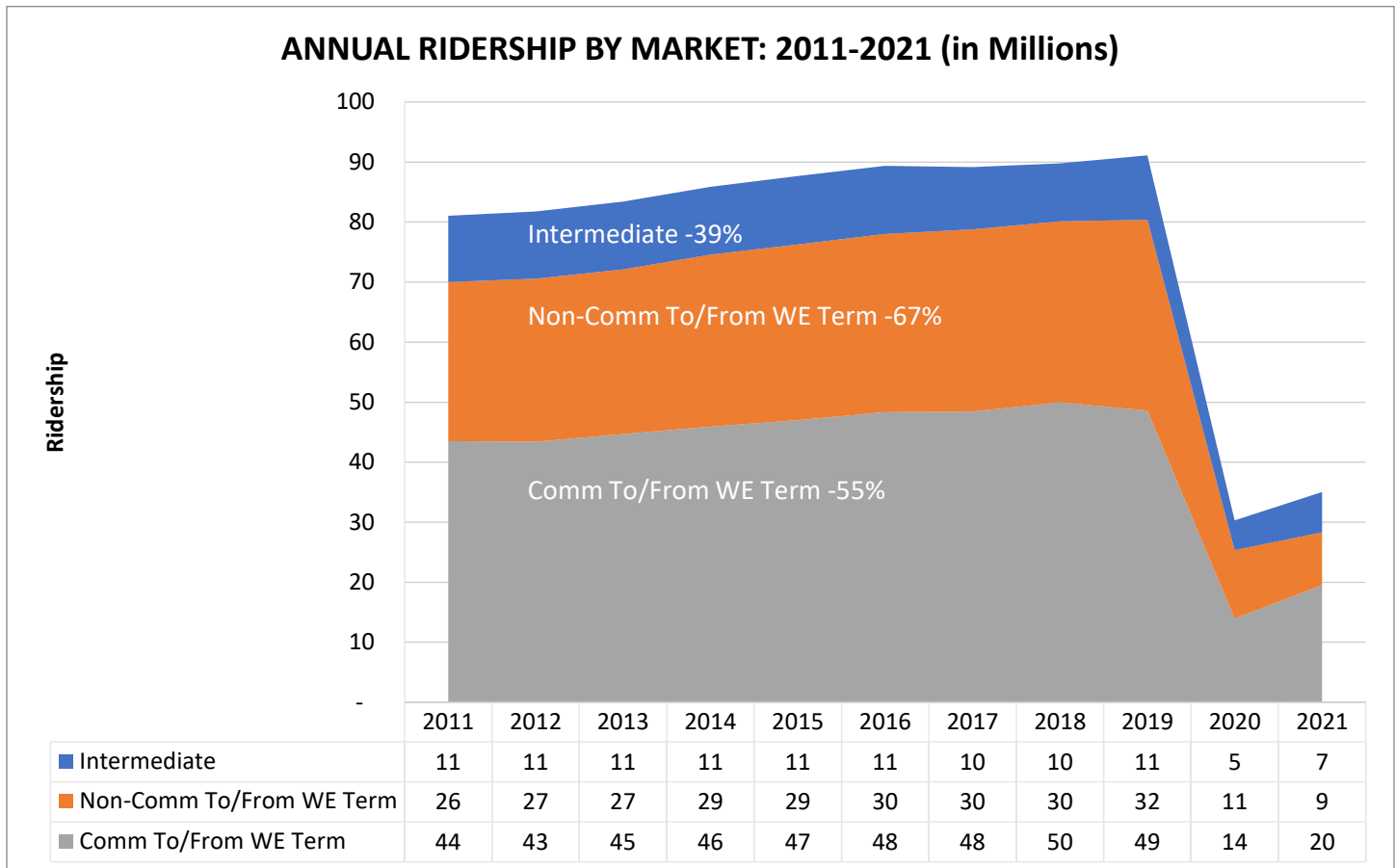
Ridership Trends

- Due to the continuing ridership decline in 2021 caused by the pandemic, the past 30 years system-wide total ridership showed a 50% decrease
- Non-Commutation ridership showed an increase of 15%, while Commutation ridership showed a decrease of 81% over the 30-year span



Ridership Trends by Market

- Over the past 10 years (2011-2021) ridership changed as follows (considering the unusual 2021 decline):
- Commutation ridership to western terminals decreased by 55%
- Non-Commutation ridership to western terminals decreased by 67%
- Intermediate ridership outside of western terminals has decreased by 39%



Notes

Intermediate: passengers traveling outside of the Western Terminals (Penn Station, Atlantic Terminal, and Hunters Point/LIC)

Non-Comm. to/from the Western Terminals: passengers traveling to/from Western Terminals with ticket types other than Weekly & Monthly tickets

Comm. to/from Western Terminals: passengers traveling to/from Western Terminals with Weekly & Monthly tickets

2021 vs. 2020 Branch Comparisons

- All LIRR Branches experienced ridership gains in 2021 except the Oyster Bay branch, which has been subject to weekend service changes for the Mainline Expansion Project that could potentially explain the decrease in the annual branch ridership.

RIDERSHIP BY BRANCH

Branch	ANNUAL RIDERSHIP		
	2021	2020	% Change
Babylon	7,034,569	6,406,603	9.8% ▲
City Zone	4,010,110	2,855,846	40.4% ▲
Far Rockaway	2,794,801	2,360,158	18.4% ▲
Greenport	50,365	27,331	84.3% ▲
Hempstead	1,751,358	1,555,067	12.6% ▲
Long Beach	1,848,569	1,645,114	12.4% ▲
Montauk	1,128,803	759,358	48.7% ▲
Oyster Bay	514,605	563,837	8.7% ▼
Port Jefferson	6,271,150	5,777,354	8.5% ▲
Port Washington	5,229,282	4,581,045	14.2% ▲
Ronkonkoma	4,024,559	3,406,653	18.1% ▲
West Hempstead	378,577	371,824	1.8% ▲
Total	35,036,746	30,310,190	15.6%

▲ Increase ▼ Decrease ● No Change

* Ridership data is based on ticket sales.

** Port Jefferson branch includes ridership from Huntington Branch.

2022 Outlook

- Throughout the remainder of 2022 the LIRR will be completing two historic major scale projects - East Side Access and Main Line Expansion - resulting in a more modern system well-suited to meet future transportation needs and bringing never-before-seen flexibility and options for customers.
- The LIRR will be monitoring the impact of the COVID-19 pandemic on ridership. Current estimates based on projections by McKinsey & Co. expect that ridership will return to about 80% of pre-COVID levels by 2024
- New business opportunities are expected to arise with the newly opened UBS Arena within the Belmont Park area in Elmont, NY, which will be the new home of the NY Islanders expected to host more than 150 major events annually and a new local venue for shows & entertainment.
- The new LIRR Elmont-UBS Station was opened for service in 2021, providing eastbound service to the Elmont-UBS Arena Station, while construction is continuing on the westbound platform through 2022. This will significantly improve the way customers travel to the UBS Arena from Long Island.
- As the re-opening of local tourism takes place, the MTA will continue introducing attractive NYC & LI value-added packages and capitalize on cross marketing opportunities with regional partners and venues to increase non-commutation ridership and grow leisure travel between New York City and Long Island.
- Ridership recovery is expected to grow as local events (US Tennis Open), sports teams (Mets, Rangers, Knicks, etc.) and local venues (MSG, Forest Hills Stadium, etc.) continue to come back and people feel more comfortable with attending various activities. Also, air travel is expected to increase bringing incremental ridership to reach local airports via the LIRR.
- New M9 rail cars will continue to enter passenger service in 2022, offering popular features of the MTA's recent electric car fleets. A total of 202 cars are expected to be put into revenue service.

Staff Summary



Subject MAY TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date April 11, 2022			
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	4/25/22				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 May 23, 2022, through September 5, 2022. Projects supported during this timetable include Main Line Expansion, Mechanical Rail Tie Installation on the Oyster Bay Branch, Signal Hut Installation, Station Maintenance and State of Good Repair work on the Montauk Branch, Beaver Interlocking Construction and Atlantic Tunnel Lighting Maintenance on the Atlantic Branch. Continuing projects include East Side Access work in Harold Interlocking, Mid-Suffolk Yard Construction, Long Beach Branch Hurricane Sandy Restoration Work, Elmont Station Construction, West Side Yard Overbuild and Jamaica Capacity Improvements.

Additionally, schedules will be temporarily adjusted for the Denton Avenue Bridge Replacement and a series of Track Realignments in Divide Interlocking as part of the Main Line Expansion Project. A Special Program will also support Rail Replacement on the Montauk Branch.

MAY 23 TIMETABLE CHANGE

Construction Activities

- **Montauk Branch – Babylon to Sayville – Signal Hut Installation** – One of two main tracks will be out of service on weekday overnights between Babylon and Sayville.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on weekday overnights, one eastbound Montauk Branch train will operate 7 minutes earlier. Other Montauk Branch trains have minor schedule adjustments en route.

- **Atlantic Branch – Jamaica to Valley Stream – Beaver Interlocking Construction** – One of two main tracks will be out of service on weekday overnights between Jamaica and Valley Stream in support of the construction of Beaver Interlocking.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on weekday overnights, westbound Far Rockaway Branch trains will be adjusted up to 6 minutes later.

Minor schedule adjustments are also required on the Long Beach and West Hempstead Branches.

- **Main Line – Main Line Expansion – Midday – Nassau 1 to Divide** – One of two main tracks will be out of service on midday, weekdays between Merillon Avenue and Hicksville in support of the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on midday, weekdays, eastbound Ronkonkoma Branch trains will be adjusted up to 6 minutes later, and westbound Ronkonkoma Branch trains will be adjusted up to 25 minutes later. Eastbound Huntington Branch trains will be adjusted up to 7 minutes later, and westbound Huntington Branch trains will be adjusted up to 4 minutes earlier. Eastbound and westbound Port Jefferson Branch service will be adjusted up to 4 minutes earlier. Eastbound Oyster Bay Branch trains will be adjusted up to 26 minutes earlier and westbound Oyster Bay Branch trains will be adjusted up to 34 minutes earlier. Oyster Bay Branch service has also been adjusted to support the replacement and maintenance of railroad ties between East Williston and Locust Valley during the midday, weekday period.

- **Main Line – Main Line Expansion – Overnight – Queens to Divide** – One of two main tracks will be out of service on weekday overnights between Queens Village and Hicksville in support of the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on weekday overnights, eastbound Ronkonkoma Branch trains will be adjusted up to 29 minutes earlier, and westbound Ronkonkoma Branch trains will be adjusted up to 8 minutes earlier. Additionally, one eastbound Ronkonkoma Branch train will originate in Hicksville rather than Penn Station. One eastbound Huntington Branch train will be cancelled, customers will be accommodated through Hicksville by a Ronkonkoma Branch train making added stops. Additionally, one westbound Huntington Branch train will terminate at Hicksville, customers will be accommodated by a Ronkonkoma Branch train that will make added stops to Penn Station. Other westbound Huntington Branch trains will be adjusted up to 12 minutes later.

- **Atlantic Branch – Brook 2 to East New York – Atlantic Tunnel Lighting Project** – One of two main tracks will be out of service on midday, weekdays between Atlantic Terminal and East New York in support of the Atlantic Tunnel Lighting Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on midday, weekdays, westbound Far Rockaway Branch trains are adjusted up to 8 minutes earlier. Eastbound Far Rockaway Branch trains will be adjusted up to 7 minutes later.

- **Main Line – Main Line Expansion – Weekend – Queens to Divide** – One of two main tracks will be out of service on weekends between Queens Village and Hicksville in support of the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on weekends, eastbound Ronkonkoma Branch trains will be adjusted up to 7 minutes earlier. Huntington Branch service will be reduced to hourly intervals, with connecting Port Jefferson Branch service reduced to two-hourly intervals. Additionally, Eastbound Huntington Branch trains will be adjusted up to 13 minutes later, and westbound Huntington Branch trains will be adjusted up to 4 minutes earlier. Eastbound Oyster Bay trains will be adjusted up to 18

minutes earlier, and westbound Oyster Bay Branch trains will be adjusted up to 16 minutes later. Eastbound Hempstead Branch trains will be adjusted up to 4 minutes earlier.

TRACK WORK PROGRAMS

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

- **Main Line – Denton Avenue Bridge Replacement** – On the weekend of April 30-May 1, both main tracks on the Main Line will be out of service between New Hyde Park and Hicksville for approximately 48 hours to support the replacement of the Denton Avenue Bridge in Garden City as part of the Main Line Expansion Project.
 - **Temporary Service Adjustments:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
 - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
 - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
 - *Bus service will also be provided between Mineola and Hicksville.*
 - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between 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 – Mud Spot Remediation and Track Inspection** – On Monday, May 2nd through Thursday, May 5th, and Monday, May 9th through Thursday, May 12th, the single main track on the Montauk Branch will be out of service on overnights between Y and Montauk to support track maintenance and mud spot remediation.
 - **Temporary Service Adjustments:** With the single main track out of service on overnights, bus service will replace train service for a period of approximately 5 hours. Customers should anticipate up to 1 hour and 15 minutes of additional travel time.

- **Montauk Branch – Rail Replacement between Jamaica and Valley Stream** – On Saturday, May 7th, one of the two main tracks will be out of service on the Montauk Branch between Jamaica and Valley Stream to support the replacement of rail.
 - **Temporary Service Adjustments:** With one of the two main tracks out of service between Jamaica and Valley Stream, temporary schedule adjustments will be required on the Babylon, Montauk, and West Hempstead Branches.

- **Main Line – Rail Realignment** – On the weekends of May 14-15 and May 21-22, both main tracks on the Main Line will be out of service between New Hyde Park and Hicksville for 48 hours to support the realignment of rail in the vicinity of Divide Interlocking near Hicksville as part of the Main Line Expansion Project. Additionally, over the course of these two weekends, Long Island Rail Road Engineering forces will be removing a switch in Queens Interlocking 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.*

IMPACT ON FUNDING

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

Staff Summary

Subject WESTBURY TRANSIT ORIENTED DEVELOPMENT
Department MTA TRANSIT ORIENTED DEVELOPMENT
Department Head Name ROBERT PALEY
Department Head Signature
Project Manager Name JOHN COYNE

Date APRIL 27, 2022
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	4/25/22		X	
2	Finance Committee	4/25/22	X		
3	Board	4/27/22	X		

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

AGENCY: Metropolitan Transportation Authority (“MTA”) and MTA Long Island Rail Road (“LIRR”)

COUNTERPARTY: Mill Creek Residential Trust, LLC (“Mill Creek”)

LOCATION: Former LIRR Westbury Station commuter parking lot (the “Property”)

ACTIVITY:

- (a) Conditional designation of Mill Creek to develop the Property into a mixed-use residential and retail transit-oriented development pursuant to a triple net lease (the “Lease”) commencing on the possession date and ending 99 years from the rent commencement date (the “Transaction”).
- (b) Negotiation and execution of a pre-lease and development agreement (the “Pre-Lease and Development Agreement”), which will include as exhibits the preliminarily agreed upon forms of the Lease and other material Transaction documents.

ACTION REQUESTED: Authorization to conditionally designate Mill Creek as the successful proposer to the RFP (described below) and to negotiate and enter into the Pre-Lease and Development Agreement, as well as to negotiate the terms and forms of the Lease and such other agreements related to the Transaction. Entering into the Lease and the other Transaction related documents will be conditioned on compliance by MTA, LIRR and all other involved governmental agencies with the requirements of the State Environmental Quality Review Act (“SEQRA”) as it relates to the approved development plan for the Property (the “Project”), and the subsequent approval following such SEQRA compliance of the overall Transaction by the MTA Board and the LIRR Board. Mill Creek, at Mill Creek expense, shall subdivide the Property to separate the same from the rest of the LIRR Westbury Station property, transferring of the Property by LIRR to MTA, if MTA so elects, such that LIRR or MTA would be the lessor under the Lease.

COMPENSATION:

- (a) Base Rent: (i) \$650,000 (\$2.55 per square foot) for the first year of the Lease based on a 255,000SF/250-unit project, escalating 2% per year throughout the term of the Lease, for a total present value of \$19,464,669 (discounted at 5%). (“Scenario 1”); or (ii) \$610,000 (\$2.84 per square foot) for the first year of the Lease based on a 215,000SF/200-unit project, escalating 2% per year throughout the term of the Lease, for a total present value of \$18,266,843 (discounted at 5%), (“Scenario 2”). Mill Creek

Staff Summary

FINANCE COMMITTEE MEETING Westbury Transit Oriented Development (Cont'd.)

will seek Village approval of the larger Scenario 1 project, and commits to proceed with the smaller Scenario 2 project as a fallback. Since Village approvals are subsequent to this Board action, rental flexibility is further provided such that the Base Rent will be in accordance with following schedule:

If development is greater than (Sq. Ft)	If development is less than (Sq. St.)	Year 1 Base Rent per Sq. Ft.
215,000	222,999	\$2.84
223,000	230,999	\$2.79
231,000	238,999	\$2.71
239,000	246,999	\$2.64
247,000	255,000	\$2.55
255,000	N/A	\$2.46

If the approved Project contains less than 215,000 SF, either party shall have the right to terminate the Transaction.

- (b) Additional Rent: Mill Creek to pay to MTA/LIRR payments in lieu of taxes (PILOT) in amounts equal to the amounts of real property taxes payable during the Lease term as if the Property was not exempt from the imposition of such taxes, subject to an abatement that will mirror or replicate the abatements customarily granted by the Nassau County Industrial Development Agency for similar non-exempt projects.
- (c) Additional Compensation: Mill Creek will pay to MTA/LIRR a transaction payment of 8% of any net profit upon the closing of all capital transactions at the Property which occur from time to time.

COMMENTS:

The Property is a 1.9-acre parcel located on the south side of the LIRR Westbury Station in downtown Westbury. The Property is improved with a surface parking lot that is currently being used as a construction staging area for LIRR's Main Line Expansion project. In 2016, the State of New York, through the NYS Department of State, awarded a \$10 million grant to the Village of Westbury (the "Village") as part of its Downtown Revitalization Initiative. The purpose of this grant was to enable the Village to develop a comprehensive new vision for downtown Westbury and provide sufficient resources to the Village to make the necessary changes to implement this vision. One of the actions that the Village took as part of this program was to rezone an approximately 25-acre area around the LIRR Westbury Station to accommodate multifamily, transit-oriented development. The Property was included in this rezoning.

As part of the Main Line Expansion Project, in September 2020, MTA Construction & Development Company ("C&D") completed the construction of a new structured parking facility at Westbury Station on the north side of the station. This new parking facility contains 683 parking spaces, an increase of approximately 180 parking spaces over the previously existing station parking capacity. The commuter parking spaces available in the new parking facility meet or exceed LIRR's projections of commuter parking demand at Westbury Station. The Property is therefore no longer required by LIRR for commuter parking purposes.

In September 2020, as part of LIRR's effort to improve Westbury Station's ridership and station experience, and to monetize MTA's surplus real estate at the station, MTA's Transit Oriented Development group ("TOD") issued a request for proposals ("RFP") for a 99-year ground lease for redevelopment of the Property consistent with the existing zoning of the Property and the Village's new Downtown Revitalization Initiative.

Staff Summary

FINANCE COMMITTEE MEETING Westbury Transit Oriented Development (Cont'd.)

Eight respondents submitted proposals in response to the RFP, all of which involved the construction of multifamily housing at the Property, with sizes ranging from 142 units to 265 units. All eight proposers made presentations of their development plans to C&D, TOD and LIRR, and were given the opportunity to respond to questions and issues. TOD subsequently eliminated the bottom three proposers whose proposals were outside of the competitive range, and permitted the remaining five that were short-listed an opportunity to improve their proposals.

The five short-listed proposers were Mill Creek Residential Trust (who presented two scenarios), RXR Realty, Albanese Development Corporation, L+M Development Partners, and the Gotham Organization. All final bids received from the shortlisted proposers will be publicly disclosed at the subsequent Finance Committee of the MTA Board at which the Transaction and the Transaction documents will be considered for approval prior to execution, or disclosed to the members of the Finance Committee of the MTA Board and to members of the MTA Board in executive session and thereafter publicly disclosed prior to execution.

The evaluation criteria for this RFP were:

- Financial returns to MTA;
- Financial feasibility of proposed development project;
- Completeness and quality of the proposed development project; and
- Respondent qualifications and experience.

TOD determined that Mill Creek's proposal would provide the highest economic value compared to the other proposals, and that its proposal and experience as a developer satisfactorily meet the other selection criteria. Mill Creek will seek approval of its Scenario 1 development plan and commit to proceed on the basis of Scenario 2 as a fallback. In either scenario Mill Creek will also make certain public realm improvements to improve the LIRR customer experience and enhance customer connections with the LIRR Westbury station.

The Base Rent for Scenario 1 is \$650,000 in the first year of the Lease, escalating at a rate of 2% per year over the 99-year term of the Lease following rent commencement. The Base Rent for Scenario 2 is \$610,000 in the first year, escalating at a rate of 2% per year over the 99-year term of the Lease following rent commencement. If the square feet of the approved Project is less than as contemplated in Scenario 1 or greater than as contemplated in Scenario 2, the Base Rent will be adjusted as indicated in the table provided in the "Compensation" section shown above.

The sequence of the proposed Transaction is as follows:

- Mill Creek and LIRR will negotiate and enter into a Pre-Lease and Development Agreement, whereby Mill Creek will fund a good faith deposit and pursue good faith efforts to obtain all necessary local approvals for the Project and, in coordination with TOD and LIRR staff, will undertake the environmental review required pursuant to the New York State Environmental Quality Review Act ("SEQRA"). Mill Creek and LIRR will also enter into an expense reimbursement agreement, whereby Mill Creek will pay for all of MTA and LIRR's third party expenses during the pre-lease; and
- Upon completion of the SEQRA process, including adoption of the SEQRA findings by the MTA Board and the LIRR Board, and subject to approval of the Transaction and the Lease by the MTA Board and LIRR Board, LIRR will execute the Lease, guarantees of rent and completion, and other related Transaction documents with Mill Creek for the Property, following which Mill Creek will complete the design for and construct a mixed-use development project on the Property, and operate and maintain the same for 99 years.

The compensation proposed by the Mill Creek is consistent with an independent fair market rental appraisal that TOD has obtained from Goodman-Marks Associates, Inc.

RECOMMENDATION

Based upon the foregoing, TOD recommends the advancement of the proposed Transaction as outlined herein. It is understood that TOD will be required to obtain MTA Board's and LIRR Board's approval of the overall Transaction following the completion of the necessary SEQRA actions and the finalization of the Transaction documents as noted below.

Staff Summary

FINANCE COMMITTEE MEETING Westbury Transit Oriented Development (Cont'd.)

TOD therefore requests authorization to undertake the following actions:

- (1) conditionally designate Mill Creek as the selected proposer under the RFP;
- (2) to enter into a Pre-Lease and Development Agreement with Mill Creek on the above-described terms and conditions and such other terms and conditions as the Chief Development Officer or such officer's designee deems necessary or appropriate;
- (3) to negotiate with Mill Creek the terms of the Lease for the Property as well as the other material Transaction-related documents; and
- (4) to execute and deliver any and all other necessary or appropriate agreements, documents, writings and other instruments, including modifications and supplements, and to take all such actions as shall be necessary or desirable in order to pursue satisfaction of the above-described pre-conditions to MTA Board's and LIRR Board's final approval of the proposed Transaction, **it being understood that the Lease and any other material Transaction related documents will be presented to the MTA Board and the LIRR Board as described above for approval following review and compliance by MTA, LIRR and all other involved governmental agencies with SEQRA as it relates to the Lease.**



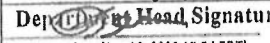
Metro-North Railroad

Procurements

Subject Request for Authorization to Award Various Procurements

Department MTA Procurement

Department Head Name
Kuvershen Ayer, CPO

Department Head Signature

Ayer Kuvershen (Apr 12, 2022 13:24 EDT)

Project Manager Name

Date
April 25, 2022

Vendor Name
Various

Contract Number
Various

Contract Manager Name
Various

Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm Mtg	4-25-22	X		
2	MTA Board Mtg	4-27-22	X		

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

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

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>		
Schedule K: Ratification of Completed Procurement Actions	1	\$15,155,850
• Alstom Signaling, Inc. \$15,155,850		
	SUB TOTAL:	
	TOTAL:	1 \$15,155,850

APRIL 2022

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

**1. Alstom Signaling, Inc. \$15,155,850 Staff Summary Attached
Perform PTC Software Upgrade, Technical and Field Support Services on MNR's M-8 Fleet**

Metro-North Railroad ("Metro-North") requests that the Board ratify the award of a 17-month (March 2022 - July 2023) federally funded miscellaneous service contract to Alstom Signaling, Inc ("Alstom") in the estimated amount of \$15,155,850 to provide Positive Train Control ("PTC") software upgrades, technical support, and field qualification services to enhance the Automatic Train Control ("ATC") and Advanced Civil Speed Enforcement System ("ACSES") installed on the Metro-North Railroad M-8 fleet. Federal Transit Authority regulations, requirements, terms, and conditions are applicable, and this procurement satisfies the conditions permitting a contract by noncompetitive proposal. Alstom is the Original Equipment Manufacturer ("OEM") of the ATC/ACSES system on the M-8 rail cars, which is a safety critical component of Metro-North's PTC system.

The design of the ATC/ACSES system is approved by the FRA for use on Metro-North's equipment and is proprietary to Alstom. No other vendor can perform modifications or upgrades without conducting a full system replacement, which would be cost and time prohibitive. Necessary upgrades are critical for fully compliant, interoperable functionality between the M-8 PTC onboard computers and the wayside PTC system throughout the territory.

This procurement is federally funded and reimbursable by the Connecticut Department of Transportation (CDOT) for its portion of the cost (65 percent).

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 RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

1. **Alstom Signaling, Inc. \$15,155,850** *Staff Summary Attached*
Perform PTC Software Upgrade, Technical and Field Support Services on MNR's M-8 Fleet

Metro-North Railroad ("Metro-North") requests that the Board ratify the award of a 17-month (March 2022 - July 2023) federally funded miscellaneous service contract to Alstom Signaling, Inc ("Alstom") in the estimated amount of \$15,155,850 to provide Positive Train Control ("PTC") software upgrades, technical support, and field qualification services to enhance the Automatic Train Control ("ATC") and Advanced Civil Speed Enforcement System ("ACSES") installed on the Metro-North Railroad M-8 fleet. Federal Transit Authority regulations, requirements, terms, and conditions are applicable, and this procurement satisfies the conditions permitting a contract by noncompetitive proposal. Alstom is the Original Equipment Manufacturer ("OEM") of the ATC/ACSES system on the M-8 rail cars, which is a safety critical component of Metro-North's PTC system.


The design of the ATC/ACES system is approved by the FRA for use on Metro-North's equipment and is proprietary to Alstom. No other vendor can perform modifications or upgrades without conducting a full system replacement, which would be cost and time prohibitive. Necessary upgrades are critical for fully compliant, interoperable functionality between the M-8 PTC onboard computers and the wayside PTC system throughout the territory.

This procurement is federally funded and reimbursable by the Connecticut Department of Transportation (CDOT) for its portion of the cost (65 percent).

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (Location) Alstom Signaling, Inc. (New York, New York)
Description Perform PTC Software Upgrade, Technical and Field Support Services on MNR's M-8 Fleet
Contract Term (Including Options, if any) 17 Months (March 2022 – July 2023)
Option(s) included in Total Amount? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number 355357	AWO/Modification #
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Estimated Amount:	\$15,155,850
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Connecticut Department of Transportation	
Requesting Department MTA Procurement, Kuvershen Ayer, CPO 	

Discussion:

Metro-North Railroad (“Metro-North”) requests that the Board ratify the award of a 17-month (March 2022–July 2023) federally funded miscellaneous service contract to Alstom Signaling, Inc (“Alstom”) in the estimated amount of \$15,155,850 to provide Positive Train Control (“PTC”) software upgrades, technical support, and field qualification services to enhance the Automatic Train Control (“ATC”) and Advanced Civil Speed Enforcement System (“ACSES”) installed on the Metro-North Railroad M-8 fleet. Federal Transit Authority regulations, requirements, terms, and conditions are applicable, and this procurement satisfies the conditions permitting a contract by noncompetitive proposal. Alstom is the Original Equipment Manufacturer (“OEM”) of the ATC/ACSES system on the M-8 rail cars, which is a safety critical component of Metro-North’s PTC system.

Although this procurement for sole-source items meets the exception for public advertisement requirements of PAL Section 1265-a(4)(b) and MTA All-Agency Service Contract Procurement Guidelines, a sole-source advertisement notice was placed in the *Journal News* and *New York State Contract Reporter* and posted on Metro-North’s website. This did not yield interest from other sources.

Metro-North’s M-8 fleet was originally designed and manufactured by Kawasaki Rail Car, Inc. (“Kawasaki”), and the ATC/ACSES system was supplied by Kawasaki’s subcontractor, Alstom Signaling, Inc. (“Alstom”). The ATC/ACSES system, under an MTA Board–approved federally funded contract awarded to Kawasaki, was previously upgraded by Kawasaki and Alstom to ensure full PTC functionality. While Metro-North successfully met the December 31, 2020, PTC federal mandate, Metro-North’s PTC Safety Plan was approved by the Federal Railroad Administration (“FRA”) under the condition that Metro-North implement a number of safety upgrades to the M-8 ATC/ACSES system functionality as well as additional upgrades to ensure optimal integration of Alstom’s ATC/ACSES system with the wayside PTC system manufactured by the system integrator consortium of Bombardier and Siemens under a separate contract. As required, Metro-North submitted its plan and schedule for installation of these upgrades to the FRA on September 30, 2021.

The design of the ATC/ACES system is approved by the FRA for use on Metro-North’s equipment and is proprietary to Alstom. No other vendor can perform modifications or upgrades without conducting a full system replacement, which would be cost and time prohibitive. Necessary upgrades are critical for fully compliant, interoperable functionality between the M-8 PTC onboard computers and the wayside PTC system throughout the territory.

Negotiations between the MTA Procurement Department and Alstom led to an agreed-upon cost avoidance of \$2.1 million.

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

In accordance with NYS Executive Order 16, the President of Metro-North, made a written determination that the contract is necessary for Metro-North to perform its functions and that no suitable investment or contractual alternatives exist.

Impact on Funding

This procurement is federally funded and reimbursable by the Connecticut Department of Transportation for its portion of the cost (65 percent).

Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

March 2022 Highlights: Operations Report

East of Hudson

March East of Hudson service operated above the annual 94% OTP goal at 98.0% OTP, and YTD performance was above goal at 98.0%.

Hudson Line – 98.4% YTD: 98.4%

No trains canceled or terminated.

Harlem Line – 98.4% YTD: 98.3%

No trains canceled or terminated.

New Haven Line – 97.5% YTD: 97.5%

5 trains (0.03%) were terminated.

Major Incidents: 3 major incidents resulting in 138 delays.

- Starting on March 12th and continuing through March 14th, a local Con Edison power issue resulted in damage and disruption to MNR's power supply between Woodlawn and Stamford (CP 212-CP230) on the New Haven line, causing 77 delays.
- On March 17th, a circuit issue because of winter salting resulted in 45 delays on the Harlem line.
- On March 30th, a trespasser incident east of Fairfield Metro on the New Haven Line resulted in 16 delays.

West of Hudson

March West of Hudson service operated below the annual 94% OTP goal at 93.3% OTP, and YTD performance was below goal at 92.8%.

Pascack Valley – 93.0% YTD: 93.0%

Port Jervis – 93.7% YTD: 92.6%

Seven trains (0.43%) were canceled or terminated on West of Hudson. Pascack Valley Line: 1, and Port Jervis Line: 6.

Equipment

Fleet Availability was at 100% consist compliance for the month, above the goal of 99%.

In February, Fleet Mean Distance Between Failures was 214,686 miles, 23% higher than the goal of 175,000 miles.

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

Performance Summary			2022 Data			2021 Data		
			Annual Goal	March	YTD thru March	March	YTD thru March	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	98.0%	98.0%	98.6%	98.3%	
		AM Peak	94.0%	99.0%	99.0%			
		AM Reverse Peak	94.0%	99.6%	99.6%			
		PM Peak	94.0%	98.2%	98.2%			
		Total Peak	94.0%	98.8%	98.8%			
		Off Peak Weekday	94.0%	97.7%	97.8%	98.5%	98.2%	
		Weekend	94.0%	97.3%	98.2%	99.1%	98.6%	
		Hudson Line	Overall	94.0%	98.4%	98.4%	99.1%	98.7%
			AM Peak	94.0%	98.6%	98.6%		
			AM Reverse Peak	94.0%	99.3%	99.3%		
			PM Peak	94.0%	98.8%	98.8%		
			Total Peak	94.0%	98.8%	98.8%		
			Off Peak Weekday	94.0%	98.2%	98.4%	99.0%	98.8%
			Weekend	94.0%	98.0%	98.3%	99.7%	98.6%
		Harlem Line	Overall	94.0%	98.4%	98.3%	99.3%	99.3%
			AM Peak	94.0%	99.6%	99.6%		
			AM Reverse Peak	94.0%	99.7%	99.7%		
			PM Peak	94.0%	97.9%	97.9%		
			Total Peak	94.0%	98.9%	98.9%		
			Off Peak Weekday	94.0%	97.8%	97.9%	99.3%	99.2%
			Weekend	94.0%	99.0%	99.0%	99.4%	99.6%
	New Haven Line	Overall	94.0%	97.5%	97.5%	97.8%	97.3%	
		AM Peak	94.0%	98.9%	98.9%			
		AM Reverse Peak	94.0%	99.7%	99.7%			
		PM Peak	94.0%	98.0%	98.0%			
		Total Peak	94.0%	98.7%	98.7%			
		Off Peak Weekday	94.0%	97.5%	97.3%	97.7%	97.1%	
		Weekend	94.0%	95.8%	97.5%	98.5%	98.1%	
Operating Statistics	Trains Scheduled			17,102	48,131	12,902	36,569	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			16.1	15.1	13.3	13.9	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	113	274	43	151	
	Trains Canceled		230	0	10	1	12	
	Trains Terminated		230	5	25	6	29	
	Percent of Scheduled Trips Completed		99.8%	100.0%	99.9%	99.9%	99.9%	
Consist Compliance	System	Overall	99.0%	100.0%	100.0%	100.0%	100.0%	
<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%	100.0%	100.0%			
		AM Reverse Peak	99.0%	100.0%	100.0%			
		PM Peak	99.0%	100.0%	100.0%			
		Total Peak	99.0%	100.0%	100.0%			
		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%	100.0%	100.0%		
			PM Peak	99.0%	100.0%	100.0%		
		Harlem Line	AM Peak	99.0%	100.0%	100.0%		
			PM Peak	99.0%	100.0%	100.0%		
		New Haven Line	AM Peak	99.0%	100.0%	100.0%		
			PM Peak	99.0%	100.0%	100.0%		

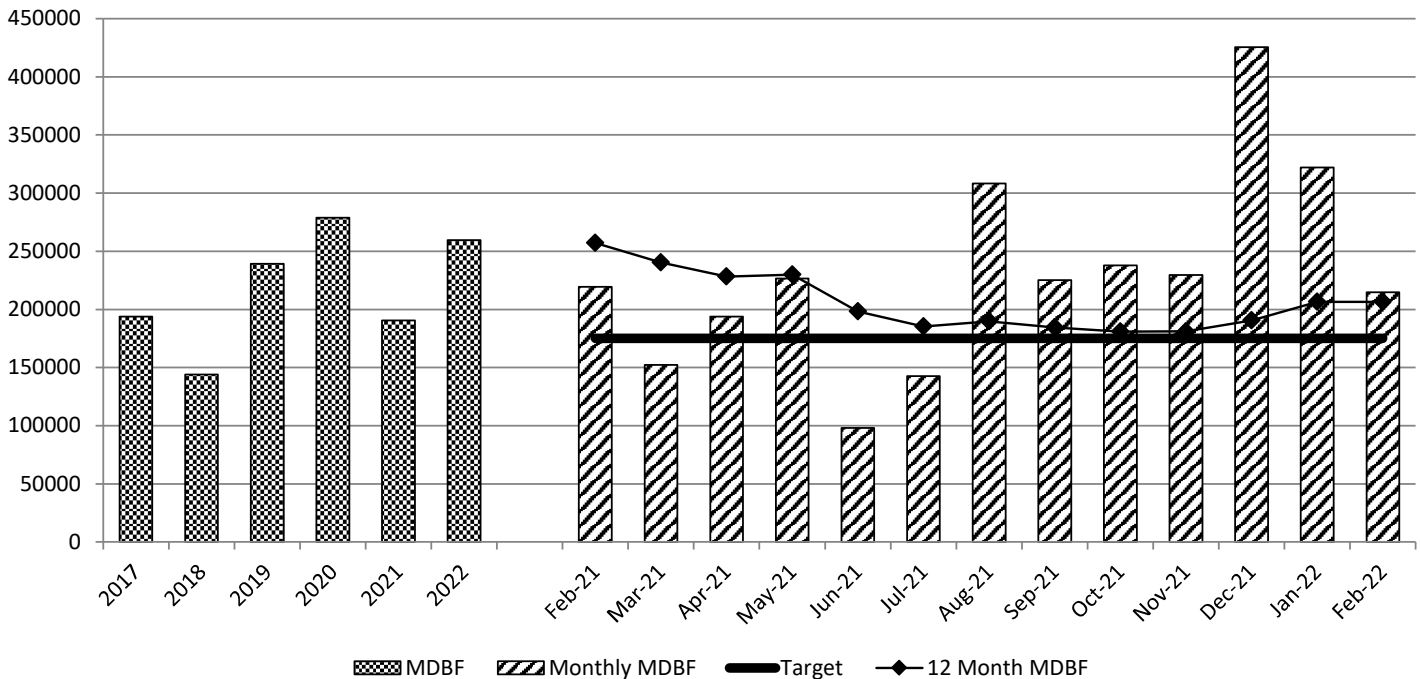
SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	February	2022 Data		2021 Data		YTD 2022 Vs 2021
			March	YTD thru March	March	YTD thru March	
Engineering (Scheduled)	1.8%	26	22	51	21	90	-39
Engineering (Unscheduled)	36.1%	151	432	822	92	222	600
Maintenance of Equipment	17.8%	212	213	710	195	597	113
Transportation	4.1%	30	49	125	16	86	39
Capital Projects	0.2%	0	3	4	7	13	-10
Weather and Environmental	11.0%	127	132	378	38	152	226
Police	23.3%	149	278	476	52	168	308
Customers	2.9%	6	35	64	13	38	26
Other	2.7%	16	33	74	25	122	-47
3rd Party Operations	0.0%	108	0	108	0	0	108
TOTAL	100.0%	825	1,195	2,811	459	1,487	1,324
HUDSON LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2022 Vs 2021
Engineering (Scheduled)	0.7%	2	1	6	4	6	0
Engineering (Unscheduled)	13.2%	2	20	71	24	43	28
Maintenance of Equipment	22.5%	38	34	120	14	75	45
Transportation	4.6%	0	7	13	1	7	6
Capital Projects	0.7%	0	1	2	0	4	-2
Weather and Environmental	2.0%	15	3	68	2	86	-18
Police	41.7%	47	63	119	19	52	67
Customers	2.6%	2	4	10	2	6	4
Other	11.9%	10	18	33	6	18	15
3rd Party Operations	0.0%	23	0	23	0	0	23
TOTAL	100.0%	139	151	465	72	297	168
HARLEM LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2022 Vs 2021
Engineering (Scheduled)	4.0%	10	8	18	2	4	14
Engineering (Unscheduled)	9.6%	44	19	123	4	19	104
Maintenance of Equipment	11.6%	28	23	128	20	63	65
Transportation	6.1%	3	12	35	8	13	22
Capital Projects	0.0%	0	0	0	2	2	-2
Weather and Environmental	56.6%	8	112	136	5	18	118
Police	7.6%	7	15	34	7	26	8
Customers	3.5%	2	7	17	3	5	12
Other	1.0%	1	2	8	10	36	-28
3rd Party Operations	0.0%	42	0	42	0	0	42
TOTAL	100.0%	145	198	541	61	186	355
NEW HAVEN LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2022 Vs 2021
Engineering (Scheduled)	1.8%	10	12	22	14	62	-40
Engineering (Unscheduled)	56.2%	99	370	576	31	121	455
Maintenance of Equipment	15.5%	89	102	294	115	389	-95
Transportation	4.6%	14	30	60	7	66	-6
Capital Projects	0.3%	0	2	2	4	7	-5
Weather and Environmental	2.4%	102	16	145	30	47	98
Police	15.2%	95	100	222	23	87	135
Customers	2.0%	2	13	28	7	20	8
Other	2.0%	4	13	32	8	54	-22
3rd Party Operations	0.0%	43	0	43	0	0	43
TOTAL	100.0%	458	658	1,424	239	853	571

	2022 Data								2021 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Feb MDBF (miles)	Primary Failure Goal	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)	12 month MDBF Rolling Avg (miles)	Feb MDBF (miles)	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)
Mean Distance Between Failures	M8	415	290,000	348,854	5	6	620,451	237,589	157,108	9	92,359
	M3	138	80,000	49,026	2	5	67,767	105,810	120,103	1	155,003
	M7	334	340,000	784,513	5	2	547,369	466,165	1,258,028	1	1,292,310
	Coach	207	210,000	314,066	5	4	439,689	338,616	247,559	4	297,538
	P-32	31	21,000	40,517	6	4	31,270	30,391	123,668	1	43,869
	BL-20	12	13,000	10,382	3	4	13,147	16,153	21,500	2	20,592
	Fleet	1137	175,000	214,686	26	25	259,598	206,483	219,389	18	156,197
	M8		290,000	348,854	5	6	620,451	237,589	157,108	9	92,359
M3/7		235,000	259,165	7	7	289,122	318,747	689,065	2	723,656	
Diesel/Coach		85,000	121,655	14	12	133,086	127,152	165,272	7	142,844	

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 2017 - 2022



MARCH 2022 STANDEE REPORT
East of Hudson

			MAR 2021	YTD 2021	MAR 2022	YTD 2022
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
AM 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	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
EAST OF HUDSON TOTAL - AM PEAK			0	0	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	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
EAST OF HUDSON TOTAL - PM PEAK			0	0	0	0

West of Hudson

			MAR 2021	YTD 2021	MAR 2022	YTD 2022
Daily Average	Port Jervis Line	Program Standees	*	*	*	*
		Add'l Standees	*	*	*	*
		Total Standees	*	*	*	*
AM Peak	Pascack Valley Line	Program Standees	*	*	*	*
		Add'l Standees	*	*	*	*
		Total Standees	*	*	*	*
WEST OF HUDSON TOTAL - AM PEAK			*	*	*	*

* Standee Reporting for the West of Hudson AM 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 between Harlem-125th St. and the train's next stop outside Manhattan.

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

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

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

Operations Planning and Analysis/pg

Elevator Availability	2022		2021	
	March	Year to Date	March	Year to Date
Grand Central Terminal	99.79%	99.93%	97.77%	99.08%
Harlem	99.97%	99.98%	99.98%	99.98%
Hudson	99.97%	99.98%	99.97%	99.98%
New Haven	99.95%	99.96%	99.96%	99.96%
Overall Average	99.92%	99.96%	99.42%	99.75%

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.

NE-2 Elevator (47th St in the North West Passageway) is out of service due to falling debris from the ongoing construction at 270 Park and is excluded from this report.

Escalator Availability	2022		2021	
	March	Year to Date	March	Year to Date
Grand Central Terminal	100.00%	100.00%	100.00%	99.87%
White Plains	99.93%	99.98%	100.00%	100.00%
Overall Average	99.97%	99.99%	100.00%	99.93%

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

West of Hudson Performance Summary			2022 Data			2021 Data	
			Annual Goal	March	YTD thru March	March	YTD thru March
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%	93.3%	92.8%	94.1%	92.9%
		AM Peak	94.0%	95.3%	94.6%	97.7%	92.7%
		PM Peak	94.0%	96.7%	94.5%	97.0%	96.8%
		Total Peak	94.0%	96.0%	94.6%	97.3%	94.8%
		Off Peak Weekday	94.0%	92.0%	91.4%	91.9%	90.7%
		Weekend	94.0%	91.6%	93.0%	93.5%	94.5%
	Pascack Valley Line	Overall	94.0%	93.0%	93.0%	93.6%	92.7%
		AM Peak	94.0%	96.7%	96.2%	96.9%	95.6%
		PM Peak	94.0%	97.5%	95.2%	99.4%	98.1%
		Total Peak	94.0%	97.1%	95.8%	98.1%	96.8%
		Off Peak Weekday	94.0%	90.2%	90.1%	91.1%	89.3%
		Weekend	94.0%	92.3%	94.2%	91.8%	93.6%
	Port Jervis Line	Overall	94.0%	93.7%	92.6%	94.8%	93.1%
		AM Peak	94.0%	93.0%	92.1%	98.6%	89.3%
		PM Peak	94.0%	95.7%	93.7%	94.2%	95.4%
	Total Peak	94.0%	94.5%	92.9%	96.4%	92.3%	
	Off Peak Weekday	94.0%	94.3%	93.1%	93.0%	92.6%	
	Weekend	94.0%	90.2%	90.7%	96.4%	95.9%	
Operating Statistics	Trains Scheduled		1,711	4,881	1,711	4,842	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		18.8	21.5	21.0	18.5	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	55	180	44	153	
	Trains Canceled	60	3	23	4	13	
	Trains Terminated	60	4	20	2	6	
	Percent of Scheduled Trips Completed	99.4%	99.6%	99.1%	99.6%	99.6%	
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	95.3%	90.9%	90.3%	90.9%
	Pascack Valley - AM		99.0%	98.2%	94.1%	92.0%	91.9%
	Port Jervis - AM		99.0%	92.4%	85.5%	88.5%	89.9%

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



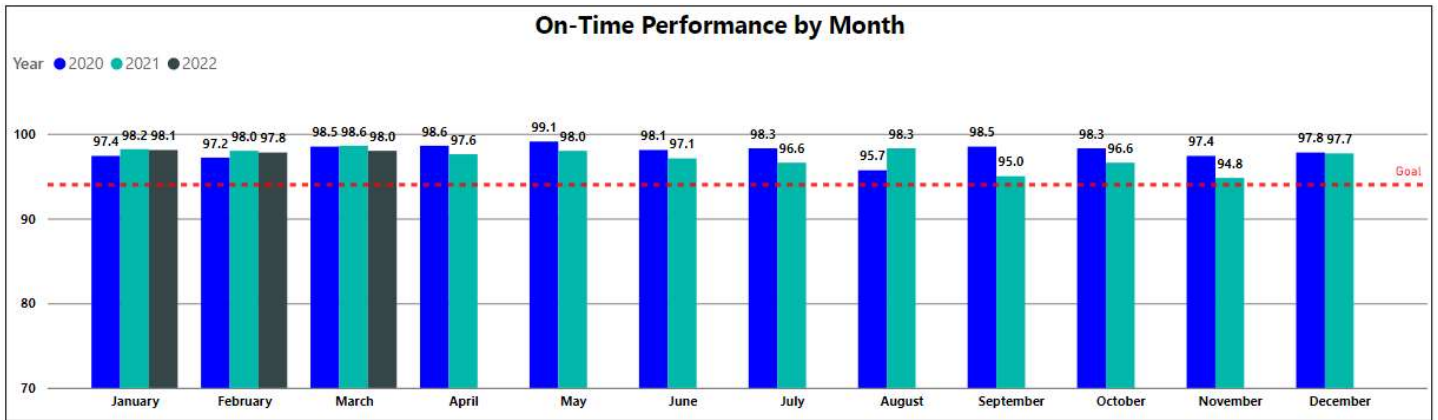
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

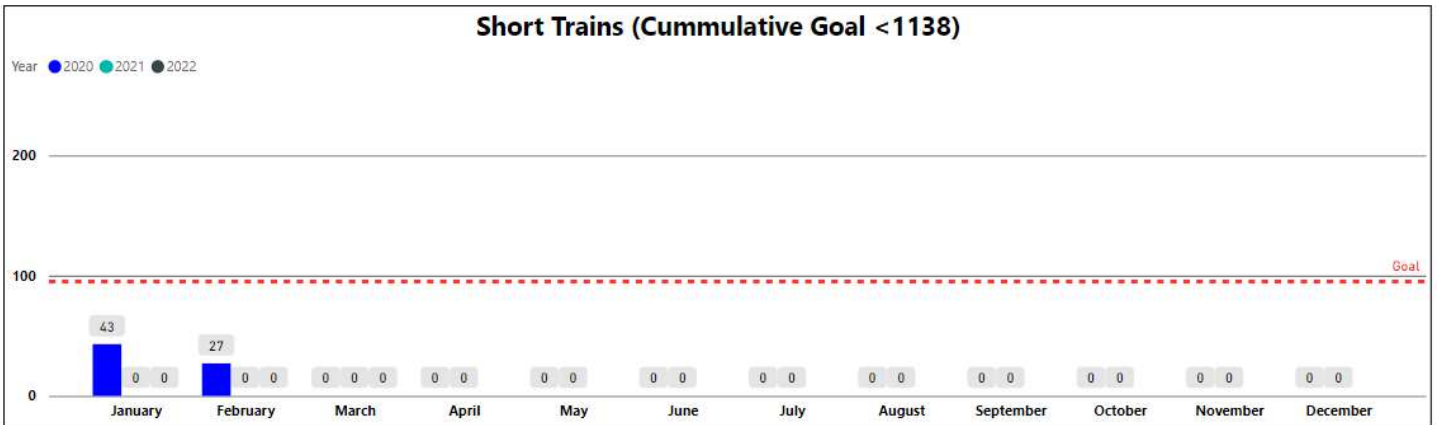
	2022		2021	
Goal	March	YTD	March	YTD
94.0%	98.0%	98.0%	98.6%	98.3%



Short Trains

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

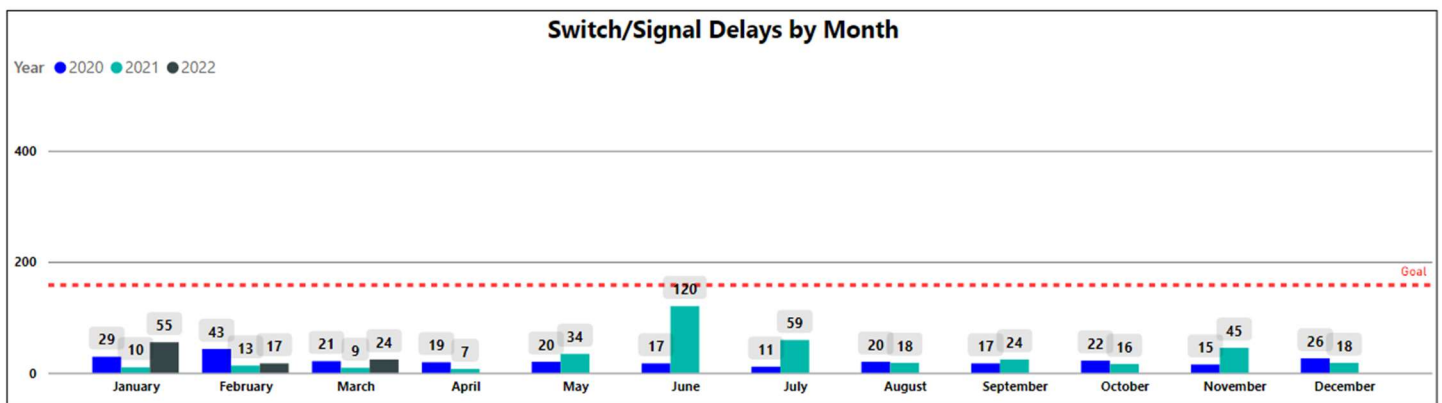
	2022		2021	
Goal	March	YTD	March	YTD
1138	0	0	0	0



Switch/Signal Delays

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

	2022		2021	
Goal	March	YTD	March	YTD
158	24	96	9	32



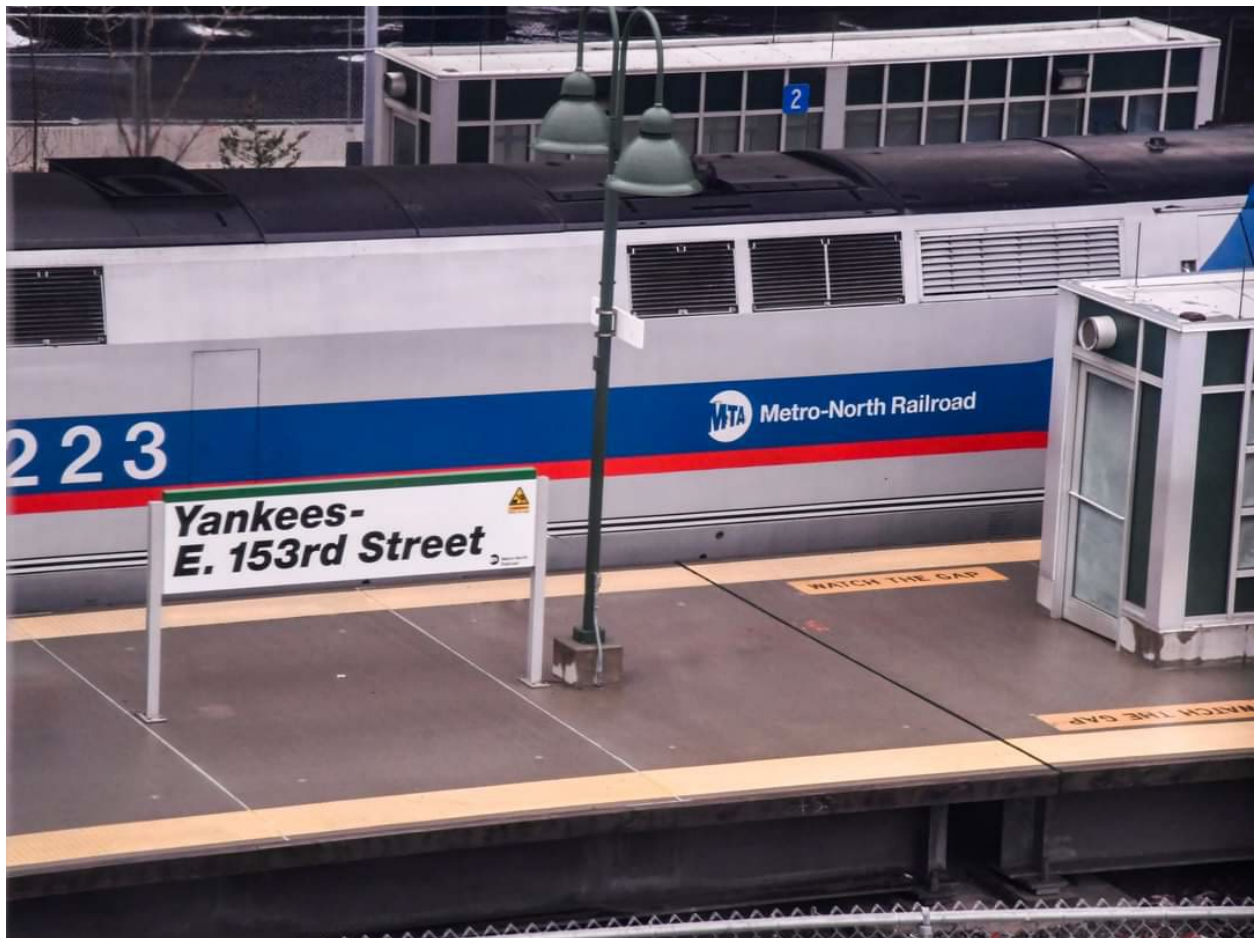


Metro-North Railroad

Finance Report

Steven Weiss

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



Starting in April, Metro-North will offer shuttle trains between Grand Central Terminal, Harlem-125th St and Yankees-E 153rd St stations. We're also adding our Yankees-E 153rd St station stop to select Hudson Line trains, including Poughkeepsie express trains, on game days, and have direct service to the Stadium on the New Haven Line.



Metro-North Railroad

March 2022 Highlights: Financial Report

The Metro-North Railroad’s Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget (Budget) and key financial performance indicators. This report presents preliminary 2022 results that are compared and are subject to change pending final year-end accounting adjustments and audit review.

Summary of Non-Reimbursable Year-to-Date (YTD) March 2022 Financial Results

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

- Ridership of 9.1 million was 105.7% favorable vs. 2021 and 54.7% unfavorable vs. 2019 pre-COVID levels. Ridership was 18.5% unfavorable vs. Budget primarily due to lower commutation ridership. Consequently, farebox revenue of \$79.9 million was \$17.1 million lower than Budget.
- Total revenue of \$87.2 million was \$16.9 million lower vs. Budget primarily due to lower East of Hudson ridership.
- Total expenses of \$344.8 million were \$5.4 million or 1.5% favorable vs. Budget primarily due to the timing of expenses for materials, maintenance and professional services as well as lower labor costs.

Financial results for Year-to-Date (YTD) March 2022 are presented in the table below and compared to the Adopted Budget.

MTA Metro-North Railroad
March 2022 Year-to-Date Results
(\$ in Millions)

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$104.1	\$87.2	(\$16.9)	-16.3%
Total Expenses before Non-Cash Liability Adjs.	350.2	344.8	5.4	1.5%
Operating Surplus/(Deficit)	(246.1)	(257.6)	(11.6)	-4.7%
<i>Other Non-Cash Liabilities</i>	76.6	82.0	(5.4)	-7.1%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(322.6)	(339.6)	(17.0)	-5.3%
<i>Cash Adjustments</i>	131.8	137.1	5.3	4.0%
Net Cash Surplus/(Deficit)	(\$190.9)	(\$202.5)	(\$11.7)	-6.1%

Steven Weiss

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

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

March 2022 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$339.6 million was \$17.0 million or 5.3% unfavorable vs. the Budget.

Major drivers of the March 2022 YTD unfavorable result of \$17.0 million include lower Non-Reimbursable Revenues of \$16.9 million primarily due to lower East of Hudson Revenue.

March 2022 YTD Reimbursable Expenses of \$44.2 million were \$21.1 million favorable vs. the Budget due to the scheduling and timing of several projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$17.1 million lower vs. the Budget primarily due to lower East of Hudson ridership.
 - YTD Ridership of 9.1 million was 18.5% unfavorable vs. the Budget, 105.7% favorable vs 2021 and 54.7% unfavorable vs. pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$0.2 million favorable vs. the Budget primarily due to higher parking revenue.
- **Capital and Other Reimbursements** – YTD was \$21.1 million or 32.3% unfavorable vs. the Budget primarily due to the scheduling and timing changes of several projects.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$471.0 million were \$21.0 million or 4.3% favorable vs. the Budget.

Labor Expenses (including fringes and overhead recoveries) of \$282.9 million YTD were \$8.7 million favorable vs. the Budget.

- **Payroll** – YTD was \$12.1 million favorable vs. the Budget primarily due to lower train and engine crew payments as well as the timing of the hiring of vacant positions and higher attrition due to retirements and resignations.
- **Overtime** – YTD was \$0.2 million favorable vs. the Budget.

Non-Labor Expenses of \$106.2 million YTD were \$17.8 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$8.7 million unfavorable vs. the Budget primarily due to higher rates.
- **Fuel** – YTD expenses were \$1.5 million unfavorable vs. the Budget primarily due to higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$5.5 million favorable vs. the Budget due to the timing of Non-Reimbursable expenses for BL-20 Locomotive Overhauls, infrastructure maintenance, miscellaneous maintenance and operating contracts as well as the timing of Reimbursable project activity.
- **Professional Services** – YTD was \$5.4 million favorable vs. the Budget due to the timing of Reimbursable project activity and Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$15.2 million favorable vs. the Budget due to the timing of Reimbursable project activity as well as rolling stock maintenance events and lower rolling stock material usage.
- **Other Business Expenses** – YTD was \$1.0 million favorable vs. the Budget primarily due to higher Amtrak recoveries and lower credit card processing fees partially offset by higher subsidy payments to New Jersey Transit.

Depreciation and Other Non-Cash Liability Adjustments – YTD were \$5.4 million unfavorable vs. Budget.

CASH DEFICIT SUMMARY

March YTD Net Cash Deficit of \$202.5 million was \$11.7 million or 6.1% unfavorable to the Budget primarily due to the timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 27.7% was 3.2 percentage points unfavorable vs. the Budget.
- Adjusted Cost per Passenger of \$36.00 was \$4.75 unfavorable vs. the Budget.
- Revenue per Passenger of \$8.75 was \$0.09 favorable vs. the Budget.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
MARCH 2022**
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance Percent	Adopted Budget	Actual	Variance Percent	Adopted Budget	Actual	Variance Percent	
Revenue										
Farebox Revenue	\$33,594	\$36,255	\$2,661 7.9	\$0,000	\$0,000	\$0,000	\$33,594	\$36,255	\$2,661 7.9	
Vehicles Toll Revenue	0,000	0,000	0,000 -	0,000	0,000	0,000	0,000	0,000	0,000 -	
Other Operating Revenue	2,364	2,608	0,244 10.3	0,000	0,000	0,000	2,364	2,608	0,244 10.3	
Capital & Other Reimbursements:										
MTA	0,000	0,000	0,000 -	15,079	10,363	(4,716) (31.3)	15,079	10,363	(4,716) (31.3)	
CDOT	0,000	0,000	0,000 -	9,920	10,563	0,643 6.5	9,920	10,563	0,643 6.5	
Other	0,000	0,000	0,000 -	0,905	1,673	0,768 84.9	0,905	1,673	0,768 84.9	
Total Capital and Other Reimbursements	0,000	0,000	0,000 -	25,904	22,599	(3,305) (12.8)	25,904	22,599	(3,305) (12.8)	
Total Revenue	\$35,958	\$38,863	\$2,905 8.1	\$25,904	\$22,599	(\$3,305) (12.8)	\$51,862	\$61,462	\$9,600 (18.6)	
Expenses										
Labor										
Payroll	\$46,392	\$43,619	\$2,774 (6.0)	\$4,989	\$5,280	(\$291) (5.8)	\$51,381	\$48,899	\$2,482 (4.8)	
Overtime	7,107	10,481	(3,374) (47.5)	3,184	2,394	0,790 24.8	10,291	12,875	(2,584) (25.1)	
Health and Welfare	9,299	10,380	(1,081) (11.6)	1,782	1,572	0,210 11.8	11,081	11,952	(871) (7.9)	
OP&B Current Payment	3,333	3,787	(454) (13.6)	0,000	0,000	0,000 -	3,333	3,787	(454) (13.6)	
Pensions	10,467	10,838	(372) (3.6)	1,463	1,173	0,289 19.8	11,929	12,012	(82) (0.7)	
Other Fringe Benefits	11,110	15,950	(4,840) (43.6)	1,417	1,206	0,211 14.9	12,527	17,156	(4,629) (37.0)	
Reimbursable Overhead	(5,496)	(9,249)	3,753 (68.3)	5,308	9,129	(3,821) (72.0)	(1,188)	(0,120)	(1,068) (86.3)	
Total Labor	\$82,212	\$85,806	(\$3,594) (4.4)	\$18,142	\$20,754	(\$2,611) (14.4)	\$100,355	\$106,560	(\$6,205) (6.2)	
Non-Labor										
Electric Power	\$4,708	\$9,046	(\$4,338) (92.2)	\$0,000	\$0,000	\$0,000 -	\$4,708	\$9,046	(\$4,338) (92.2)	
Fuel	1,661	2,571	(909) (54.7)	0,000	0,000	0,000 -	1,661	2,571	(909) (54.7)	
Insurance	1,707	1,548	159 9.3	0,255	0,130	0,125 49.1	1,963	1,678	0,285 14.5	
Claims	0,096	0,261	(165) -	0,000	0,000	0,000 -	0,096	0,261	(165) -	
Paratransit Service Contracts	0,000	0,000	0,000 -	0,000	0,000	0,000 -	0,000	0,000	0,000 -	
Maintenance and Other Operating Contracts	10,508	9,240	1,267 (12.1)	1,054	0,516	0,538 51.0	11,562	9,757	1,805 15.6	
Professional Service Contracts	3,391	4,012	(621) (18.3)	1,803	0,711	1,092 60.5	5,195	4,723	0,471 9.1	
Materials & Supplies	11,294	14,569	(3,275) (29.0)	4,649	4,472	177 3.8	15,942	15,040	0,902 5.7	
Other Business Expenses	1,968	1,024	0,944 (48.0)	0,000	0,015	(0,015) -	1,968	1,039	0,929 47.2	
Total Non-Labor	\$35,333	\$42,270	(\$6,937) (19.6)	\$7,761	\$1,845	\$5,916 76.2	\$43,095	\$44,115	(\$1,021) (2.4)	
Other Adjustments:										
Other	0,000	0,000	0,000 -	0,000	0,000	0,000 -	0,000	0,000	0,000 -	
Total Other Adjustments	\$0,000	\$0,000	\$0,000 -	\$0,000	\$0,000	\$0,000 -	\$0,000	\$0,000	\$0,000 -	
Total Expenses before Non-Cash Liability Adjs.	\$117,545	\$125,076	(\$7,531) (6.4)	\$25,904	\$22,599	\$3,305 12.8	\$143,449	\$150,675	(\$7,226) (5.0)	
Depreciation	23,200	27,328	(4,128) (17.8)	0,000	0,000	0,000 -	23,200	27,328	(4,128) (17.8)	
OP&B Obligation	0,000	0,000	0,000 -	0,000	0,000	0,000 -	0,000	0,000	0,000 -	
GASB68 Pension Adjustment	5,953	0,000	5,953 100.0	0,000	0,000	0,000 -	5,953	0,000	5,953 100.0	
Environmental Remediation	0,333	0,000	0,333 100.0	0,000	0,000	0,000 -	0,333	0,000	0,333 100.0	
GASB75 Adjustment	0,000	0,000	0,000 -	0,000	0,000	0,000 -	0,000	0,000	0,000 -	
Total Expenses	\$147,031	\$155,404	(\$8,372) (5.7)	\$25,904	\$22,599	\$3,305 12.8	\$172,935	\$178,002	(\$5,068) (2.9)	
Net Surplus/(Deficit)	(\$111,073)	(\$116,541)	(\$5,468) (4.9)	\$0,000	\$0,000	(\$0,000) -	(\$111,073)	(\$116,541)	(\$5,468) (4.9)	
Cash Conversion Adjustments:										
Depreciation	23,200	27,328	4,128 17.8	0,000	0,000	0,000 -	23,200	27,328	4,128 17.8	
Operating/Capital	(10,171)	(2,528)	7,642 75.1	0,000	0,000	0,000 -	(10,171)	(2,528)	7,642 75.1	
Other Cash Adjustments	8,213	(12,030)	(20,243) -	0,000	0,000	0,000 -	8,213	(12,030)	(20,243) -	
Total Cash Conversion Adjustments	\$21,243	\$12,770	(\$8,473) (39.9)	\$0,000	\$0,000	\$0,000 -	\$21,243	\$12,770	(\$8,473) (39.9)	
Net Cash Surplus/(Deficit)	(\$89,830)	(\$103,771)	(\$13,941) (15.5)	\$0,000	\$0,000	(\$0,000) -	(\$89,830)	(\$103,771)	(\$13,941) (15.5)	

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
MARCH YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent
Revenue									
Farebox Revenue	\$97,043	\$79,921	(17.6)	\$0,000	\$0,000	-	\$97,043	\$79,921	(17.6)
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Other Operating Revenue	7,079	7,255	2.5	0,000	0,000	-	7,079	7,255	2.5
Capital & Other Reimbursements:									
MTA									
CDOT	0,000	0,000	-	37,700	22,855	(39.4)	37,700	22,855	(39.4)
Other	0,000	0,000	-	25,116	17,983	(28.4)	25,116	17,983	(28.4)
Total Capital and Other Reimbursements	0,000	0,000	-	65,279	44,225	(32.3)	65,279	44,225	(32.3)
Total Revenue/Receipts	\$104,123	\$87,175	(16.3)	\$65,279	\$44,225	(32.3)	\$169,402	\$131,401	(22.4)
Expenses									
Labor:									
Payroll	\$133,980	\$123,065	8.1	\$13,157	\$11,973	11.84	\$14,714	\$12,046	17.5
Overtime	23,613	27,114	(14.8)	8,393	4,671	37.22	32,006	31,766	0.221
Health and Welfare	26,931	28,931	(7.9)	4,694	3,380	13.14	31,625	32,311	(6.886)
OPEB Current Payment	10,000	11,426	(14.3)	0,000	0,000	0.00	10,000	11,426	(14.3)
Pensions	30,660	30,764	(0.3)	3,858	2,562	1.296	34,518	33,326	1.192
Other Fringe Benefits	33,143	36,783	(11.0)	3,734	2,574	1.159	36,876	39,357	(2.481)
Reimbursable Overhead	(14,067)	(16,679)	2.612	13,557	16,301	(27.44)	(2,110)	(0,378)	(18.3)
Total Labor	\$244,147	\$241,404	1.1	\$47,394	\$41,461	\$5,933	\$291,540	\$282,866	\$8,675
Non-Labor:									
Electric Power	\$15,493	\$24,224	(56.4)	\$0,000	\$0,003	(\$0.003)	\$15,493	\$24,227	(56.4)
Fuel	5,236	6,712	(28.2)	0,000	0,000	0.00	5,236	6,712	(28.2)
Insurance	5,046	4,606	8.7	0,654	0,269	0.385	5,700	4,875	14.5
Claims	0,287	0,272	5.1	0,000	0,000	0.00	0,287	0,272	0.015
Paratransit Service Contracts	0,000	0,000	-	0,000	0,000	0.00	0,000	0,000	0.00
Maintenance and Other Operating Contracts	30,325	26,646	12.1	2,517	0,656	1.861	32,842	27,302	5.540
Professional Service Contracts	10,302	9,514	7.6	5,367	0,790	4.577	15,668	10,304	34.2
Materials & Supplies	33,567	26,721	6.946	9,348	1,007	8.340	42,915	27,728	15.186
Other Business Expenses	5,776	4,701	1.075	0,000	0,038	(0.038)	5,776	4,739	1.037
Total Non-Labor	\$106,031	\$103,396	2.5	\$17,885	\$2,764	\$15,121	\$123,917	\$106,160	\$17,757
Other Adjustments									
Other	0,000	0,000	-	0,000	0,000	0.00	0,000	0,000	0.00
Total Other Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	0.00	\$0,000	\$0,000	0.00
Total Expenses before Non-Cash Liability Adjs.	\$350,178	\$344,800	1.5	\$65,279	\$44,225	\$21,054	\$415,457	\$389,025	\$26,432
Depreciation	69,600	81,979	(17.8)	0,000	0,000	0.00	69,600	81,979	(17.8)
OPEB Obligation	0,000	0,000	-	0,000	0,000	0.00	0,000	0,000	0.00
GASB68 Pension Adjustment	5,953	0,000	100.0	0,000	0,000	0.00	5,953	0,000	100.0
Environmental Remediation	1,000	0,000	100.0	0,000	0,000	0.00	1,000	0,000	100.0
GASB75 Adjustment	0,000	0,000	-	0,000	0,000	0.00	0,000	0,000	0.00
Total Expenses	\$426,730	\$426,779	(0.0)	\$65,279	\$44,225	\$21,054	\$492,009	\$471,004	\$21,005
Net Surplus/(Deficit)	(\$322,608)	(\$339,604)	(5.3)	\$0,000	\$0,000	\$0,000	(\$322,608)	(\$339,604)	(5.3)
Cash Conversion Adjustments:									
Depreciation	69,600	81,979	17.8	0,000	0,000	0.00	69,600	81,979	17.8
Operating/Capital	(19,149)	(4,617)	75.9	0,000	0,000	0.00	(19,149)	(4,617)	75.9
Other Cash Adjustments	81,304	59,702	(26.6)	0,000	0,000	0.00	81,304	59,702	(26.6)
Total Cash Conversion Adjustments	\$131,754	\$137,064	4.0	\$0,000	\$0,000	\$0,000	\$131,754	\$137,064	4.0
Net Cash Surplus/(Deficit)	(\$190,853)	(\$202,540)	(6.1)	\$0,000	\$0,000	\$0,000	(\$190,853)	(\$202,540)	(6.1)

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

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 March 2022
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)	Reason for Variance	Variance Fav (Unfav)	Reason for Variance	
		\$	%	\$	%	
FAREBOX REVENUE	Non-Reimb	\$2,661	7.9%	(\$17,122)	(17.6%)	Reflects lower non-commutation ridership, partially offset by higher non-commutation ridership on East of Hudson and West of Hudson Lines.
OTHER OPERATING REVENUE	Non-Reimb	\$0,244	10.3%	\$0,175	2.5%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$3,305)	(12.8%)	(\$21,054)	(32.3%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb Reimb	\$2,774 (\$0,291)	6.0% (5.8%)	\$10,915 \$1,184	8.1% 9.0%	Primarily lower train and engine contractual payments as well as delayed hiring. Reflects timing of project activity.
OVERTIME	Non-Reimb Reimb	(\$3,374) \$0,790	(47.5%) 24.8%	(\$3,501) \$3,722	(14.8%) 44.3%	See overtime graphs. See overtime graphs.
HEALTH AND WELFARE	Non-Reimb Reimb	(\$1,081) \$0,210	(11.6%) 11.8%	(\$2,114) \$1,314	(7.9%) 28.0%	Primarily reflects higher than budgeted rates partially offset by lower labor costs. Reflects timing of project activity.
OPEB CURRENT PAYMENT	Non-Reimb Reimb	(\$0,454)	(13.6%)	(\$1,426)	(14.3%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.
PENSIONS	Non-Reimb Reimb	(\$0,372) \$0,289	(3.6%) 19.8%	(\$0,104) \$1,296	(0.3%) 33.6%	Reflects timing of project activity.
OTHER FRINGE BENEFITS	Non-Reimb Reimb	(\$4,840) \$0,211	(43.6%) 14.9%	(\$3,640) \$1,159	(11.0%) 31.1%	Primarily reflects an accrual for prior year FELA claims combined with higher than budgeted rates and timing of other employee reimbursements. Reflects timing of project activity.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 March 2022
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)	Reason for Variance	Variance Fav (Unfav)	Reason for Variance	
		\$	%	\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$3,753	68.3%	\$2,612	18.6%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.
	Reimb	(\$3,821)	(72.0%)	(\$2,744)	(20.2%)	
ELECTRIC POWER	Non-Reimb	(\$4,338)	(92.2%)	(\$8,731)	(56.4%)	Primarily higher than budgeted electric rates.
	Non-Reimb	(\$0,909)	(54.7%)	(\$1,476)	(28.2%)	
INSURANCE	Non-Reimb	\$0,159	9.3%	\$0,440	8.7%	Reflects lower insurance premiums than budgeted.
	Reimb	\$0,125	49.1%	\$0,385	58.9%	
CLAIMS	Non-Reimb	(\$0,165)	*	\$0,015	5.1%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1,267	12.1%	\$3,679	12.1%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts.
	Reimb	\$0,538	51.0%	\$1,861	73.9%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	(\$0,621)	(18.3%)	\$0,787	7.6%	Lower than anticipated consulting and engineering services.
	Reimb	\$1,092	60.5%	\$4,577	85.3%	
MATERIALS AND SUPPLIES	Non-Reimb	(\$3,275)	(29.0%)	\$6,846	20.4%	Timing of rolling stock maintenance events and rolling stock material usage as well as the net impact of various inventory adjustments.
	Reimb	\$4,177	89.8%	\$8,340	89.2%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$0,944	48.0%	\$1,075	18.6%	Higher Amtrak recoveries, lower credit card processing fees and other miscellaneous expenses partially offset by higher subsidy payments to New Jersey Transit resulting from inflationary adjustments.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 March 2022
 (\$ in millions)

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Current Month vs. Adopted Budget		Year to Date vs. Adopted Budget			
		Variance Fav (Unfav) \$	Variance %	Reason for Variance	Variance Fav (Unfav) \$	Variance %	
							Reason for Variance
DEPRECIATION	Non-Reimb	(\$4.128)	(17.8%)	Primarily reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	(\$12.379)	(17.8%)	Primarily reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$5.953	-	Reflects the timing of adjustments to account for MNR's net pension liability.	\$5.953	100.0%	Reflects the timing of adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.333	100.0%	Reflects timing of projects requiring remediation.	\$1.000	100.0%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-	Reflects adjustments to account for MNR's net OPEB (Other Post-Employment Benefits) liability.	\$0.000	100.0%	Reflects adjustments to account for MNR's net OPEB (Other Post-Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$7.642	75.1%	Reflects timing of project activity.	\$14.532	75.9%	Reflects timing of project activity.

* Variance exceeds 100%.

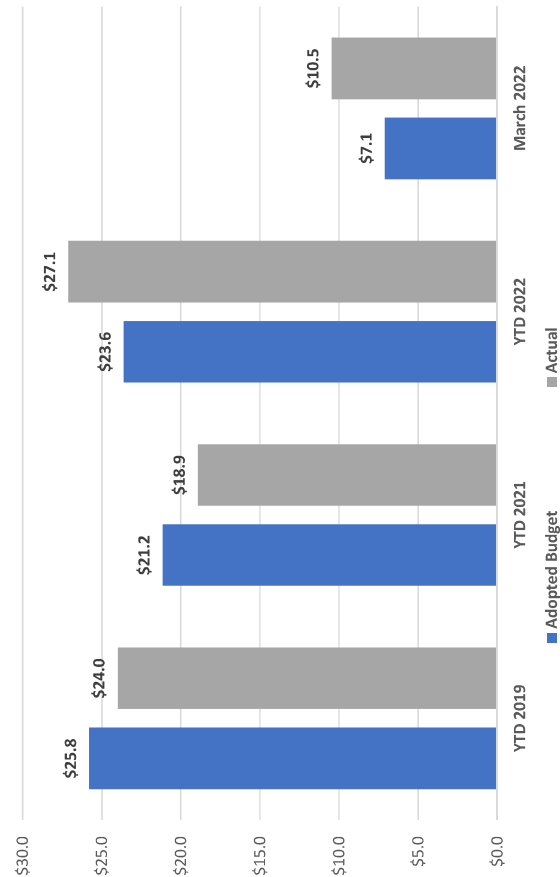
METRO-NORTH RAILROAD - NON-REIMBURSABLE OVERTIME

Overview

- Increase of \$8.2M vs YTD 2021 due to 2021 increased revenue Train service at end of August 2021 and KRONOS outage adjustments
- Increase of \$3.1M vs YTD 2019 due to KRONOS outage adjustments
- Overspending of \$3.5M vs YTD Adopted Budget due to KRONOS outage adjustments
- Overspending of \$3.4M vs Adopted Budget March Month only Budget
- **Note – YTD March combined Non-Reimbursable and Reimbursable Overtime is favorable vs. Adopted Budget by \$0.2M**

Non-Reimbursable Overtime - YTD March Variance

(all dollars in millions)



Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$12.4M is 45.6% of 2022 YTD Actuals
 - Weather response accounted for roughly \$2.3M of YTD Overtime
 - Maintenance of Way is unfavorable to Budget
- **Transportation**
 - Transportation Overtime of \$7.2M is 26.6% of 2022 Actuals
 - Transportation is unfavorable to Budget
- **Maintenance of Equipment**
 - Maintenance of Equipment Overtime of \$5.6M is 20.5% of 2022 YTD Actuals
 - Maintenance of Equipment is unfavorable to Budget
- **Stations**
 - Customer Service & Stations Overtime of \$1.7M is 6.2% of 2022 YTD Actuals
 - Stations is unfavorable to Budget

- Note that 2022 overtime actuals are preliminary estimates and will be revised over the next several months to reflect ongoing KRONOS-sourced adjustments.

METRO-NORTH RAILROAD - REIMBURSABLE OVERTIME

Overview

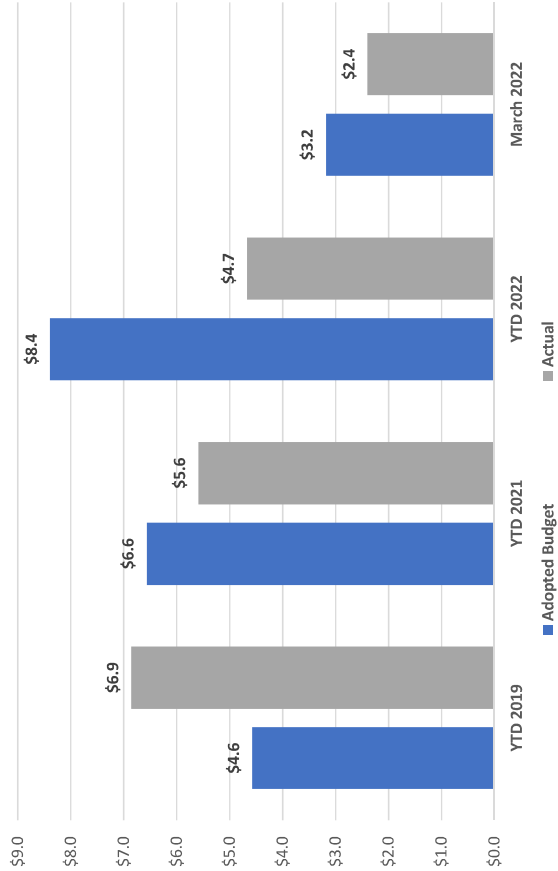
- Decrease of \$0.9M vs YTD 2021
- Decrease of \$2.2M vs YTD 2019 due to less reimbursable project work and KRONOS outage adjustments
- Underspending of \$3.7M vs YTD Adopted Budget due to lower than planned scheduled reimbursable project work and KRONOS adjustments
- Underspending of \$0.8M vs Adopted Budget March Month only Budget due to lower than planned scheduled reimbursable project work and KRONOS adjustments

Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$3.6 is 77.9% of 2022 YTD Actuals
 - Maintenance of Way is favorable to Budget
- **Transportation**
 - Transportation Overtime of \$0.9M is 20.2% of 2022 YTD Actuals
 - Transportation Overtime is favorable to Budget

Reimbursable Overtime - YTD March Variance

(all dollars in millions)



- Note that 2022 overtime actuals are preliminary estimates and will be revised over the next several months to reflect ongoing KRONOS-sourced adjustments.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	MARCH 2022						Year-to-Date			
	Favorable (Unfavorable)			Favorable (Unfavorable)			Adopted Budget	Actual	Variance	Percent
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance				
Receipts										
Farebox Revenue	\$33,128	\$35,533	\$2,405	7.3	\$95,799	\$77,188	(\$18,611)	(19.4)		
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-		
Other Operating Revenue	4,827	5,789	0,962	19.9	72,613	75,882	3,269	4.5		
<i>Capital & Other Reimbursements:</i>										
MTA	15,079	0,567	(14,512)	(96.2)	37,700	13,488	(24,212)	(64.2)		
CDOT	9,920	3,256	(6,664)	(67.2)	25,116	17,915	(7,201)	(28.7)		
Other	0,905	0,485	(0,420)	(46.4)	2,463	3,225	0,762	30.9		
Total Capital and Other Reimbursements	25,904	4,308	(21,596)	(83.4)	65,279	34,628	(30,651)	(47.0)		
Total Receipts	\$63,859	\$45,630	(\$18,229)	(28.5)	\$233,691	\$187,698	(\$45,993)	(19.7)		
Expenditures										
<i>Labor:</i>										
Payroll	\$55,384	\$49,751	\$5,633	10.2	\$148,404	\$139,527	\$8,877	6.0		
Overtime	11,309	11,916	(607)	(5.4)	32,631	31,465	1,166	3.6		
Health and Welfare	12,124	21,134	(9,010)	(74.3)	34,495	34,568	(0,073)	(0.2)		
OPEB Current Payment	3,333	6,913	(3,580)	*	10,000	11,434	(1,434)	(14.3)		
Pensions	11,906	11,846	0,060	0.5	35,653	31,862	3,791	10.6		
Other Fringe Benefits	13,319	11,491	1,828	13.7	35,849	36,691	(842)	(2.3)		
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	\$107,375	\$113,051	(\$5,676)	(5.3)	\$297,032	\$285,547	\$11,485	3.9		
<i>Non-Labor:</i>										
Electric Power	\$4,972	\$11,378	(\$6,406)	*	\$16,287	\$25,589	(\$9,302)	(57.1)		
Fuel	1,661	2,788	(1,127)	(67.8)	5,236	6,492	(1,256)	(24.0)		
Insurance	0,056	0,000	0,056	100.0	0,205	0,000	0,205	100.0		
Claims	0,096	0,397	(0,302)	*	0,287	0,681	(0,395)	*		
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-		
Maintenance and Other Operating Contracts	12,869	7,528	5,341	41.5	36,425	25,797	10,628	29.2		
Professional Service Contracts	6,980	3,336	3,644	52.2	17,250	10,093	7,157	41.5		
Materials & Supplies	15,365	8,325	7,040	45.8	38,795	25,087	13,708	35.3		
Other Business Expenditures	4,316	2,598	1,718	39.8	13,028	10,952	2,076	15.9		
Total Non-Labor	\$46,315	\$36,350	\$9,965	21.5	\$127,513	\$104,691	\$22,822	17.9		
<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	\$153,689	\$149,401	\$4,288	2.8	\$424,545	\$390,238	\$34,307	8.1		
Net Cash Deficit (excludes Opening Cash Balance)	(\$89,830)	(\$103,771)	(\$13,941)	(15.5)	(\$190,853)	(\$202,540)	(\$11,687)	(6.1)		
Subsidies										
MTA	67,208	1,560	(65,648)	(97.7)	125,606	27,060	(98,546)	(78.5)		
CDOT	22,622	19,339	(3,283)	(14.5)	65,247	57,457	(7,790)	(11.9)		
Total Subsidies	\$89,830	\$20,899	(\$68,931)	(76.7)	\$190,853	\$84,517	(\$106,336)	(55.7)		
Cash Timing and Availability Adjustment	\$0,000	\$0,302	\$0,302	-	\$0,000	\$2,025	\$2,025	-		

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

MTA METRO-NORTH RAILROAD
 FEBRUARY FINANCIAL PLAN - 2022 BUDGET
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 (\$ in millions)

Generic Receipt or Expense Category	March Month vs Budget		Year-to-Date as of March 31st, 2022 vs. Budget		
	Variance Fav (Unfav)	Reason for Variance	Variance Fav (Unfav)	Reason for Variance	
	\$	%	\$	%	
FARE REVENUE	2.405	7.3%	(18,611)	(19.4%)	Reflects higher non-commutation ridership on East of Hudson Lines than budgeted.
OTHER OPERATING REVENUE	0.962	19.9%	3,269	4.5%	Primarily reflects higher net GCT revenues partially offset by lower advertising revenues than budgeted.
CAPITAL AND OTHER REIMBURSEMENTS:					
MTA	(14,512)	(96.2%)	(24,212)	(64.2%)	Primarily reflects lower cash receipts and capital related project activity than budgeted.
CDOT	(6,664)	(67.2%)	(7,201)	(28.7%)	Primarily reflects lower cash receipts partially offset by higher capital related project activity than budgeted.
OTHER	(0,420)	(46.4%)	0,762	30.9%	Primarily reflects lower cash receipts partially offset by higher reimbursable related project activity than budgeted.
PAYROLL	5,633	10.2%	8,877	6.0%	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.
OVERTIME	(0,607)	(5.4%)	1,166	3.6%	Primarily reflects KRONOS outage adjustments partially offset by timing of pay periods.
HEALTH & WELFARE	(9,010)	(74.3%)	(0,073)	(0.2%)	Primarily reflects the timing of payments for employee health insurance premiums.
OPEB CURRENT PAYMENT	(3,580)	*	(1,434)	(14.3%)	Primarily reflects the timing of payments for retiree health insurance premiums.
PENSIONS	0,060	0.5%	3,791	10.6%	Reflects 2021 DB advance payment credit applied in January.
OTHER FRINGE BENEFITS	1,828	13.7%	(0,842)	(2.3%)	Primarily reflects the timing of payroll taxes partially offset by higher employee claim payments than budgeted.
ELECTRIC POWER	(6,406)	(128.8%)	(9,302)	(57.1%)	Primarily reflects higher than budgeted electric rates combined with timing of payments.
FUEL	(1,127)	(67.8%)	(1,256)	(24.0%)	Primarily reflects higher than budgeted fuel rates partially offset by timing of payments.

MTA METRO-NORTH RAILROAD
 FEBRUARY FINANCIAL PLAN - 2022 BUDGET
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 (\$ in millions)

Generic Receipt or Expense Category	March Month vs Budget		Year-to-Date as of March 31st, 2022 vs. Budget	
	Variance Fav (Unfav)	Reason for Variance	Variance Fav (Unfav)	Reason for Variance
	\$	%	\$	%
INSURANCE	0.056	100.0%	0.205	100.0%
CLAIMS	(0.302)	*	(0.395)	*
MAINTENANCE & OTHER OPERATING CONTRACTS	5.341	41.5%	10.628	29.2%
PROFESSIONAL SERVICE CONTRACTS	3.644	52.2%	7.157	41.5%
MATERIALS & SUPPLIES	7.040	45.8%	13.708	35.3%
OTHER BUSINESS EXPENSES	1.718	39.8%	2.076	15.9%
MTA SUBSIDY RECEIPTS	(65.648)	(97.7%)	(98.546)	(78.5%)
CDOT SUBSIDY RECEIPTS	(3.283)	(14.5%)	(7.790)	(11.9%)

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	MARCH 2022				Year-to-Date			
	Favorable		Favorable		Favorable		Favorable	
	Adopted Budget	Actual	Variance	Percent (Unfavorable)	Adopted Budget	Actual	Variance	Percent (Unfavorable)
Receipts								
Farebox Revenue	(\$0.466)	(\$0.722)	(\$0.256)	(55.0)	(\$1.244)	(\$2.733)	(\$1.489)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.463	3.181	0.718	29.1	65.533	66.627	3.094	4.7
<i>Capital & Other Reimbursements:</i>								
MTA	0.000	(9.796)	(9.796)	-	0.000	(9.367)	(9.367)	-
CDOT	0.000	(7.307)	(7.307)	-	0.000	(0.068)	(0.068)	-
Other	0.000	(1.188)	(1.188)	-	0.000	(0.162)	(0.162)	-
Total Capital and Other Reimbursements	0.000	(18.291)	(18.291)	-	0.000	(9.597)	(9.597)	-
Total Revenue/Receipts	\$1.997	(\$15.832)	(\$17.829)	*	\$64.290	\$56.297	(\$7.992)	(12.4)
Expenditures								
<i>Labor:</i>								
Payroll	(\$4.002)	(\$0.853)	\$3.149	78.7	(\$1.266)	(\$4.489)	(\$3.223)	*
Overtime	(1.018)	0.959	1.977	*	(0.625)	0.321	0.946	*
Health and Welfare	(1.043)	(9.182)	(8.139)	*	(2.983)	(2.257)	0.726	24.3
OPEB Current Payment	0.000	(3.126)	(3.126)	*	0.000	(0.008)	(0.008)	-
Pensions	0.023	0.166	0.143	*	(1.135)	1.464	2.599	*
Other Fringe Benefits	(0.792)	5.665	6.457	*	1.028	2.666	1.639	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.188)	(0.120)	0.068	36.3	(0.510)	(0.378)	0.132	25.9
Total Labor	(7.020)	(\$6.491)	\$0.529	7.5	(\$5.492)	(\$2.681)	\$2.810	51.2
<i>Non-Labor:</i>								
Electric Power	(\$0.265)	(\$2.332)	(\$2.068)	*	(\$0.794)	(\$1.362)	(\$0.568)	(71.6)
Fuel	0.000	(0.217)	(0.217)	-	0.000	0.220	0.220	-
Insurance	1.906	1.678	(0.228)	(12.0)	5.495	4.875	(0.620)	(11.3)
Claims	0.000	(0.137)	(0.137)	-	0.000	(0.409)	(0.409)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.307)	2.229	3.536	*	(3.582)	1.505	5.088	*
Professional Service Contracts	(1.785)	1.387	3.173	*	(1.582)	0.211	1.794	*
Materials & Supplies	0.578	6.715	6.138	*	4.119	2.641	(1.478)	(35.9)
Other Business Expenses	(2.347)	(1.559)	0.789	33.6	(7.252)	(6.213)	1.038	14.3
Total Non-Labor	(\$3.220)	\$7.765	\$10.985	*	(\$3.596)	\$1.469	\$5.065	*
<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.	(\$10.240)	\$1.274	\$11.514	*	(\$9.088)	(\$1.213)	\$7.875	86.7
Depreciation	23.200	27.328	4.128	17.8	69.600	81.979	12.379	17.8
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	5.953	0.000	(5.953)	(100.0)	5.953	0.000	(5.953)	(100.0)
Environmental Remediation	0.333	0.000	(0.333)	(100.0)	1.000	0.000	(1.000)	(100.0)
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures Adjustments	\$19.245	\$28.601	\$9.356	48.6	\$67.465	\$80.766	\$13.302	19.7
Total Cash Conversion Adjustments	\$21.243	\$12.770	(\$8.473)	(39.9)	\$131.754	\$137.064	\$5.310	4.0

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
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
MARCH 2022**
(in millions)

	MONTH		VARIANCE Fav/(Unfav)		YTD		VARIANCE Fav/(Unfav)	
	ADOPTED BUDGET	2022	ADOPTED BUDGET	2021 ^(A)	ADOPTED BUDGET	2022	ADOPTED BUDGET	2021
FAREBOX REVENUE								
Harlem Line - Commutation	5,288	2,630	(2,657)	1,522	15,698	6,048	3,115	(9,650)
Harlem Line - Non-Commutation	4,393	7,791	3,398	77.4%	12,434	16,955	6,782	4,520
TOTAL HARLEM LINE	\$9,681	\$10,421	\$0,741	7.7%	\$28,132	\$23,002	\$9,897	(\$5,130)
Hudson Line - Commutation	3,571	1,826	(1,745)	1,039	10,648	4,239	2,275	(6,409)
Hudson Line - Non-Commutation	3,771	6,201	2,430	3,588	10,449	13,972	6,494	3,524
TOTAL HUDSON LINE	\$7,342	\$8,027	\$0,685	9.3%	\$21,097	\$18,211	\$8,769	(\$2,885)
New Haven Line - Commutation	7,354	3,210	(4,145)	2,016	21,940	7,169	3,400	(14,771)
New Haven Line - Non-Commutation	8,531	14,214	5,683	66.6%	23,901	30,299	11,464	6,398
TOTAL NEW HAVEN LINE	\$15,885	\$17,424	\$1,539	9.7%	\$45,841	\$37,468	\$14,865	(\$8,373)
All Lines - Commutation	16,214	7,667	(8,547)	4,577	48,286	17,456	8,791	(30,830)
All Lines - Non-Commutation	16,694	28,206	11,511	18,305	46,784	61,226	24,741	14,442
TOTAL EAST OF HUDSON LINES	\$32,908	\$35,872	\$2,964	9.0%	\$95,070	\$78,682	\$33,531	(\$16,388)
West of Hudson ^(B)	\$0,686	\$0,382	(\$0,304)	\$0,107	\$1,973	\$1,239	\$0,871	(0,734)
TOTAL FAREBOX REVENUE	\$33,594	\$36,255	\$2,661	7.9%	\$97,043	\$79,921	\$34,402	(\$17,122)
RIDERSHIP								
Harlem Line - Commutation	0,786	0,485	(0,301)	0,271	2,254	1,035	0,555	(1,219)
Harlem Line - Non-Commutation	0,480	0,802	0,322	0,450	1,347	1,914	0,890	0,567
TOTAL HARLEM LINE	1,266	1,287	0,021	1.7%	3,601	2,949	1,445	(0,652)
Hudson Line - Commutation	0,454	0,266	(0,188)	0,152	1,307	0,562	0,299	(0,745)
Hudson Line - Non-Commutation	0,330	0,516	0,187	0,260	0,911	1,261	0,637	0,350
TOTAL HUDSON LINE	0,783	0,782	(0,001)	0,413	2,218	1,823	0,936	(0,395)
New Haven Line - Commutation	1,026	0,581	(0,445)	0,346	2,960	1,225	0,616	(1,735)
New Haven Line - Non-Commutation	0,786	1,289	0,503	0,754	2,208	3,014	1,351	0,806
TOTAL NEW HAVEN LINE	1,812	1,870	0,058	3.2%	5,168	4,239	1,966	(0,930)
Total Ridership East of Hudson	2,265	1,332	(0,933)	0,709	6,521	2,821	1,469	(3,700)
All Lines - Non-Commutation	1,596	2,607	1,011	1,464	4,467	6,190	2,877	1,723
TOTAL EAST OF HUDSON LINES	3,861	3,939	0,078	2,234	10,988	9,011	4,347	(1,977)
West of Hudson ^(B)	0,078	0,040	(0,038)	0,002	0,218	0,127	0,096	(0,091)
TOTAL EAST & WEST OF HUDSON LINES	3,939	3,979	0,041	2,235	11,206	9,138	4,442	(2,066)

^(A) 2021 Ridership figures have been restated to simulate the 2022 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
2022 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
March 31, 2022**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	Notes
Administration				
President	2	3	(1)	
Labor Relations	10	10	0	
Safety	87	61	26	A
Security	23	16	7	
Corporate & Public Affairs	13	12	1	
Customer Service	45	42	3	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	35	28	7	
Training	94	73	21	A
Employee Relations & Diversity	4	4	-	
VP Ops Support and Org Resiliency	23	22	1	
Capital Planning & Programming	10	8	2	
Long Range Planning	4	4	-	
Controller	56	51	5	
Budget	16	11	5	
Procurement & Material Mgmt	17	13	4	
Total Administration	453	372	81	
Operations				
Operations Support	52	47	5	
Rolling Stock & EAM	17	12	5	
Transportation	1,643	1,563	80	A, B
Customer Service	395	345	50	A, B
Metro-North West	32	32	0	
Total Operations	2,139	1,999	140	
Maintenance				
Maintenance of Equipment	1,642	1,534	108	A
Maintenance of Way	2,132	2,001	131	A, B
Procurement & Material Mgmt	108	108	0	
Total Maintenance	3,882	3,643	239	
Engineering/Capital				
Construction Management	18	15	3	
Engineering & Design	54	50	4	
Total Engineering/Capital	72	65	7	
Total Positions	6,546	6,078	468	
Non-Reimbursable	5,878	5,678	200	
Reimbursable	668	400	267	
Total Full-Time	6,545	6,077	468	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects delayed hiring of vacant positions.

(B) Variance reflects higher attrition than planned.

MTA METRO-NORTH RAILROAD
 2022 ADOPTED BUDGET VS. ACTUALS
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
 March 31, 2022

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	147	133	14
Professional, Technical, Clerical	306	239	67
Operational Hourlies	-	-	-
Total Administration	453	372	81
Operations			
Managers/Supervisors	250	235	15
Professional, Technical, Clerical	254	220	34
Operational Hourlies	1,635	1,545	90
Total Operations	2,139	1,999	140
Maintenance			
Managers/Supervisors	678	628	50
Professional, Technical, Clerical	492	457	35
Operational Hourlies	2,712	2,558	154
Total Maintenance	3,882	3,643	239
Engineering/Capital			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	45	39	6
Operational Hourlies	-	-	-
	72	65	7
Total Positions			
Managers/Supervisors	1,102	1,021	81
Professional, Technical, Clerical	1,097	955	142
Operational Hourlies	4,347	4,102	245
Total Positions	6,546	6,078	468

MTA METRO-NORTH RAILROAD
2022 ADOPTED BUDGET VS. ACTUALS
March 31, 2022

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Administration	453	372	81	
Operations	2,139	1,999	140	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,882	3,643	239	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	72	65	7	
Total Agency-wide Headcount	6,546	6,078	468	
Non-Reimbursable	5,878	5,678	200	
Reimbursable	668	400	267	

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
MARCH 2022**

	MONTH			VARIANCE	
				Fav/(Unfav)	
	BUD	2022	2021*	BUD	2021
Farebox Operating Ratio					
Standard ^(B)	27.1%	28.6%	11.8%	1.5%	16.7%
Adjusted ^(C)	30.8%	32.5%	14.8%	1.8%	17.8%
Cost per Passenger					
Standard ^(B)	\$31.49	\$31.88	\$64.40	(\$0.40)	\$32.52
Adjusted ^(C)	\$30.79	\$31.09	\$62.68	(\$0.29)	\$31.60
Passenger Revenue/Passenger	\$8.53	\$9.11	\$7.63	\$0.58	\$1.48

	YEAR-TO-DATE			VARIANCE	
				Fav/(Unfav)	
	BUD	2022	2021*	BUD	2021
Farebox Operating Ratio					
Standard ^(B)	27.1%	23.6%	11.2%	-3.5%	12.4%
Adjusted ^(C)	30.9%	27.7%	14.4%	-3.2%	13.4%
Cost per Passenger					
Standard ^(B)	\$31.97	\$37.01	\$69.29	(\$5.04)	\$32.28
Adjusted ^(C)	\$31.24	\$36.00	\$67.34	(\$4.75)	\$31.34
Passenger Revenue/Passenger	\$8.66	\$8.75	\$7.77	\$0.09	\$0.98

(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.

Monthly Ridership Report

Ben Cornelius

Director – Operations Planning & Analysis



March 2022

The Westchester Firefighters at Grand Central Terminal (St. Patrick's Day).

Photo courtesy of Gricely Reyes





Metro-North Railroad

March 2022 Highlights: Ridership Report

(Note: March West of Hudson ridership is preliminary)

The strong growth observed in February accelerated in March. For the second month in a row, ridership more than doubled from March 2021, reflecting not only the overall impact of vaccines which became available later in 2021 and resultant return-to-office policies, but also the further waning of the Omicron variant and the new 20-trip ticket introduced in February. Whereas year-over-year growth for February was 115.2%, the same growth for March was 128.1%. Recovery from Omicron and availability of the 20-Trip ticket also drove strong month-to-month growth, with March 2022 ridership 42.4% higher than February 2022 ridership.

March 2022 vs. 2021

East of Hudson ridership increased 131.0% vs. March 2021 and was 2.0% above the budget.

- East of Hudson Commutation ridership increased by 136.8%.
- East of Hudson Non-Commutation ridership increased by 128.1%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 111.7%.
- Harlem Line Ridership increased by 127.5%.
- New Haven Line Ridership increased by 142.7%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 3.9%.
- Pascack Valley Line Ridership increased by 4.2%.

March 2022 vs. 2019

Total Rail Ridership was 56.8% of riders.

- East of Hudson ridership decreased by 43.2%.
- West of Hudson ridership decreased by 74.4%.

Note:

Ridership is calculated based on the number of tickets sold multiplied by a factor related to each different type of ticket. The Monthly/Weekly factor is based on the number of weekdays and weekend days per month. March ridership includes Mail & Ride returned and unused refund adjustments.

Ben Cornelius

Director

Operations Planning & Analysis

**MARCH 2022 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

March Ridership and Revenue (millions)

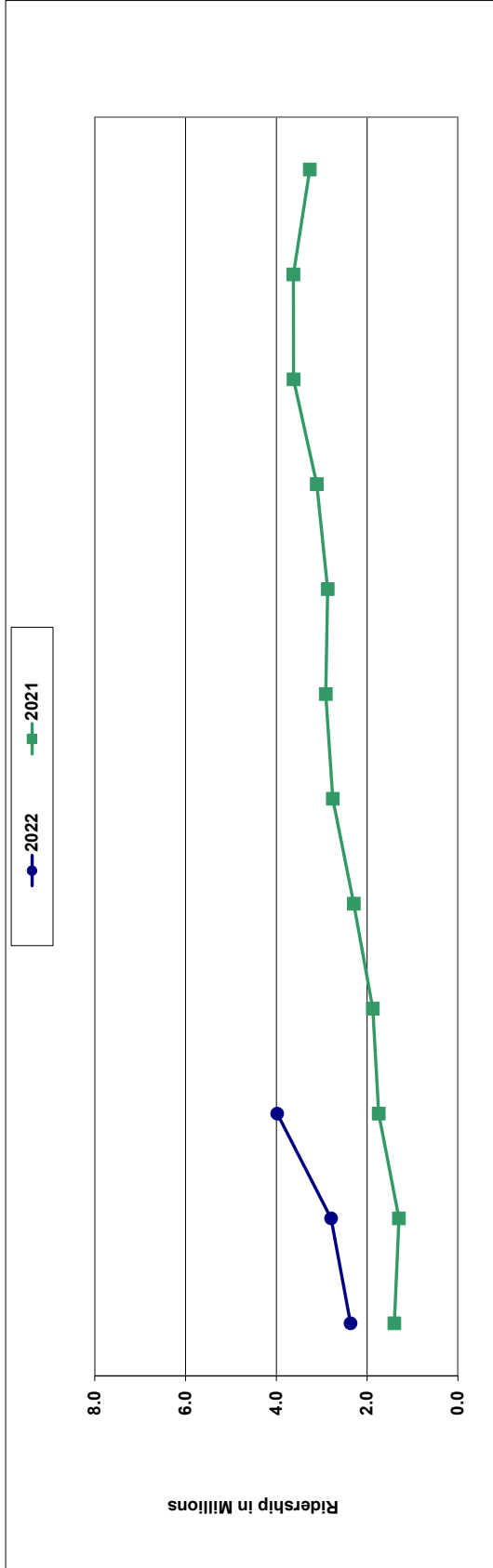
	March 2022	% Change vs. 2021
Total Rail Ridership	3.979	▲ 128.14%
Commutation Ridership	1.342	▲ 134.76%
Non-Commutation Ridership	2.638	▲ 124.91%
Connecting Service Ridership	0.018	▲ 227.76%
Total MNR System Ridership	3.998	▲ 128.46%
Rail Revenue	\$36.25	▲ 173.29%

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

	YTD 2022	% Change vs. 2021	Comparison to Budget
Total Rail Ridership	9.138	▲ 105.69%	▼ -18.45%
Commutation Ridership	2.852	▲ 91.22%	▼ -57.07%
Non-Commutation Ridership	6.285	▲ 113.00%	▲ 37.80%
Connecting Service Ridership	0.039	▲ 168.46%	▲ 15.08%
Total MNR System Ridership	9.177	▲ 105.90%	▼ -18.35%
Rail Revenue	\$79.92	▲ 132.31%	▲ 7.92%

MARCH 2022 RAIL RIDERSHIP (1)

● March's Total Rail Ridership was 128.1% above 2021 and 1.0% above budget.

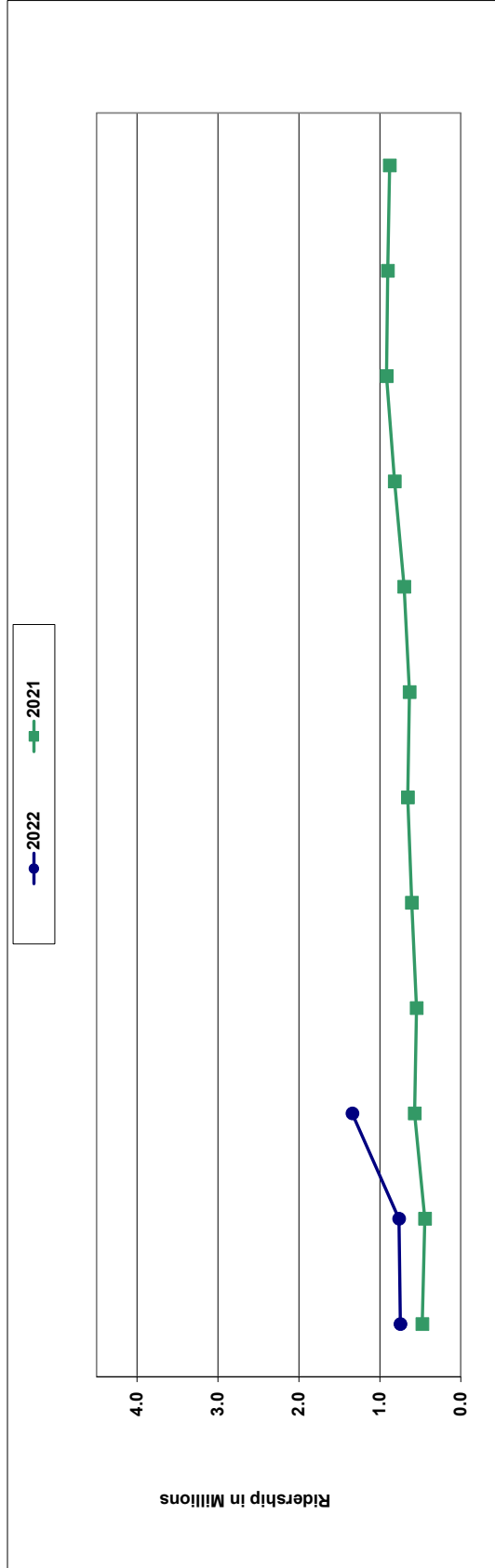


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	2.4	2.8	4.0										9.1
2021	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.9	3.1	3.6	3.6	3.3	4.4
PCT CHG.	68.9%	115.2%	128.1%										105.7%

1) Includes East and West of Hudson.

MARCH 2022 RAIL COMMUTATION RIDERSHIP (1)

- March's Rail Commutation Ridership was 134.8% above 2021 and -41.9% below budget.

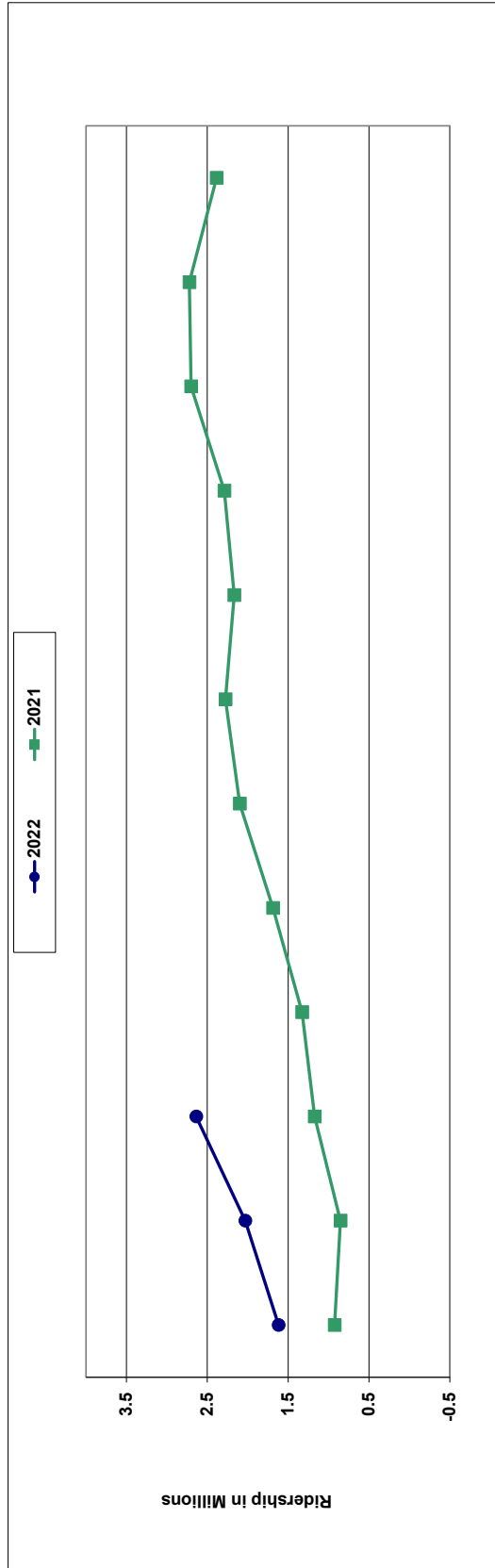


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	0.7	0.8	1.3										2.9
2021	0.5	0.4	0.6	0.5	0.6	0.7	0.6	0.7	0.8	0.9	0.9	0.9	1.5
PCT CHG.	57.0%	71.8%	134.8%										91.2%

1) Includes East and West of Hudson.

MARCH 2022 RAIL NON-COMMUTATION RIDERSHIP (1)

- March's Rail Non-Commutation Ridership was 124.9% above 2021 and 61.8% above budget.

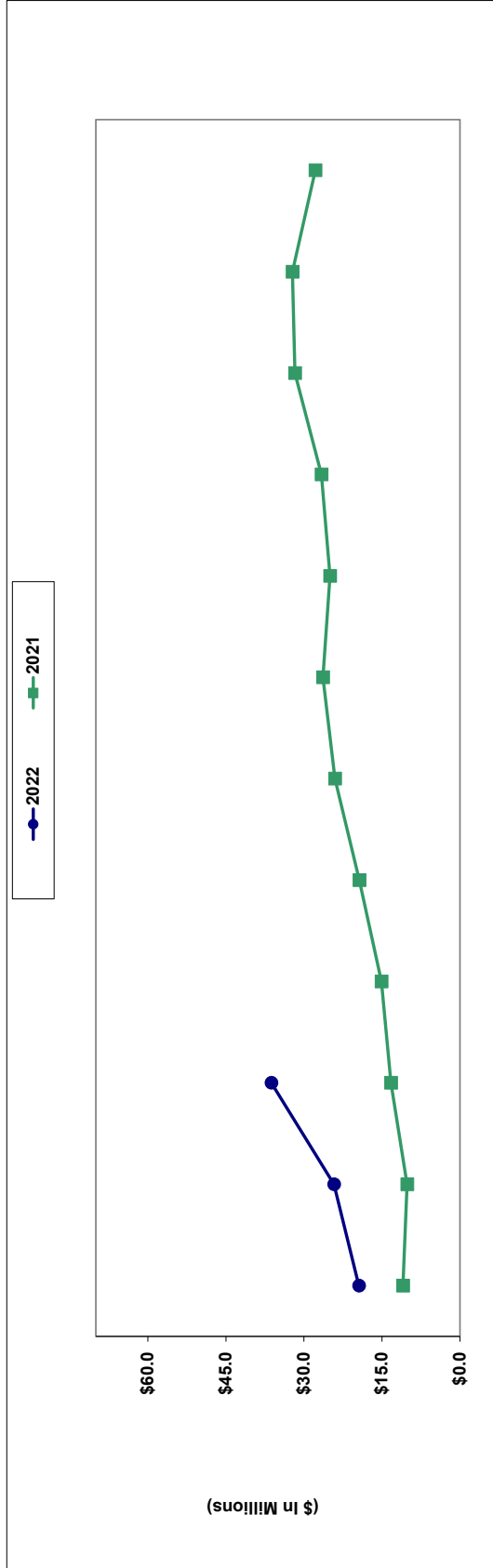


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	1.6	2.0	2.6	1.3	1.7	2.1	2.3	2.2	2.3	2.7	2.7	2.4	2.6
2021	0.9	0.9	1.2	1.3	1.7	2.1	2.3	2.2	2.3	2.7	2.7	2.4	1.2
PCT CHG.	75.0%	137.8%	124.9%										124.9%

1) Includes East and West of Hudson.

MARCH 2022 RAIL REVENUE (1)

- March's Total Rail Revenue was 173.3% above 2021 and 7.9% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	\$19.4	\$24.2	\$36.3										\$79.9
2021	\$11.0	\$10.2	\$13.3	\$15.1	\$19.4	\$24.1	\$26.4	\$25.0	\$26.6	\$31.7	\$32.2	\$27.8	\$34.4
PCT CHG.	77.2%	138.3%	173.3%										132.3%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MARCH 2022

TICKET TYPE/SERVICE	MARCH 2022 ACTUAL	MARCH 2022 FORECAST	VARIANCE VS. FORECAST		MARCH 2021 RESTATED (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	1,331,823	2,265,267	(933,444)	-41.2%	562,391	769,432	136.8%
West of Hudson	9,769	42,830	(33,061)	-77.2%	9,076	693	7.6%
Total Rail Commutation Ridership	1,341,592	2,308,097	(966,505)	-41.9%	571,467	770,125	134.8%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,607,370	1,595,715	1,011,655	63.4%	1,143,215	1,464,155	128.1%
West of Hudson	30,469	35,079	(4,610)	-13.1%	29,619	850	2.9%
Total Rail Non-Commutation Ridership	2,637,839	1,630,794	1,007,045	61.8%	1,172,834	1,465,005	124.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	3,939,193	3,860,982	78,211	2.03%	1,705,606	2,233,587	131.0%
West of Hudson (2)	40,238	77,909	(37,671)	-48.4%	38,695	1,543	4.0%
TOTAL RAIL RIDERSHIP	3,979,431	3,938,891	40,540	1.0%	1,744,301	2,235,130	128.1%
CONNECTING SERVICES RIDERSHIP							
	18,371	11,684	6,687	57.2%	5,605	12,766	227.8%
TOTAL MNR SYSTEM RIDERSHIP	3,997,802	3,950,575	47,227	1.2%	1,749,906	2,247,896	128.5%

Notes:

- 1) 2021 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
2022 YEAR-TO-DATE

TICKET TYPE/SERVICE	2022 YTD ACTUAL	2022 YTD FORECAST	VARIANCE VS. FORECAST		2021 YTD RESTATED (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	2,821,224	6,521,100	(3,699,875)	-56.7%	1,469,327	1,351,897	92.0%
West of Hudson	30,959	123,233	(92,274)	-74.9%	22,228	8,731	39.3%
Total Rail Commutation Ridership	2,852,183	6,644,333	(3,792,150)	-57.1%	1,491,555	1,360,628	91.2%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	6,189,568	4,466,589	1,722,979	38.6%	2,877,409	3,312,159	115.1%
West of Hudson	95,885	94,631	1,254	1.3%	73,440	22,445	30.6%
Total Rail Non-Commutation Ridership	6,285,453	4,561,219	1,724,234	37.8%	2,950,849	3,334,604	113.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	9,010,792	10,987,688	(1,976,896)	-17.99%	4,346,736	4,664,056	107.3%
West of Hudson (2)	126,844	217,864	(91,020)	-41.8%	95,668	31,176	32.6%
TOTAL RAIL RIDERSHIP	9,137,636	11,205,552	(2,067,916)	-18.5%	4,442,404	4,695,232	105.7%
CONNECTING SERVICES RIDERSHIP							
	39,249	34,105	5,144	15.1%	14,620	24,629	168.5%
TOTAL MNR SYSTEM RIDERSHIP	9,176,885	11,239,657	(2,062,772)	-18.4%	4,457,024	4,719,861	105.9%

Notes:

- 1) 2021 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
MARCH 2022**

TICKET TYPE/SERVICE	MARCH 2022 ACTUAL	MARCH 2021 RESTATE ⁽¹⁾	CHANGE FROM 2021	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	1,286,998	565,594	721,404	127.5%
Hudson Line	782,021	369,388	412,633	111.7%
New Haven Line	1,870,174	770,624	1,099,550	142.7%
Total East of Hudson	3,939,193	1,705,606	2,233,587	131.0%
WEST OF HUDSON				
Port Jervis Line	25,620	24,661	959	3.9%
Pascack Valley Line	14,618	14,034	584	4.2%
Total West of Hudson (2)	40,238	38,695	1,543	4.0%
TOTAL RAIL RIDERSHIP	3,979,431	1,744,301	2,235,130	128.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	14,385	5,605	8,780	156.6%
Haverstraw-Ossining Ferry	3,033	NA	3,033	NA
Newburgh-Beacon Ferry	953	NA	953	NA
Total Connecting Services	18,371	5,605	12,766	227.8%
TOTAL MNR SYSTEM	3,997,802	1,749,906	2,247,896	128.5%

Notes:

- 1) 2021 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
2022 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2022 YTD ACTUAL	2021 YTD RESTATE ⁽¹⁾	CHANGE FROM 2021	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,949,306	1,444,561	1,504,745	104.2%
Hudson Line	1,822,804	935,717	887,087	94.8%
New Haven Line	4,238,681	1,966,458	2,272,223	115.5%
Total East of Hudson	9,010,792	4,346,736	4,664,056	107.3%
WEST OF HUDSON				
Port Jervis Line	78,257	61,068	17,189	28.1%
Pascack Valley Line	48,587	34,600	13,987	40.4%
Total West of Hudson (2)	126,844	95,668	31,176	32.6%
TOTAL RAIL RIDERSHIP	9,137,636	4,442,404	4,695,232	105.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	32,717	14,620	18,097	123.8%
Haverstraw-Ossining Ferry	5,071	NA	5,071	NA
Newburgh-Beacon Ferry	1,461	NA	1,461	NA
Total Connecting Services	39,249	14,620	24,629	168.5%
TOTAL MNR SYSTEM	9,176,885	4,457,024	4,719,861	105.9%

Notes:

- 1) 2021 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.



Long Island Rail Road

March 2022 Performance Summary

Robert Free, Senior Vice President – Operations



Elmont Station: The new Elmont Station continued its transformation with the installation of a new pedestrian overpass on March 19th. While there is currently only eastbound service at the station, the overpass will help customers cross safely between the eastbound and westbound platforms when full-time service begins later this year.



Long Island Rail Road

March 2022 Performance Summary

Highlights

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

2022 year-to-date OTP is **95.9%**, which is a decrease of **0.1** percentage points as compared to last year.

Branch Performances

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

Delays

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

The most significant event was a disabled Amtrak track car at Harold Interlocking on March 13th. The incident affected 45 trains, delayed our customers an average of 12.6 minutes, and reduced our monthly OTP by 0.2%

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated 183,139 in February and slightly trailed the escalated goal. The year to date performance continued to remain above the goal.

Performance Summary			2022 Data			2021 Data	
			Annual Goal	March	YTD thru March	March	YTD thru March
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	96.3%	95.9%	95.1%	96.0%
		AM Peak		97.1%	94.6%	95.0%	95.4%
		PM Peak		96.7%	96.7%	95.3%	97.4%
		Total Peak		96.9%	95.6%	95.2%	96.4%
		Off Peak Weekday		96.4%	96.3%	94.6%	95.2%
		Weekend		95.2%	95.3%	96.2%	97.4%
	Babylon Branch	Overall	93.9%	96.9%	96.5%	97.7%	96.6%
		AM Peak		98.6%	95.5%	98.1%	94.9%
		PM Peak		97.8%	97.1%	98.6%	98.3%
		Total Peak		98.2%	96.3%	98.4%	96.5%
	Off Peak Weekday		97.6%	97.5%	98.1%	96.5%	
	Weekend		94.3%	94.9%	95.8%	97.0%	
Far Rockaway Branch	Overall	96.6%	98.8%	97.8%	98.1%	98.0%	
	AM Peak		99.5%	96.8%	98.1%	98.2%	
	PM Peak		98.8%	98.4%	99.1%	99.5%	
	Total Peak		99.2%	97.5%	98.6%	98.8%	
	Off Peak Weekday		98.7%	98.1%	97.4%	97.3%	
	Weekend		98.6%	97.5%	99.4%	99.1%	
Huntington Branch	Overall	92.5%	95.0%	94.0%	93.4%	95.2%	
	AM Peak		97.8%	94.4%	92.1%	94.6%	
	PM Peak		94.8%	94.9%	94.1%	96.7%	
	Total Peak		96.4%	94.6%	93.1%	95.7%	
	Off Peak Weekday		94.0%	93.8%	93.2%	93.9%	
	Weekend		99.0%	93.7%	94.4%	97.4%	
Hempstead Branch	Overall	96.5%	95.7%	96.3%	97.6%	97.2%	
	AM Peak		97.5%	94.8%	97.4%	97.5%	
	PM Peak		89.9%	94.7%	99.2%	99.2%	
	Total Peak		94.0%	94.7%	98.3%	98.3%	
	Off Peak Weekday		95.3%	96.1%	96.8%	95.9%	
	Weekend		97.2%	97.5%	99.0%	98.4%	
Long Beach Branch	Overall	95.9%	97.7%	97.5%	97.2%	97.3%	
	AM Peak		99.1%	97.3%	98.7%	97.6%	
	PM Peak		98.4%	98.2%	97.8%	98.7%	
	Total Peak		98.8%	97.7%	98.3%	98.1%	
	Off Peak Weekday		97.9%	97.9%	96.2%	96.4%	
	Weekend		95.9%	96.3%	98.5%	98.5%	
Montauk Branch	Overall	90.8%	94.0%	92.9%	94.4%	94.2%	
	AM Peak		92.4%	88.9%	97.7%	94.9%	
	PM Peak		96.5%	95.1%	96.0%	96.8%	
	Total Peak		94.2%	91.6%	97.1%	95.7%	
	Off Peak Weekday		96.1%	94.3%	92.6%	93.0%	
	Weekend		90.2%	91.4%	96.8%	95.1%	
Oyster Bay Branch	Overall	94.1%	97.3%	95.9%	91.5%	95.1%	
	AM Peak		97.8%	96.0%	95.3%	95.8%	
	PM Peak		99.1%	97.8%	98.7%	99.1%	
	Total Peak		98.4%	96.8%	96.9%	97.3%	
	Off Peak Weekday		96.4%	96.2%	87.7%	93.3%	
	Weekend		98.0%	94.2%	94.5%	97.1%	
Port Jefferson Branch	Overall	90.9%	94.2%	93.2%	91.7%	93.6%	
	AM Peak		93.2%	89.6%	92.2%	93.1%	
	PM Peak		95.7%	95.9%	93.1%	95.2%	
	Total Peak		94.4%	92.7%	92.7%	94.1%	
	Off Peak Weekday		92.0%	91.7%	93.2%	93.1%	
	Weekend		98.1%	96.1%	86.6%	94.1%	

Port Washington Branch	Overall	95.3%	96.6%	97.5%	90.8%	96.2%
	AM Peak		98.4%	98.3%	87.0%	94.3%
	PM Peak		97.5%	97.7%	82.9%	95.2%
	Total Peak		97.9%	98.0%	84.9%	94.8%
	Off Peak Weekday		97.1%	97.7%	91.1%	95.8%
	Weekend		94.2%	96.6%	95.6%	98.0%
Ronkonkoma Branch	Overall	91.6%	94.6%	93.9%	92.8%	94.1%
	AM Peak		94.0%	92.1%	92.2%	94.2%
	PM Peak		97.5%	96.6%	95.7%	96.5%
	Total Peak		95.4%	94.0%	93.8%	95.2%
	Off Peak Weekday		94.4%	94.6%	91.6%	92.4%
	Weekend		92.9%	91.8%	95.1%	96.7%
West Hempstead Branch	Overall	95.8%	98.4%	98.2%	99.1%	98.2%
	AM Peak		100.0%	96.0%	96.1%	97.8%
	PM Peak		94.8%	95.9%	98.8%	97.4%
	Total Peak		97.1%	95.9%	97.5%	97.6%
	Off Peak Weekday		99.3%	99.1%	99.4%	98.0%
	Weekend		97.9%	98.5%	100.0%	99.4%
Operating Statistics	Trains Scheduled		19,440	55,108	16,645	52,719
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		-12.8	-13.2	-12.0	-12.7
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		141	477	106	330
	Trains Canceled		14	91	61	153
	Trains Terminated		39	130	58	145
	Percent of Scheduled Trips Completed		99.7%	99.6%	99.3%	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	2022	2022 Data		2021 Data		YTD 2022 Vs 2021
		Feb	March	YTD Thru March	March	YTD Thru March	
Engineering (Scheduled)	2.2%	24	16	50	43	103	(53)
Engineering (Unscheduled)	17.4%	63	126	337	116	359	(22)
Maintenance of Equipment	13.9%	92	101	257	70	213	44
Transportation	2.6%	24	19	61	19	47	14
Capital Projects	10.5%	41	76	169	290	378	(209)
Weather and Environmental	1.9%	85	14	452	26	302	150
Police	15.9%	146	115	332	45	182	150
Customers	19.6%	79	142	286	58	122	164
Special Events	0.8%	5	6	19	1	1	18
Other	5.1%	35	37	151	106	165	(14)
3rd Party Operations	10.1%	70	73	165	47	224	(59)
Total:	100.0%	664	725	2,279	821	2,096	183

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
9-Mar	Wed	Signal trouble in Valley Interlocking				5			5			10		
13-Mar	Sun	Amtrak equipment trouble							37	1	7	37	1	7
23-Mar	Wed	Main Line Expansion project	11						5			16		
23-Mar	Wed	Motor vehicle accident on the tracks at Nassau Blvd				2	1	3	3		5	5	1	8
26-Mar	Sat	Loss of Supervisory System in Babylon Interlocking							12		1	12		1
29-Mar	Tue	Track condition at Floral Park Station	11						12	1		23	1	
31-Mar	Thu	Trespasser on the tracks between Forest Hills & Woodside				14			6			20		
TOTAL FOR MONTH			22	0	0	21	1	3	80	2	13	123	3	16
												142		

Long Island Rail Road

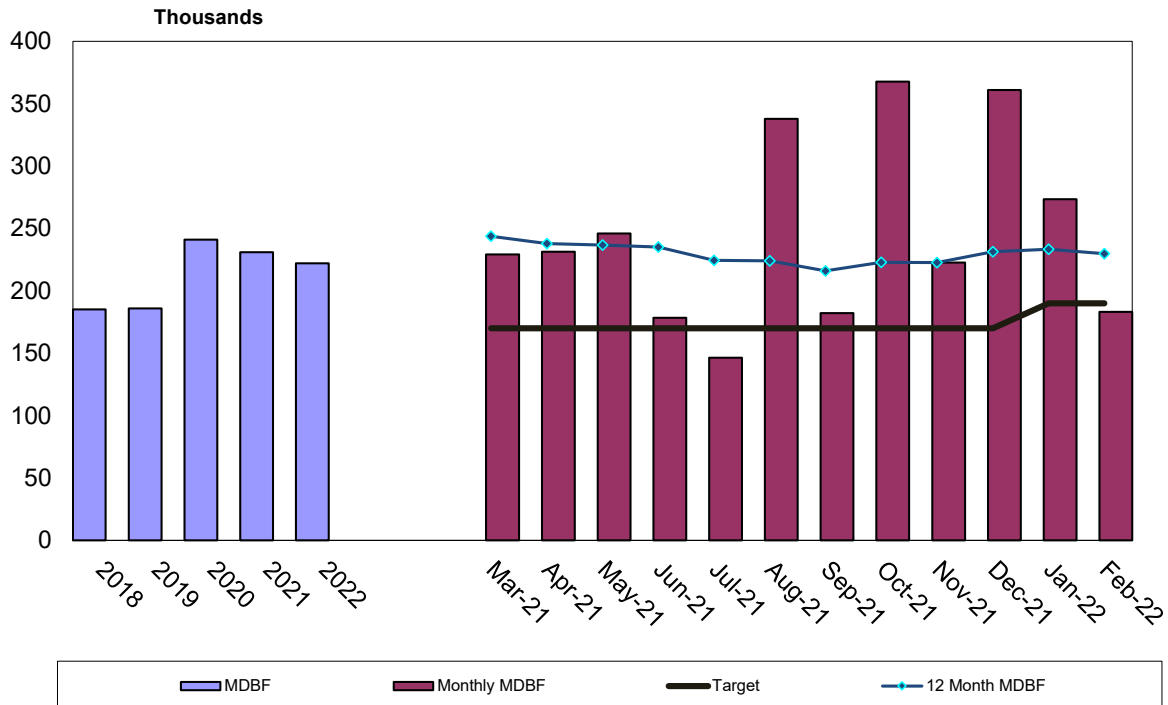
MEAN DISTANCE BETWEEN FAILURES - FEBRUARY 2022

	Equip-ment Type	Total Fleet Owned	2022 Data					2021 Data		
			MDBF Goal (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)	12 month Rolling Avg MDBF (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)
Mean Distance Between Failures	M-3	116	60,000	0	0	0	-	0	0	-
	M-7	836	360,000	279,436	14	367,264	408,419	302,113	13	348,802
	M-9	126	180,000	142,921	4	200,991	238,411	156,013	2	218,363
	C-3	134	103,000	168,315	4	150,577	146,960	280,943	2	199,107
	DE	24	19,000	37,936	2	32,241	20,033	19,145	4	19,965
	DM	21	19,000	15,624	5	19,455	23,887	26,984	2	24,078
	Diesel	179	51,000	75,205	11	76,002	70,064	86,554	8	77,618
	Fleet	1,257	190,000	183,139	29	222,060	229,774	214,432	23	230,849

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 in service during entire last year and this year so far.

ALL FLEETS Mean Distance Between Failure 2018 - 2022





Long Island Rail Road

OPERATING REPORT FOR MONTH OF MARCH 2022

Standee Report

East Of Jamaica

			2022 Data	
			March	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
			System Wide PEAK	0

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF MARCH 2022

Standee Report

West Of Jamaica

		2022 Data	
		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 distributor 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 MARCH 2022**

Elevator Availability		2022		2021	
		March	Year to Date	March	Year to Date
Branch	Babylon Branch	99.4%	99.4%	98.8%	99.3%
	Far Rockaway Branch	98.7%	99.2%	99.6%	99.4%
	Hempstead Branch	99.0%	98.3%	99.7%	99.6%
	Long Beach Branch	99.6%	99.6%	99.4%	99.0%
	Port Jefferson Branch	99.1%	98.1%	99.1%	99.0%
	Port Washington Branch	99.4%	99.1%	99.4%	98.9%
	Ronkonkoma Branch	99.4%	99.2%	98.9%	99.3%
	City Terminal Branch	99.3%	99.1%	97.6%	96.3%
	Overall Average	99.3%	98.9%	98.7%	98.4%

Escalator Availability		2022		2021	
		March	Year to Date	March	Year to Date
Branch	Babylon Branch	90.5%	92.3%	96.8%	97.6%
	Far Rockaway Branch	99.1%	93.7%	80.2%	82.5%
	Hempstead Branch	97.6%	96.9%	98.1%	98.9%
	Long Beach Branch	97.4%	97.8%	97.7%	98.7%
	Port Jefferson Branch	97.4%	97.9%	98.7%	97.5%
	City Terminal Branch	94.8%	95.3%	93.4%	92.9%
	Overall Average	93.6%	94.3%	94.9%	95.0%

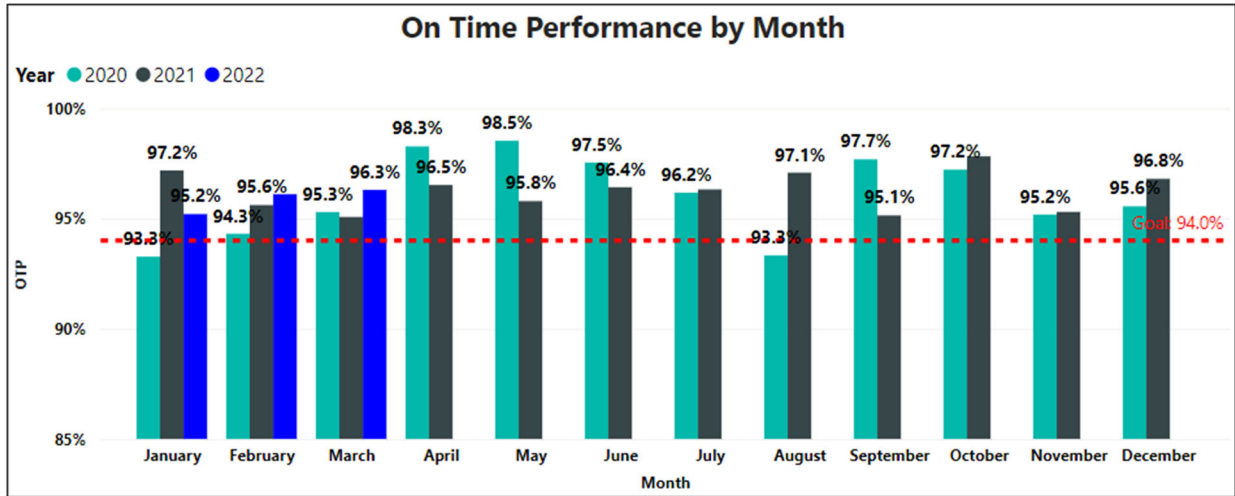
Long Island Rail Road Performance Metrics Report



On Time Performance

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

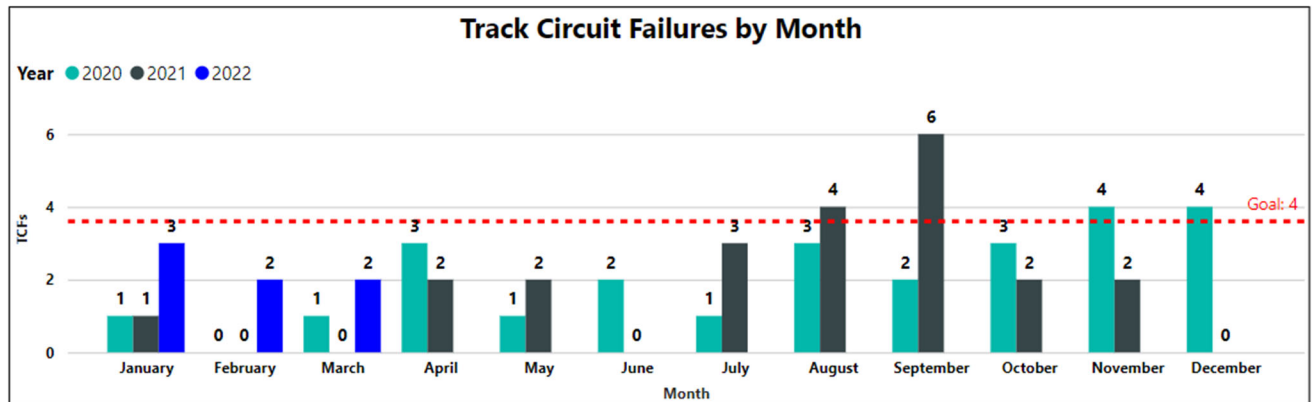
Goal	2022		2021	
	March	YTD	March	YTD
94.0%	96.3%	95.9%	95.1%	96.0%



Number of Track Circuit Failures

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

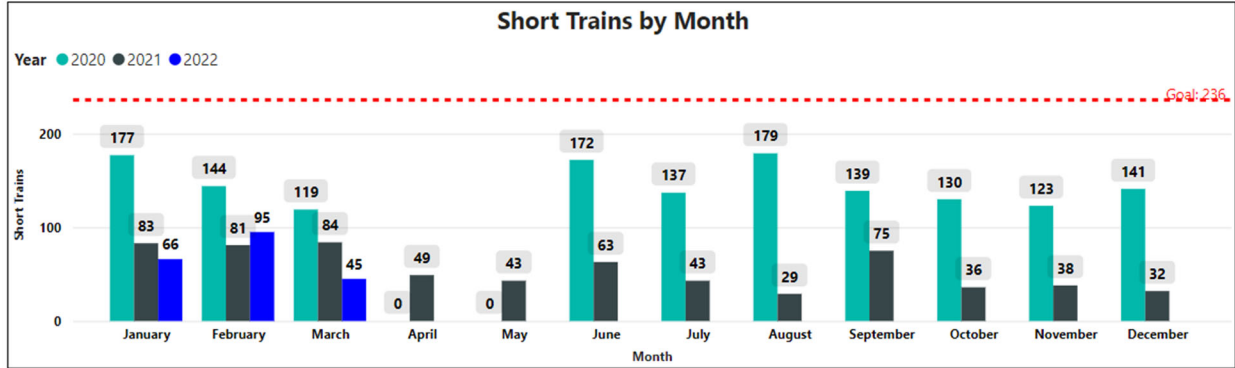
Goal	2022		2021	
	March	YTD	March	YTD
48 annually	2	7	0	1



Number of Short Trains*

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

Goal	2022		2021	
	March	YTD	March	YTD
2,828 annually	45	206	84	248



* 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 2020, 2021 and 2022 comparisons less meaningful.



Long Island Rail Road

Financial Report Highlights

March 2022



Mike Reilly

Acting 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 Adopted Budget and key financial performance indicators.

March 2022 Highlights

- Total revenue of \$192.8 million was \$(25.0) million lower than the budget. This was primarily due to lower farebox revenue and the timing of capital and other reimbursements.
- Through March ridership was 10.3 million, which was 90.5% above 2021 and (51.5)% below 2019 pre-COVID levels (adjusted for the same number of work days), and (20.7)% below the budget. Commutation ridership of 3.5 million was 88.4% above 2021 and (54.3%) below the budget. Non-Commutation ridership of 6.8 million was 91.5% above 2021 and 26.0% above the budget. Consequently, farebox revenue of \$87.3 million was \$(23.5) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$483.7 million were \$40.9 million or 7.8% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, OPEB current, the timing of pension payments, material usage, maintenance contracts, professional service contracts, and lower other business expenses and insurance, partially offset by higher FELA indemnity reserves, overtime, fuel, and electric costs.

Financial results for March 2022 are presented in the table below and compared to the Adopted Budget.

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$217.8	\$192.8	(\$25.0)
Total Expenses Before Non-Cash Liabilities	524.6	483.7	40.9
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$306.8)	(\$290.9)	\$15.9
Other Non-Cash Liabilities	111.3	113.2	(1.9)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$418.0)	(\$404.0)	\$14.0
Cash Adjustments	172.4	224.6	52.2
Net Cash Surplus/(Deficit)	(\$245.6)	(\$179.5)	\$66.1

NON-REIMBURSABLE SUMMARY

March operating results were favorable by \$14.0 million or 3.3% higher than the budget.

Non-Reimbursable revenues through March were \$(22.8) million unfavorable to the budget. Farebox Revenue was unfavorable due to lower ridership and lower yield per passenger. Total Non-Reimbursable expenses were \$36.8 million favorable primarily due to vacant positions and associated fringe costs, OPEB Current, the timing of pension payments, material usage, maintenance contracts, professional service contracts, and lower business expense, partially offset by higher overtime, fuel, depreciation, and FELA indemnity reserves.

March capital and other reimbursable expenditures (and reimbursements) were (\$2.2) lower than the budget due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

March **Total Revenues** (including Capital and Other Reimbursements) of \$192.8 were \$(25.0) or (11.5)% unfavorable to the budget.

- **Farebox Revenues** were \$(23.5) unfavorable to the budget due to lower ridership and lower yield per passenger. Ridership through March was 10.3 million. This was 90.5% higher than 2021 (adjusted for the same number of calendar work days) and (20.7)% lower than the budget.
- **Other Operating Revenues** were \$0.7 favorable to the budget due to higher rental revenue and the timing of miscellaneous revenue, partially offset by the timing of advertising revenue.
- **Capital and Other Reimbursements** were (\$2.2) unfavorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

March **Total Expenses** (including depreciation and other) of \$596.9 were favorable to the budget by \$38.9 or 6.1%.

Labor Expenses, \$19.6 favorable.

- **Payroll**, \$16.6 favorable (primarily vacant positions).
- **Overtime**, (\$0.4) unfavorable (primarily higher programmatic/routine maintenance, vacancy/absentee coverage, weather emergencies and unscheduled maintenance, partially offset by lower scheduled/unscheduled service).
- **Health & Welfare**, \$2.9 favorable (vacant positions).
- **OPEB Current Payment**, \$3.4 favorable (fewer retirees/beneficiaries than projected).
- **Pensions**, \$1.8 favorable (timing of pension payments).
- **Other Fringe**, (\$4.7) unfavorable (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes due to vacant positions).

Non-Labor Expenses, \$21.3 favorable.

- **Electric Power**, (\$0.3) unfavorable (primarily due to higher rates and timing, partially offset by lower consumption)
- **Fuel**, \$(1.9) unfavorable (primarily higher rates and timing, partially offset by lower consumption).
- **Insurance**, \$1.2 favorable (primarily force account insurance).
- **Claims**, (\$0.1) unfavorable
- **Maintenance and Other Operating Contracts**, \$5.0 favorable (primarily due to the timing of capital project activity, Moynihan Train Hall payments, parking garage maintenance invoices, uniforms, lower bussing and real estate rental costs, partially offset by higher equipment leases and rentals and snow removal).

- **Professional Services**, \$1.6 favorable (primarily due to the timing of professional service contracts, other outside services, and M-3 decommissioning costs, partially offset by the timing of capital project activity).
- **Materials and Supplies**, \$13.7 favorable (primarily due to the timing of modifications and RCM activity for revenue fleet, partially offset by higher miscellaneous inventory adjustments and the timing of capital project activity).
- **Other Business Expenses**, \$2.0 favorable (primarily due to a reduction of bad debt reserves, lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses).

Depreciation and Other, \$(1.9) unfavorable (primarily depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through March of (\$179.5) was \$66.1 favorable to the budget due to the timing and lower expenditures, partially offset by lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The March Farebox Operating Ratio was 30.6%, (3.1) percentage points below the budget resulting from lower farebox revenue, partially offset by lower expenses.
- The March Adjusted Farebox Operating Ratio was 36.1%, which is below the budget resulting from lower farebox revenue, partially offset by lower expenses.
- The March Adjusted Cost per Passenger was \$25.79, which is lower than the budget due to lower expenses, partially offset by lower ridership.
- The March Revenue per Passenger was \$8.56, which is higher than the budget resulting from a higher yield per passenger.

TABLE 1

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 MARCH 2022

(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Budget	Actual	Percent	Budget	Actual	Percent	Budget	Actual	Percent
Revenue									
Freight Revenue	\$38,542	\$37,410	(2.9)	\$0,000	\$0,000	-	\$38,542	\$37,410	(2.9)
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Other Operating Revenue	2,604	3,325	27.7	0,000	0,000	-	2,604	3,325	27.7
Capital & Other Reimbursements	0,000	0,000	-	40,263	46,075	14.4	40,263	46,075	14.4
Total Revenue	\$41,146	\$40,734	(1.0)	\$40,263	\$46,075	14.4	\$81,409	\$86,809	6.6
Expenses									
Labor									
Payroll	\$48,686	\$42,026	13.7	\$14,656	\$15,369	(4.9)	\$63,342	\$57,395	9.4
Overtime	11,284	12,847	(13.8)	4,645	5,346	(15.1)	15,930	18,193	(14.2)
Health and Welfare	10,403	9,133	12.2	3,681	3,765	(2.3)	14,085	12,898	8.4
OP&B Current Payment	6,700	5,551	17.2	0,000	0,000	-	6,700	5,551	17.2
Pensions	13,425	11,361	15.4	5,981	7,431	(24.2)	19,406	18,792	3.2
Other Fringe Benefits	14,961	19,928	(32.2)	3,764	3,888	(3.3)	18,726	23,816	(27.2)
Reimbursable Overhead	(2,862)	(5,201)	95.4	2,862	5,201	(95.4)	0,000	0,000	-
Total Labor Expenses	\$102,798	\$95,645	7.0	\$35,390	\$41,000	(15.9)	\$138,188	\$136,645	1.1
Non-Labor									
Electric Power	\$6,843	\$6,728	1.7	\$0,020	\$0,024	(23.5)	\$6,863	\$6,752	1.6
Fuel	1,689	3,027	(79.2)	0,000	0,000	-	1,689	3,027	(43.8)
Insurance	1,878	1,797	4.3	0,715	0,629	12.0	2,592	2,425	6.5
Claims	0,390	0,942	(58.1)	0,000	0,000	-	0,390	0,942	(58.1)
Paratransit Service Contracts	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Maintenance and Other Operating Contracts	6,965	3,110	55.4	1,339	1,723	(28.7)	8,304	4,832	41.8
Professional Service Contracts	3,393	1,310	61.4	0,063	0,231	(73.1)	3,456	1,542	55.4
Materials & Supplies	14,286	8,913	37.6	2,685	2,393	10.9	16,971	11,306	33.4
Other Business Expenses	1,448	0,181	87.5	0,051	0,075	(47.4)	1,499	0,257	82.9
Total Non-Labor Expenses	\$36,892	\$26,007	29.5	\$4,873	\$5,075	(4.2)	\$41,764	\$31,082	25.6
Other Expense Adjustments:									
Other	\$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	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$139,690	\$121,651	12.9	\$40,263	\$46,075	(14.4)	\$179,953	\$167,727	6.8
Depreciation	\$40,586	\$37,364	7.9	\$0,000	\$0,000	-	\$40,586	\$37,364	7.9
GASB 75 OPEB Expense Adjustment	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
GASB 68 Pension Expense Adjustment	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Environmental Remediation	0,167	0,762	(78.1)	0,000	0,000	-	0,167	0,762	(78.1)
Total Expenses	\$180,443	\$159,777	11.5	\$40,263	\$46,075	(14.4)	\$220,705	\$205,852	6.7
Net Surplus/(Deficit)	(\$139,297)	(\$119,043)	14.5	\$0,000	\$0,000	-	(\$139,297)	(\$119,043)	14.5
Cash Conversion Adjustments									
Operating/Capital	\$40,586	\$37,364	(7.9)	\$0,000	\$0,000	-	40,586	\$37,364	(7.9)
Other Cash Adjustments	(10,017)	(34,863)	71.3	0,000	0,000	-	(10,017)	(34,863)	71.3
Total Cash Conversion Adjustments	\$30,176	\$2,070	(93.1)	0,000	\$0,000	-	\$30,176	\$2,070	(93.1)
Net Cash Surplus/(Deficit)	(\$109,121)	(\$116,973)	(7.2)	\$0,000	\$0,000	-	(\$109,121)	(\$116,973)	(7.2)

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. Subsequent revision may also be required due to impacts of Kronos timekeeping system outage.

TABLE 2

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 MARCH Year-To-Date
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total												
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent										
	Budget	Actual		Variance	Budget		Actual	Variance		Budget	Actual	Variance							
Revenue																			
Facebook Revenue	\$110,738	\$87,261	(\$23,477)	(21.2)	\$0,000	\$0,000	\$0,000	0.000	0.000	0.000	0.000	\$110,738	\$87,261	(\$23,477)	(21.2)				
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-				
Other Operating Revenue	6,557	7,238	0,681	10.4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6,557	7,238	0,681	10.4				
Capital & Other Reimbursements	0.000	0.000	0.000	-	100,489	98,324	(2,165)	(2.2)	100,489	98,324	(2,165)	100,489	98,324	(2,165)	(2.2)				
Total Revenue	\$117,296	\$94,499	(\$22,797)	(19.4)	\$100,489	\$98,324	(\$2,165)	(2.2)	\$100,489	\$98,324	(\$2,165)	\$217,784	\$192,823	(\$24,962)	(11.5)				
Expenses																			
Labor:																			
Payroll	\$151,645	\$138,229	\$13,416	8.8	\$35,682	\$32,465	\$3,227	9.0	\$187,337	\$170,693	\$16,643	\$187,337	\$170,693	\$16,643	8.9				
Overtime	34,062	36,592	(2,530)	(7.4)	12,280	10,191	2,089	17.0	46,342	46,783	(441)	46,342	46,783	(441)	(1.0)				
Health and Welfare	33,504	31,747	1,757	5.2	9,094	7,955	1,139	12.5	42,598	39,702	2,896	42,598	39,702	2,896	6.8				
OPER Current Payment	20,100	16,726	3,374	16.8	0.000	0.000	0.000	-	20,100	16,726	3,374	20,100	16,726	3,374	16.8				
Pensions	43,442	40,883	2,560	5.9	14,776	15,492	(716)	(4.8)	58,218	56,375	1,843	58,218	56,375	1,843	3.2				
Other Fringe Benefits	41,843	47,647	(5,805)	(13.9)	9,300	8,209	1,091	11.7	51,142	55,857	(4,714)	51,142	55,857	(4,714)	(9.2)				
Reimbursable Overhead	(7,034)	(10,966)	3,932	55.8	7,034	10,966	(3,932)	(55.8)	0.000	0.000	0.000	0.000	0.000	0.000	-				
Total Labor Expenses	\$317,562	\$300,868	\$16,694	5.3	\$88,176	\$85,288	\$2,908	3.3	\$405,738	\$386,137	\$19,602	\$405,738	\$386,137	\$19,602	4.8				
Non-Labor:																			
Electric Power	\$19,781	\$20,043	(\$2,626)	(13.3)	\$0,062	\$0,052	\$0,010	16.2	\$19,843	\$20,094	(\$2,251)	\$19,843	\$20,094	(\$2,251)	(13.3)				
Fuel	5,587	7,438	(1,851)	(33.1)	0.000	0.000	0.000	-	5,587	\$7,438	(1,851)	5,587	\$7,438	(1,851)	(33.1)				
Insurance	5,532	5,346	0,186	3.3	1,753	0,767	0,986	56.3	7,285	\$6,113	1,172	7,285	\$6,113	1,172	16.1				
Claims	1,171	1,235	(64)	(5.5)	0.000	0.000	0.000	-	1,171	\$1,235	(64)	1,171	\$1,235	(64)	(5.5)				
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	0.000	-				
Maintenance and Other Operating Contracts	20,884	16,474	4,410	21.1	3,654	3,064	0,590	16.1	24,538	\$19,538	5,000	24,538	\$19,538	5,000	20.4				
Professional Service Contracts	11,136	9,410	1,726	15.5	0.162	0.162	(0.154)	(94.9)	11,297	\$9,725	1,572	11,297	\$9,725	1,572	13.9				
Materials & Supplies	38,745	22,914	15,832	40.9	6,556	8,668	(2,132)	(32.5)	45,301	\$31,601	13,700	45,301	\$31,601	13,700	30.2				
Other Business Expenses	3,674	1,633	2,042	55.6	0.126	0.170	(0.044)	(34.7)	3,800	\$1,802	1,998	3,800	\$1,802	1,998	52.6				
Total Non-Labor Expenses	\$106,510	\$84,492	\$22,018	20.7	\$12,312	\$13,085	(\$7,743)	(6.0)	\$118,823	\$97,548	\$21,275	\$118,823	\$97,548	\$21,275	17.9				
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	0.000	0.000	0.000	0.000	0.000	0.000	-				
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-				
Total Expenses before Depreciation & Other Post Employment Benefits	\$424,072	\$385,361	\$38,712	9.1	\$100,489	\$98,324	\$2,165	2.2	\$524,561	\$483,685	\$40,877	\$524,561	\$483,685	\$40,877	7.8				
Depreciation	\$110,758	\$112,093	(\$1,335)	(1.2)	\$0,000	\$0,000	\$0,000	-	\$110,758	\$112,093	(\$1,335)	\$110,758	\$112,093	(\$1,335)	(1.2)				
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	-				
Environmental Remediation	0.500	1,095	(0,595)	(11.9)	0.000	0.000	0.000	-	0.500	1,095	(0,595)	0.500	1,095	(0,595)	(11.9)				
Total Expenses	\$535,331	\$498,548	\$36,782	6.9	\$100,489	\$98,324	\$2,165	2.2	\$635,819	\$596,872	\$38,947	\$635,819	\$596,872	\$38,947	6.1				
Net Surplus/(Deficit)	(\$418,035)	(\$404,049)	\$13,985	3.3	\$0,000	\$0,000	\$0,000	-	(\$418,035)	(\$404,049)	\$13,985	(\$418,035)	(\$404,049)	\$13,985	3.3				
Cash Conversion Adjustments																			
Depreciation	\$110,758	\$112,093	\$1,335	1.2	\$0,000	\$0,000	\$0,000	-	110,758	\$112,093	\$1,335	110,758	\$112,093	\$1,335	1.2				
Operating/Capital	(1,181)	(1,578)	(397)	(33.7)	0.000	0.000	0.000	-	(1,181)	(1,578)	(397)	(1,181)	(1,578)	(397)	(33.7)				
Other Cash Adjustments	62,864	114,085	51,222	81.5	0.000	0.000	0.000	-	62,864	114,085	51,222	62,864	114,085	51,222	81.5				
Total Cash Conversion Adjustments	\$172,441	\$224,600	\$52,158	30.2	\$0,000	\$0,000	\$0,000	-	\$172,441	\$224,600	\$52,158	\$172,441	\$224,600	\$52,158	30.2				
Net Cash Surplus/(Deficit)	(\$245,594)	(\$179,450)	\$66,144	26.9	\$0,000	\$0,000	\$0,000	0.0	(\$245,594)	(\$179,450)	\$66,144	(\$245,594)	(\$179,450)	\$66,144	26.9				

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results. Subsequent revision may also be required due to impacts of Kronos timekeeping system outage.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

		MARCH 2022			Year-To-Date MARCH 2022		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(1.133)	(2.9)	Lower ridership \$(3.487), partially offset by higher yield per passenger \$2.354.	(23.477)	(21.2)	Lower ridership \$(22.974) and yield per passenger \$(0.503).
Other Operating Revenue	Non Reimb.	0.721	27.7	Primarily due to higher rental and the timing of miscellaneous revenue, partially offset by the timing of advertising revenue.	0.681	10.4	Primarily due to higher rental and the timing of miscellaneous revenue, partially offset by the timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	5.812	14.4	Primarily due to the timing of capital project activity and interagency reimbursements.	(2.165)	(2.2)	Primarily due to the timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	6.660	13.7	Primarily vacant positions.	13.416	8.8	Primarily vacant positions.
	Reimb.	(0.713)	(4.9)	Primarily due to the timing of project activity.	3.227	9.0	Primarily due to the timing of project activity.
Overtime	Non Reimb.	(1.562)	(13.8)	Unfavorable programmatic/routine maintenance, vacancy/absentee coverage and unscheduled maintenance, partially offset by favorable weather and unscheduled service.	(2.530)	(7.4)	Unfavorable programmatic/routine maintenance, vacancy/absentee coverage, weather emergencies, unscheduled maintenance, partially offset by favorable scheduled/unscheduled service.
	Reimb.	(0.701)	(15.1)	Primarily due to the timing of project activity.	2.089	17.0	Primarily due to the timing of project activity.
Health and Welfare	Non Reimb.	1.270	12.2	Vacant positions.	1.757	5.2	Vacant positions.
	Reimb.	(0.083)	(2.3)	Primarily due to the timing of project activity.	1.139	12.5	Primarily due to the timing of project activity.
OPEB Current Payment	Non Reimb.	1.149	17.2	Fewer retirees/beneficiaries.	3.374	16.8	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	2.064	15.4	Timing of pension payments and the estimated percentage of pension allocated to reimbursable was under-estimated.	2.560	5.9	Timing of pension payments and the estimated percentage of pension allocated to reimbursable was under-estimated.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

		MARCH 2022			Year-To-Date MARCH 2022		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
	Reimb.	(1,450)	(24.2)	The estimated percentage of pension allocated to reimbursable was under-estimated.	(0,716)	(4.8)	The estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(4,967)	(33.2)	Primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes due to vacant positions.	(5,805)	(13.9)	Primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes due to vacant positions.
	Reimb.	(0,123)	(3.3)	Primarily due to the timing of project activity.	1,091	11.7	Primarily due to the timing of project activity.
Reimbursable Overhead	Non Reimb.	2,540	95.4	Primarily due to the timing of project activity.	3,922	55.8	Primarily due to the timing of project activity.
	Reimb.	(2,540)	(95.4)	Primarily due to the timing of project activity.	(3,922)	(55.8)	Primarily due to the timing of project activity.
Electric Power	Non Reimb.	0,115	1.7	Primarily due to lower consumption, partially offset by higher rates.	(0,262)	(1.3)	Primarily due to higher rates and timing, partially offset by lower consumption.
	Reimb.	(0,005)	(23.5)		0,010	16.2	
Fuel	Non Reimb.	(1,338)	(79.2)	Primarily due to higher rates, partially offset by lower consumption.	(1,851)	(33.1)	Primarily due to higher rates and timing, partially offset by lower consumption.
Insurance	Non Reimb.	0,081	4.3	Lower liability insurance.	0,185	3.3	Lower liability insurance.
	Reimb.	0,086	12.0	Force Account Insurance associated with project activity.	0,986	56.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0,551)	*	Primarily due to an increase in reserves.	(0,065)	(5.5)	
Maintenance & Other Operating Contracts	Non Reimb.	3,855	55.4	Primarily due to the timing of joint facility, Moynihan Train Hall costs, TVM maintenance and security system maintenance, prior year accrual reversals and maintenance security systems, partially offset by higher rentals.	4,410	21.1	Primarily due to the timing of Moynihan Train hall payments, parking garage maintenance invoices, uniforms, lower busing and real estate rental costs, partially offset by higher equipment leases and rentals and snow removal.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	MARCH 2022		Year-To-Date MARCH 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
	Reimb.	(0.384)	(28.7)	0.590	16.1	Primarily due to the timing of project activity.
Professional Service Contracts	Non Reimb.	2.083	61.4	1.726	15.5	Primarily due to the timing of professional service contracts, other outside services, and M-3 decommissioning.
	Reimb.	(0.168)	*	(0.154)	(94.9)	Primarily due to the timing of project activity.
Materials & Supplies	Non Reimb.	5.373	37.6	15.832	40.9	Primarily due to the timing of modifications and RCM activity for revenue fleet, partially offset by higher miscellaneous inventory adjustments.
	Reimb.	0.293	10.9	(2.132)	(32.5)	Primarily due to the timing of project activity.
Other Business Expenses	Non Reimb.	1.267	87.5	2.042	55.6	Primarily due to reduction bad debt reserves, lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses.
	Reimb.	(0.024)	(47.4)	(0.044)	(34.7)	Primarily due to the timing of project activity.
Depreciation	Non Reimb.	3.222	7.9	(1.335)	(1.2)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.595)	*	(0.595)	*	

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES MARCH 2022 (\$ in millions)									
	Month			Year-to-Date					
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)			
		Variance	Percent		Variance	Percent			
Receipts									
Farebox Revenue	\$39,206	\$38,076	(\$1,130)	(2.9)	\$87,869	(\$24,776)	(22.0)		
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	-		
Other Operating Revenue	1,876	0,768	(1,108)	(59.1)	102,354	(2,356)	(2.2)		
Capital & Other Reimbursements	25,737	28,806	3,069	11.9	101,234	21,118	26.4		
Total Receipts	\$66,819	\$67,650	\$0,831	1.2	\$297,472	(\$6,015)	(2.0)		
Expenditures									
Labor:									
Payroll	\$59,116	\$60,633	(\$1,517)	(2.6)	\$188,619	\$21,615	11.5		
Overtime	15,048	18,669	(3,621)	(24.1)	48,302	46,966	1,336		
Health and Welfare	14,085	26,218	(12,134)	(86.1)	42,598	38,093	4,506		
OPEB Current Payment	6,700	9,991	(3,291)	(49.1)	20,100	16,170	3,930		
Pensions	19,406	18,792	0,614	3.2	58,218	56,643	1,575		
Other Fringe Benefits	16,189	14,591	1,598	9.9	54,944	43,327	11,617		
Contribution to GASB Fund	0,000	0,000	0,000	-	0,000	0,000	-		
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	-		
Total Labor Expenditures	\$130,543	\$148,895	(\$18,352)	(14.1)	\$412,782	\$368,203	\$44,579		
Non-Labor:									
Electric Power	\$6,863	\$3,999	\$2,863	41.7	\$19,843	\$18,404	\$1,439		
Fuel	1,689	2,866	(1,177)	(69.7)	5,587	6,874	(1,287)		
Insurance	0,000	1,719	(1,719)	-	11,013	2,490	8,524		
Claims	0,154	0,151	0,003	1.9	0,463	0,410	0,053		
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000		
Maintenance and Other Operating Contracts	8,304	9,676	(1,372)	(16.5)	24,538	26,398	(1,860)		
Professional Service Contracts	4,091	1,747	2,345	57.3	7,885	5,136	2,749		
Materials & Supplies	22,045	13,927	8,118	36.8	54,620	38,506	16,114		
Other Business Expenses	1,586	1,336	0,250	15.8	4,426	3,506	0,920		
Total Non-Labor Expenditures	\$44,733	\$35,421	\$9,312	20.8	\$128,376	\$101,723	\$26,653		
Other Expenditure Adjustments:									
Other	\$0,664	\$0,307	\$0,357	53.8	\$1,908	\$0,982	\$0,926		
Total Other Expenditure Adjustments	\$0,664	\$0,307	\$0,357	53.8	\$1,908	\$0,982	\$0,926		
Total Expenditures	\$175,940	\$184,622	(\$8,683)	(4.9)	\$543,066	\$470,907	\$72,158		
Net Cash Surplus/(Deficit)	(\$109,121)	(\$116,973)	(\$7,852)	(7.2)	(\$245,594)	(\$179,450)	\$66,144		
MTA Subsidy	109,121	63,855	(45,266)	(41.5)	245,594	190,010	(55,584)		
Cash Timing and Availability Adjustment	0,000	53,118	53,118	-	0,000	(10,560)	(10,560)		

Note: Totals may not add due to rounding

Table 5

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: CASH BASIS**

Generic Revenue or Expense Category	MARCH 2022				Year-To-Date as of MARCH 2022			
	Favorable/ (Unfavorable) Variance		Reason for Variance		Favorable/ (Unfavorable) Variance		Reason for Variance	
	\$	%			\$	%		
Receipts								
Farebox Revenue	(1,130)	(2.9)	Lower ridership \$(3,487) and MetroCard/AirTrain sales \$(0.247), partially offset by higher yield per passenger \$2,354 and advance sales impact \$0.249.	(24,776)	(22.0)	Lower ridership \$(22,974), MetroCard/AirTrain sales \$(0.928), yield per passenger \$(0.503) and advance sales impact \$(0.371).		
Other Operating Revenue	(1,108)	(59.1)	Primarily due to the timing of an annual rental revenue payment and freight revenue.	(2,356)	(2.2)	Primarily due to the timing of an annual rental revenue payment and freight revenue, partially offset by the timing of miscellaneous revenue.		
Capital and Other Reimbursements	3,069	11.9	Timing of activity and reimbursement for capital and other reimbursements.	21,118	26.4	Timing of activity and reimbursement for capital and other reimbursements.		
Expenditures								
Labor:								
Payroll	(1,517)	(2.6)	Primarily due to the timing of payments.	21,615	11.5	Primarily due to vacant positions and rates.		
Overtime	(3,621)	(24.1)	Primarily due to higher reimbursable overtime, programmatic/routine maintenance, vacancy/absentee coverage and unscheduled maintenance, partially offset by lower weather-related overtime and unscheduled service.	1,336	2.8	Primarily due to lower reimbursable overtime, scheduled and unscheduled service, partially offset by higher programmatic/routine maintenance, vacancy/absentee coverage, weather-related overtime and unscheduled maintenance.		
Health and Welfare	(12,134)	(86.1)	Primarily due to the timing of health and welfare payments, partially offset by vacant positions.	4,506	10.6	Primarily due to vacant positions, intercompany reimbursements and the timing of payments.		
OPEB Current Payment	(3,291)	(49.1)	Primarily due to the timing of payments.	3,930	19.6	Primarily due to fewer retirees/beneficiaries and the timing of payments.		
Pensions	0,614	3.2	Due to timing of pension payments and intercompany reimbursements.	1,575	2.7	Due to timing of pension payments and intercompany reimbursements.		
Other Fringe Benefits	1,598	9.9	Primarily due to lower Railroad Retirement Tax payments, partially offset by the timing of FELA payments.	11,617	21.1	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by higher Railroad Unemployment Insurance.		
Non-Labor:								

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: CASH BASIS

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Electric Power	2.863	41.7	Primarily due to lower consumption and the timing of payments, partially offset by higher rates.	1.439	7.3	Primarily due to the timing of payments and lower consumption, partially offset by higher rates.
Fuel	(1.177)	(69.7)	Primarily due to the timing of payments and higher rates.	(1.287)	(23.0)	Primarily due to the timing of payments and higher rates.
Insurance	(1.719)	-	Timing of Station Liability second quarter insurance payment.	8.524	77.4	Timing of insurance premium payments.
Claims	0.003	1.9		0.053	11.5	Timing of payments for claims.
Maintenance and Other Operating Contracts	(1.372)	(16.5)	Timing of payments for maintenance contracts.	(1.860)	(7.6)	Timing of payments for maintenance contracts.
Professional Service Contracts	2.345	57.3	Timing of payments for professional services.	2.749	34.9	Timing of payments for professional service contracts and the timing of MTA Chargeback services.
Materials and Supplies	8.118	36.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	16.114	29.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.250	15.8	Primarily the timing of miscellaneous expenses.	0.920	20.8	Primarily the timing of office supplies, travel meetings and miscellaneous expenses, and lower credit card fees.
Other Expenditure Adjustments	0.358	58.2	Lower MetroCard/AirTrain pass through payments.	0.568	45.7	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) MARCH 2022 (\$ in millions)												
	Month						Year-to-Date					
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts												
Farebox Revenue	\$0.664	\$0.666	\$0.002	0.4	\$1.908	\$0.608	(\$1.299)	(68.1)	\$1.908	\$0.608	(\$1.299)	(68.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.728)	(2.557)	(1.829)	*	98.153	95.116	(3.036)	(3.1)	98.153	95.116	(3.036)	(3.1)
Capital & Other Reimbursements	(14.526)	(17.269)	(2.744)	(18.9)	(20.373)	2.910	23.283	*	(20.373)	2.910	23.283	*
Total Receipts	(\$14.590)	(\$19.160)	(\$4.570)	(31.3)	\$79.688	\$98.635	\$18.947	23.8	\$79.688	\$98.635	\$18.947	23.8
Expenditures												
Labor:												
Payroll	\$4.226	(\$3.238)	(\$7.464)	*	(\$1.282)	\$3.689	\$4.971	*	(\$1.282)	\$3.689	\$4.971	*
Overtime	0.882	(0.476)	(1.359)	*	(1.960)	(0.183)	1.777	90.7	(1.960)	(0.183)	1.777	90.7
Health and Welfare	0.000	(13.320)	(13.320)	*	0.000	1.610	1.610	*	0.000	1.610	1.610	*
OPEB Current Payment	0.000	(4.440)	(4.440)	-	0.000	0.556	0.556	-	0.000	0.556	0.556	-
Pensions	0.000	0.000	(0.000)	(100.0)	0.000	(0.268)	(0.268)	*	0.000	(0.268)	(0.268)	*
Other Fringe Benefits	2.537	9.225	6.688	*	(3.802)	12.530	16.331	*	(3.802)	12.530	16.331	*
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$7.645	(\$12.250)	(\$19.895)	*	(\$7.044)	\$17.934	\$24.978	*	(\$7.044)	\$17.934	\$24.978	*
Non-Labor:												
Electric Power	\$0.000	\$2.753	\$2.753	-	\$0.000	\$1.691	\$1.691	-	\$0.000	\$1.691	\$1.691	-
Fuel	0.000	0.161	0.161	-	0.000	0.564	0.564	-	0.000	0.564	0.564	-
Insurance	2.592	0.706	(1.886)	(72.8)	(3.729)	3.623	7.352	*	(3.729)	3.623	7.352	*
Claims	0.236	0.790	0.554	*	0.708	0.825	0.118	16.6	0.708	0.825	0.118	16.6
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	0.000	(4.843)	(4.843)	-	0.000	(6.860)	(6.860)	-	0.000	(6.860)	(6.860)	-
Professional Service Contracts	(0.635)	(0.205)	0.430	67.8	3.413	4.590	1.177	34.5	3.413	4.590	1.177	34.5
Materials & Supplies	(5.074)	(2.621)	2.453	48.3	(9.319)	(6.904)	2.414	25.9	(9.319)	(6.904)	2.414	25.9
Other Business Expenses	(0.087)	(1.080)	(0.992)	*	(0.626)	(1.704)	(1.078)	*	(0.626)	(1.704)	(1.078)	*
Total Non-Labor Expenditures	(\$2.968)	(\$4.339)	(\$1.371)	(46.2)	(\$9.553)	(\$4.175)	\$5.378	56.3	(\$9.553)	(\$4.175)	\$5.378	56.3
Other Expenditure Adjustments:												
Other	(\$0.664)	(\$0.307)	\$0.357	53.8	(\$1.908)	(\$0.982)	\$0.926	48.5	(\$1.908)	(\$0.982)	\$0.926	48.5
Total Other Expenditure Adjustments	(\$0.664)	(\$0.307)	\$0.357	53.8	(\$1.908)	(\$0.982)	\$0.926	48.5	(\$1.908)	(\$0.982)	\$0.926	48.5
Total Expenditures	\$4.013	(\$16.896)	(\$20.909)	*	(\$18.505)	\$12.777	\$31.282	*	(\$18.505)	\$12.777	\$31.282	*
Depreciation Adjustment	\$40.586	\$37.364	(\$3.222)	(7.9)	\$110.758	\$112.093	\$1.335	1.2	\$110.758	\$112.093	\$1.335	1.2
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.762	0.595	*	0.500	1.095	0.595	*	0.500	1.095	0.595	*
Total Expenditures After Non-Cash Liabilities	\$44.766	\$21.230	(\$23.536)	(52.6)	\$92.754	\$125.965	\$33.211	35.8	\$92.754	\$125.965	\$33.211	35.8
Total Cash Conversion Adjustments	\$30.176	\$2.070	(\$28.105)	(93.1)	\$172.441	\$224.600	\$52.158	30.2	\$172.441	\$224.600	\$52.158	30.2

LONG ISLAND RAIL ROAD - NON-REIMBURSABLE OVERTIME

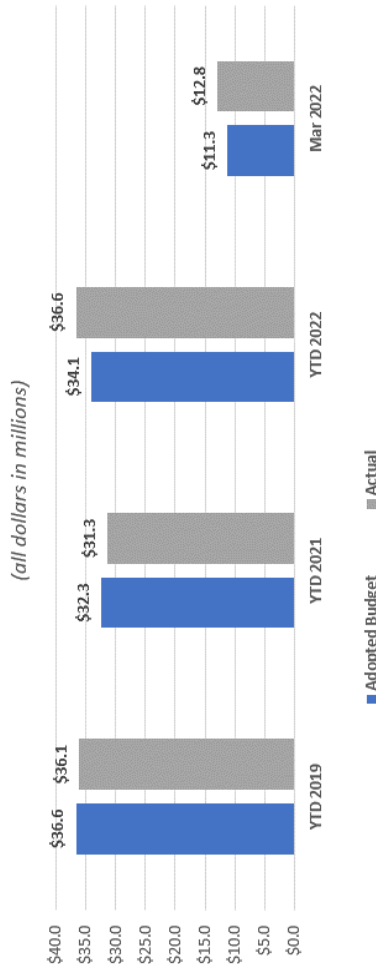
OVERVIEW

- Increase of \$5.3M vs YTD 2021 higher Fleet & Right of Way maintenance, higher vacancy/absentee coverage (open vacancies), partially offset by lower Covid sanitizing/cleaning costs.
- Increase of \$0.5M vs YTD 2019 higher vacancy/absentee coverage, higher weather overtime and higher Covid sanitizing/cleaning costs, partially offset by lower scheduled/unscheduled train service and lower Right of Way & Fleet maintenance required to be completed on overtime.
- Overspend of \$2.5M vs YTD 2022 Adopted Budget due to higher Right of Way maintenance, higher vacancy/absentee coverage (open vacancies), higher weather overtime, higher Covid sanitizing/cleaning costs, partially offset by lower scheduled/unscheduled train service.
- Overspend of \$1.5M vs Adopted Budget March (Month only) due to higher Right of Way maintenance, higher vacancy/absentee coverage (open vacancies), higher Covid sanitizing/cleaning costs, partially offset by lower scheduled/unscheduled train service and weather overtime.

Agency Detail

- **Maintenance of Equipment:**
 - Maintenance of Equipment Overtime of \$19.4M is 53% of 2022 YTD Actuals.
 - \$3.3M unfavorable vs YTD Adopted Budget driven by higher vacancy/absentee coverage (open vacancies), higher weather-related overtime, higher sanitizing/cleaning costs.
- **Maintenance of Way (MOW):**
 - MOW of \$7.8M is 21% of 2022 YTD Actuals.
 - \$2.5M unfavorable vs YTD Adopted Budget driven by higher Right of Way Maintenance required to be completed on overtime, partially offset by lower accrual & pay rate differences.
- **Transportation:**
 - Transportation Overtime of \$7.6M is 21% of 2022 YTD Actuals.
 - \$2.3M favorable vs YTD Adopted Budget driven by lower unscheduled service as a result less incidents, lower vacancy/absentee coverage related to current train service plan, lower scheduled service (less Train & Engine hours and holiday hours) and lower accrual & pay rate differences.
- **Stations:**
 - Stations Overtime of \$1.3M is 4% of 2022 YTD Actuals.
 - \$1.0M favorable vs YTD Adopted Budget driven by lower vacancy/absentee coverage.
- Note that March overtime actuals are preliminary estimates and will require subsequent revision due to the impacts of the Kronos timekeeping system outage.

Non-Reimbursable Overtime - YTD March Variance



LONG ISLAND RAIL ROAD - REIMBURSABLE OVERTIME

OVERVIEW

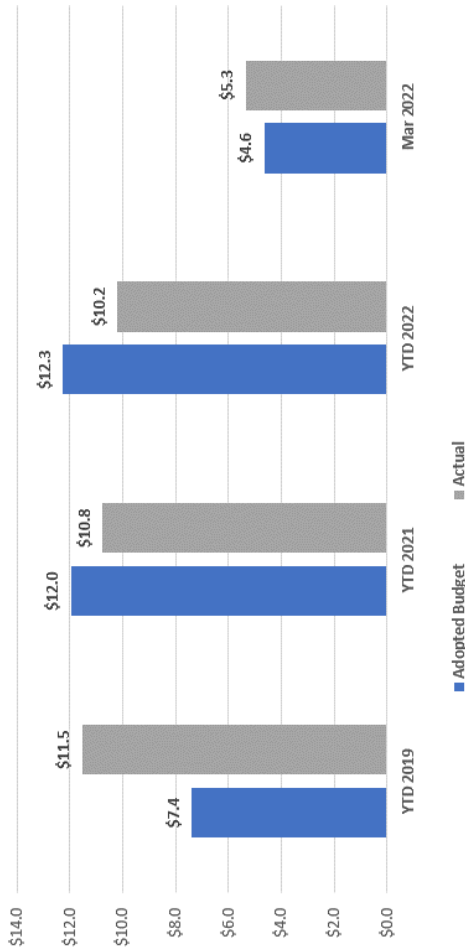
- Decrease of \$0.6M vs YTD 2021 mainly due to the reduction in the amount of MOW reimbursable required to be completed on overtime.
- Decrease of \$1.3M vs YTD 2019 mainly due to the reduction in the amount MOW and Transportation reimbursable overtime.
- Underspend of \$2.1M vs YTD Adopted Budget due to lower than planned reimbursable project work.
- Overspend of \$0.7M vs Adopted Budget March (Month only) due to higher than planned reimbursable project work.

Agency Detail

- **MOW:**
 - MOW Overtime of \$7.0M is 69% of 2022 YTD Actuals.
 - \$1.6M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements.
- **Transportation:**
 - Transportation Overtime of \$2.3M is 23% of 2022 YTD Actuals.
 - \$0.8M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements related to flagging needs.

Reimbursable Overtime - YTD March Variance

(all dollars in millions)



- Note that March overtime actuals are preliminary estimates and will require subsequent revision due to the impacts of the Kronos timekeeping system outage.

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH MARCH 2022

	Budget	Actual	Favorable/ (Unfavorable)	Variance
Administration				
Executive VP	0	-		0
Enterprise Asset Management	9	7		2
Sr. Vice President - Engineering	1	1		0
Labor Relations	14	10		4
Procurement & Logistics (excl. Stores)	46	39		7
Human Resources	35	33		2
Sr. VP Administration	2	2		0
Strategic Investments	25	21		4
President	8	4		4
VP & CFO	2	1		1
Controller	40	38		2
Management & Budget	13	8		5
BPM, Controls & Compliance	4	4		0
Market Dev. & Public Affairs	63	58		5
Gen. Counsel & Secretary	29	23		6
Diversity Management	3	-		3
Security	15	12		3
System Safety	46	40		6
Training	68	69		(1)
Service Planning	28	28		0
Rolling Stock Programs	17	8		9
Sr. Vice President - Operations	5	2		3
Total Administration	473	408		65
Operations				
Transportation Services - Train Operations	2,347	2,192		155
Customer Services	476	462		14
Total Operations	2,824	2,654		170
Maintenance				
Engineering	1,956	2,002		(46)
Equipment	2,276	2,045		231
Procurement (Stores)	112	91		21
Total Maintenance	4,344	4,138		206
Engineering/Capital				
Department of Program Management	112	85		27
Special Projects	59	45		14
Operational Support Group	45	34		11
Total Engineering/Capital	216	164		52
Baseline Total Positions	7,857	7,364		493
Non-Reimbursable	6,577	6,275		302
Reimbursable	1,280	1,089		191
Total Full-Time	7,857	7,364		493
Total Full-Time-Equivalents				

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH MARCH 2022

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 302 positions due to vacancies in Maintenance of Equipment, Train Operations, Stations and various administrative departments, partially offset by Engineering.
REIMBURSABLE POSITIONS - Favorable 191 positions due to vacancies in Train Operations and various administrative departments, partially offset by Engineering.

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH MARCH 2022

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	262	234	28
Professional, Technical, Clerical	188	151	37
Operational Hourlies	23	23	0
Total Administration	473	408	65
Operations			
Managers/Supervisors	352	319	33
Professional, Technical, Clerical	129	105	24
Operational Hourlies	2,343	2,230	113
Total Operations	2,824	2,654	170
Maintenance			
Managers/Supervisors	874	783	91
Professional, Technical, Clerical	290	251	39
Operational Hourlies	3,180	3,104	76
Total Maintenance	4,344	4,138	206
Engineering/Capital			
Managers/Supervisors	151	125	26
Professional, Technical, Clerical	65	39	26
Operational Hourlies	0	0	0
Total Engineering/Capital	216	164	52
Total Positions			
Managers/Supervisors	1,638	1,461	177
Professional, Technical, Clerical	672	546	126
Operational Hourlies	5,547	5,357	190
Total Positions	7,857	7,364	493

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 RIDERSHIP
 (In Millions)

	MARCH 2022						MARCH YEAR TO DATE 2022							
	Month			Variance			YTD			Variance				
	Adopted Budget	Actual 2022	Adjusted* 2021	Adopted Budget	%	Adjusted* 2021	Adopted Budget	Actual 2022	Adjusted* 2021	Adopted Budget	%	Adjusted* 2021		
RIDERSHIP														
Monthly	2.758	1.607	0.670	(1.150)	-41.7%	0.937	139.9%	7.265	3.256	1.723	(4.009)	-55.2%	1.533	88.9%
Weekly	0.104	0.091	0.043	(0.013)	-12.5%	0.048	110.6%	0.301	0.201	0.112	(0.101)	-33.4%	0.089	79.3%
Total Commutation	2.862	1.698	0.713	(1.163)	-40.7%	0.985	138.2%	7.566	3.457	1.835	(4.110)	-54.3%	1.622	88.4%
One-Way Full Fare	0.481	0.627	0.144	0.146	30.4%	0.483	335.1%	1.318	0.912	0.380	(0.406)	-30.8%	0.533	140.3%
One-Way Off-Peak	0.891	0.954	0.708	0.063	7.1%	0.247	34.8%	2.512	3.109	1.811	0.597	23.8%	1.298	71.7%
All Other	0.572	1.092	0.527	0.519	90.7%	0.564	107.0%	1.602	2.824	1.384	1.222	76.3%	1.440	104.1%
Total Non-Commutation	1.944	2.673	1.379	0.729	37.5%	1.294	93.8%	5.432	6.845	3.574	1.413	26.0%	3.271	91.5%
Total	4.806	4.371	2.092	(0.435)	-9.0%	2.279	108.9%	12.998	10.302	5.409	(2.697)	-20.7%	4.893	90.5%

*Prior year adjusted to reflect current year calendar.



Long Island Rail Road

Ridership Report Highlights

March 2022 vs. 2021

- Total ridership increased +108.9% compared to March 2021 (4,371,239 in March 2022 vs. 2,092,132 in March 2021). When compared to March 2019, total ridership decreased -41.8% (4,371,239 passengers in March 2022 vs. 7,515,113 passengers in March 2019)
 - The introduction of the 20-trip ticket and the 10% discount of monthly tickets boosted new ticket sales in March 2022
- Commutation ridership increased +138.2% compared to March 2021
- Non-Commutation ridership increased +93.8% compared to March 2021

2022 vs. 2021 YTD

- Total YTD ridership is +90.5% above 2021 and -20.7% below Budget
- YTD Commutation ridership is +88.4% above 2021
- YTD Non-Commutation ridership is +91.5% above 2021

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

March 2022

**March 2022 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

March Ridership and Revenue (millions)

	March 2022	% Change vs. 2021
Total Rail Ridership	4.371	108.9% ▲
Commutation Ridership	1.698	138.2% ▲
Non-Commutation Ridership	2.673	93.8% ▲
Rail Revenue	\$37.4	124.1% ▲

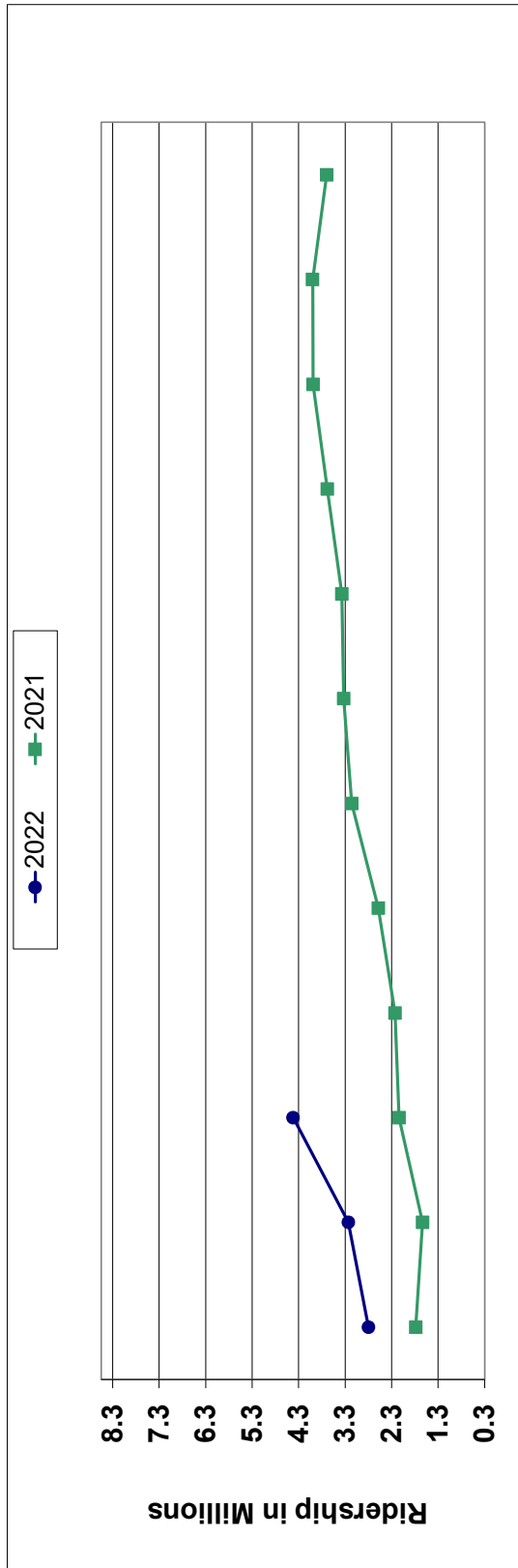
Year-to-Date through March Prelim. Ridership and Revenue (millions)

	March 2022	% Change vs. 2021	Comparison to 2022 Budget
Total Rail Ridership	10.302	90.5% ▲	-20.7% ▼
Commutation Ridership	3.457	88.4% ▲	-54.3% ▼
Non-Commutation Ridership	6.845	91.5% ▲	26.0% ▲
Rail Revenue	\$87.3	97.0% ▲	-21.2% ▼

Please Note: Ridership is based on ticket sales data.

March RIDERSHIP

- March Total Ridership was 108.9% above '21 and -9.0% below 2022 Budget.

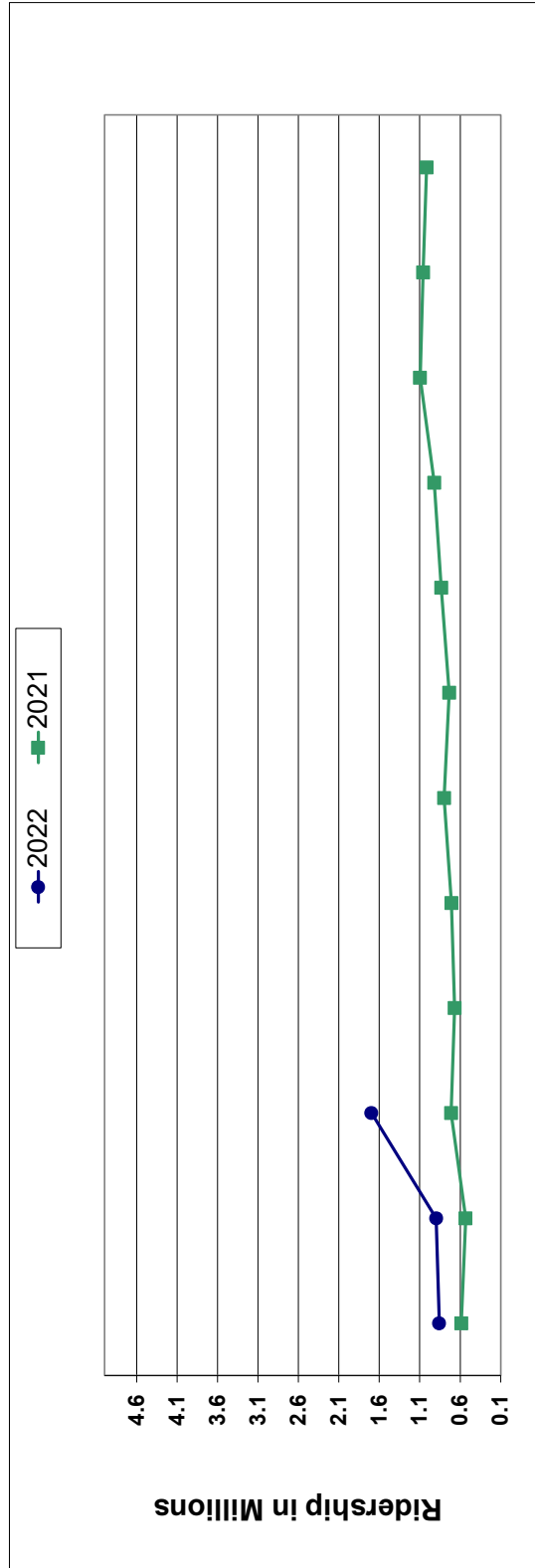


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	2.8	3.2	4.4										10.3
2021	1.7	1.6	2.1	2.2	2.5	3.1	3.3	3.3	3.6	3.9	3.9	3.6	5.4
PCT CHG.	59.0%	100.4%	108.9%										90.5%

Please Note: Ridership is based on ticket sales data.

March COMMUTATION RIDERSHIP

- March Commutation Ridership was 138.2% above '21 and -40.7% below 2022 Budget.

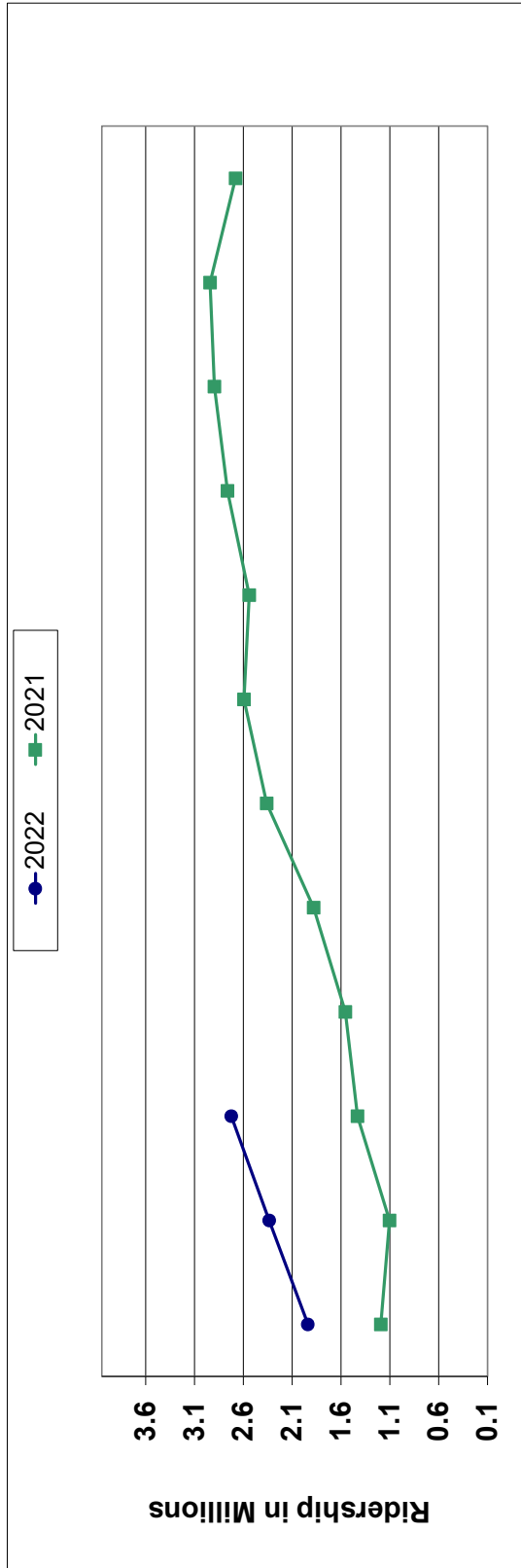


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2022	0.9	0.9	1.7										3.5
2021	0.6	0.5	0.7	0.7	0.7	0.8	0.7	0.8	0.9	1.1	1.1	1.0	1.8
PCT CHG.	46.5%	68.0%	138.2%										88.4%

Please Note: Ridership is based on ticket sales data.

March NON-COMMUTATION RIDERSHIP

- March Non-Commutation Ridership was 93.8% above '21 and 37.5% above 2022 Budget.

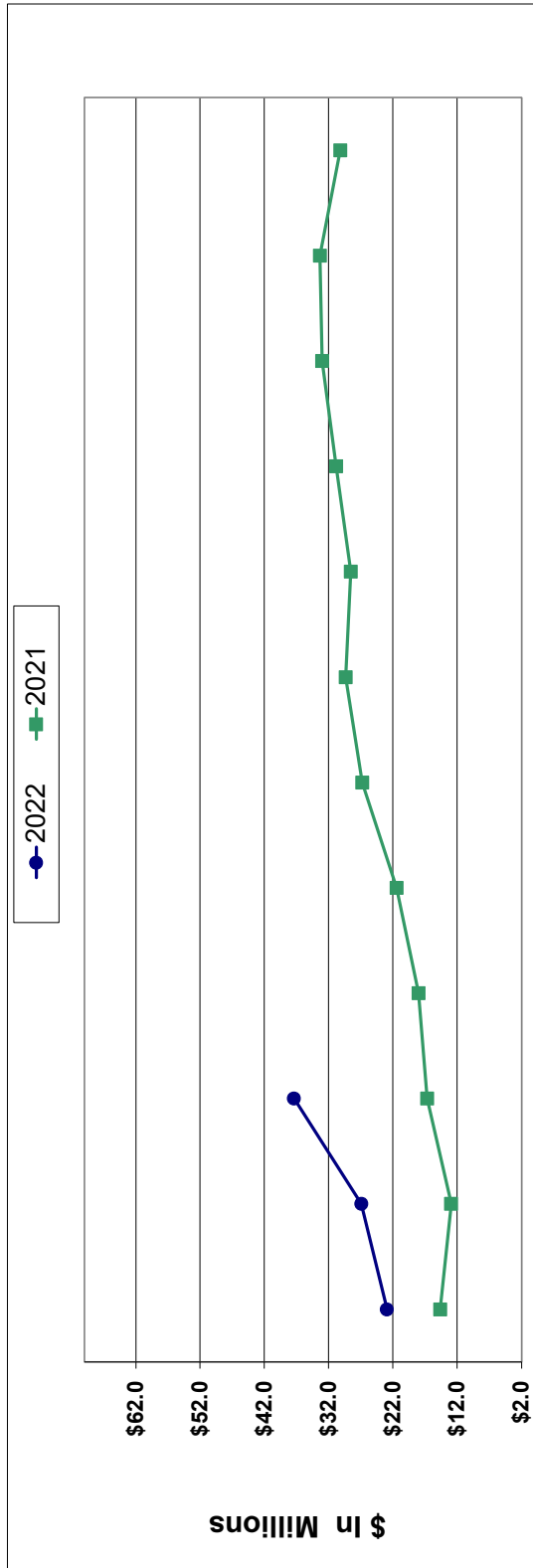


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	1.9	2.3	2.7										6.8
2021	1.1	1.1	1.4	1.5	1.8	2.3	2.5	2.5	2.7	2.8	2.9	2.6	3.6
PCT CHG.	65.4%	116.9%	93.8%										91.5%

Please Note: Ridership is based on ticket sales data.

March REVENUE

- March Total Revenue was 124.1% above '21 and -2.9% below 2022 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	\$23.0	\$26.9	\$37.4										\$87.3
2021	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4	\$26.8	\$29.3	\$28.5	\$30.8	\$33.0	\$33.4	\$30.2	\$44.3
PCT CHG.	56.6%	107.9%	124.1%										97.0%

Please Note: Ridership is based on ticket sales data.

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
March 2022**

TICKET TYPE/SERVICE	March 2022	*March 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,698,274	713,074	985,200	138.2%
NON-COMMUTATION RIDERSHIP	2,672,965	1,379,058	1,293,907	93.8%
TOTAL RIDERSHIP	4,371,239	2,092,132	2,279,107	108.9%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2022 YEAR-TO-DATE**

TICKET TYPE/SERVICE	March 2022	*March 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,456,568	1,835,065	1,621,503	88.4%
NON-COMMUTATION RIDERSHIP	6,845,062	3,573,946	3,271,116	91.5%
TOTAL RIDERSHIP	10,301,630	5,409,011	4,892,619	90.5%

* 2021 ridership numbers were adjusted using 2022 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
March 2022**

REVENUE	March 2022	March 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$10,681,956	\$5,030,530	\$5,651,426	112.3%
NON-COMMUTATION REVENUE	\$26,727,662	\$11,659,732	\$15,067,930	129.2%
TOTAL REVENUE	\$37,409,618	\$16,690,262	\$20,719,357	124.1%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2022 YEAR-TO-DATE**

REVENUE	March 2022	March 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$24,910,337	\$14,365,300	\$10,545,037	73.4%
NON-COMMUTATION REVENUE	\$62,350,652	\$29,922,017	\$32,428,635	108.4%
TOTAL REVENUE	\$87,260,989	\$44,287,317	\$42,973,672	97.0%