



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

May 2022

Members

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, 5/23/2022
9:00 - 10:15 AM ET

1. Public Comments Period

2. Summary of Actions

LIRR Summary of Actions - None

MNR Summary of Actions - None

3. Approval of Minutes - April 25, 2022

Joint LIRR-MNR Committee minutes - Page 4

4. 2022 Work Plans

LIRR Work Plan

LIRR Work Plan - Page 14

MNR Work Plan

MNR Work Plan - Page 19

5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 24

MNR Report

- **MNR Safety Report**

MNR Safety Report - Page 27

MTA Police Report

MTA Police Reports - Page 30

6. AGENCY INFORMATION ITEMS

Joint Information Items

- **LIRR/MNR PTC Implementation Update**

LIRR/MNR PTC Implementation Update - Page 39

7. AGENCY INFORMATION ITEMS

LIRR Information Items

- **Summer Service & Trackwork Programs**

MNR Information Items

- **Track Program Quarterly Update**
Track Program Quarterly Update - Page 48

8. PROCUREMENTS

LIRR Procurements - None

MNR Procurements - None

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

LIRR Performance Summaries

- **LIRR Operations Report**
LIRR Operations Report - Page 62
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 72
- **LIRR Finance Report**
LIRR Finance Report - Page 75
- **LIRR Ridership Report**
LIRR Ridership Report - Page 95

MNR Reports

- **MNR Operations Report**
MNR Operations Report - Page 103
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 111
- **MNR Finance Report**
MNR Finance Report - Page 114
- **MNR Ridership Report**
MNR Ridership Report - Page 133

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday April 25, 2022

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

The following Board members were present in person:

Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Michael Fleischer
Hon. Randolph Glucksman
Hon. Neal Zuckerman

The following Board members were present via video conference:

Hon. Vincent Tessitore, Jr.

The following Board members were not present:

Hon. Kevin Law, Co-Chair

Representing Long Island Rail Road:

Catherine Rinaldi – Interim President
Rob Free – Senior Vice President, Operations
Lori Ebbighausen – Vice President, Corporate Safety

Representing Metro-North:

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
Anthony Gardner – Senior Director, Procurement and Material Management
Ziona Rubin – Acting Metro-North BU Lead, MTA Construction & Development

The members of the Long Island Rail Road (“LIRR”) Committee met jointly with the members of the Metro-North Committee.

Board Member Fleischer called the joint meeting to order.

PUBLIC COMMENTS:

The following public speakers commented:

Jason Anthony (in person) from Amazon Labor Union noted that there are no alternative late night transportation options when the railroads have planned trackwork.

Charlton D'Souza (via video), Passengers United President, requested the status of elevator installation at Mineola station's new pedestrian bridge, repair of the older elevators, and shuttle buses. He asked when M8 cars for Shore Line East are coming, whether there will be express evening and early morning trains between New London and Grand Central Terminal ("GCT") and said that it would be nice to have one or two trains on the weekend. He also said that many vending machines are breaking down and dates are not printing on tickets. D'Souza indicated that people want to know whether there will be more diesel trains this summer on the Oyster Bay Line. He hoped President Rinaldi would visit the Hollis Station.

Murray Bodin (in person) from Concerned Grandparents said that, because of global warming and confusion, there should only be traffic lights rather than both traffic lights and flashing red lights at intersections. He also noted that quiet zones are possible and that, if the railroad meets the conditions for a quiet zone in one area, it could meet them in the entire system.

Andy Pollack (via audio) from Passengers United is happy with the M9s and is hoping that he will find out in the next couple of weeks when the June Main Line shutdowns will occur.

Bradley Brashears (in person), PCAC Planning Manager, is delighted to see that Bob Paley and his team are working to expand transit oriented communities in the suburbs. He commented on the Westbury Transit Oriented Development project, which will transform a parking lot into a mixed use development. This will bring MTA revenue, help revitalize Westbury, and bring housing within walking distance to the train station. He also wants improved connections and fare agreements at regionwide commuter rail stations with suburban bus operators. On the downside, he noted that total major felonies are expanding on the commuter railroads. He said that PCAC and Metro-North Commuter Council thanked MTA and President Rinaldi for celebrating Orrin Goetz at Nanuet Station.

Christopher D. Greif (via video) from New York City Transit Riders Council and NYCT's Advisory Committee for Transit Accessibility said they need to remind people to use trains and buses for the environment but also needed to work on accessibility. He said that the Council and Committee worked with LIRR. He also said that they need to work with Metro-North and wants to know when they will have ADA Task Force meetings. He thanked LIRR Care for helping lots of people. He hoped they could still work on the Freedom Ticket so that customers can get from the railroad to a subway to a bus at a decent price.

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:

As the LIRR and Metro-North Committees did not have a quorum, they were unable to approve the minutes of the March 28, 2022 meeting.

METRO-NORTH AND LIRR 2022 WORK PLANS:

President Rinaldi reported no changes to either the Metro-North or the LIRR Work Plans.

PRESIDENT'S REPORTS:

Metro-North President/LIRR Interim President Rinaldi began by noting that yesterday, LIRR celebrated a milestone with its 188th birthday. LIRR was chartered in 1834, which makes it the oldest railroad in the United States still operating under its same name. Its history is long and storied, and LIRR is grateful that it has the opportunity to keep New York moving. This year will be another one for the history books, as LIRR gets ready for the opening of LIRR service at Grand Central and the usage of the LIRR third track expansion.

With regard to ridership, President Rinaldi said that the materials contain annual ridership reports for both railroads. Staff at both Metro-North and LIRR compiled their respective Annual Ridership reports and President Rinaldi wanted to give a little snapshot of the trends they are seeing. They have been working alongside all MTA agencies to bring ridership back, and she thinks it is good for this Committee to understand where they have come up to this point and where they are at now.

Metro-North's total annual ridership for 2021 was approximately 30.7 million. This increases ridership by about 3.5 million more rides than the 27.1 million in 2020, representing a 13% increase. Metro-North's annual ridership, which is in the Committee Book, breaks down ridership statistics in several ways with more detail. Looking at 2022 ridership so far, 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 the resulting return-to-work policies, but also the further waning of the Omicron variant and the new 20 trip ticket that was introduced in February. Year over year growth for February was 115.2% and things picked up even more in March, with year over year growth at 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. Monday-Thursday ridership figures from last week were at a new high of 56.5% of the pre-COVID baseline, up 2.2% from the same four days the week before, and up 6.5% over the same four days two weeks ago. Metro-North has also seen good Yankees ridership for the first two games of the six game homestand, with an average of 2500 fans on Friday and Saturday.

LIRR's total annual ridership for 2021 was approximately 35 million customers, which represents a 16% increase from 30.3 million in 2020. Ridership grew steadily over the course of 2021. LIRR began the year at 24% compared to 2019 levels but grew to a peak of 55% in November. With the spike from the Omicron variant late in the year, ridership declined a bit to 48% of pre-COVID levels in December. As has been the case throughout the pandemic, weekends continued to show a more robust ridership recovery than weekdays, as many office workers continue to work remotely. As for 2022 year to date, March 2022 total ridership increased by 108.9% compared to March 2021. The latest ridership figures from last week showed a slight ridership decrease. The average weekday ridership was 163,000 customers, slightly down from the week before but higher than two weeks ago and one month ago. LIRR attributes last week's

decrease to spring break and the holidays. President Rinaldi stated there was extremely good Mets ridership for the April 15th home opener with 5988 customers, which includes arriving and departing fans. Ridership was also good for the second game on April 16th, with 4334 total customers arriving and departing.

LIRR's monthly ticket sales for March commutation were 37,378 and February monthly ticket sales were 23,425. LIRR sold 190,250 CityTickets from inception through March 31, 2022 and 321,584 through April 19, 2022. LIRR sold 18,344 20 trip tickets from inception through March 31, 2022 and 26,922 through April 19, 2022.

Metro-North's monthly ticket sales for March commutation was 28,878 and February monthly ticket sales were 19,756. Metro-North sold 57,189 CityTickets from inception through March 31, 2022 and 99,793 through April 19, 2022. Metro-North sold 21,265 20 trip tickets from inception through March 31, 2022 and 31,099 through April 19, 2022.

For the month of March, Metro-North's East of Hudson service operated above the annual 94% on time performance ("OTP") goal at 98% OTP and year to date ("YTD") performance was above goal also at 98%. On the Hudson Line, OTP YTD is 98.4% with no trains canceled or terminated. On the Harlem Line, OTP YTD is 98.3%, also with no trains canceled or terminated. On the New Haven Line, OTP YTD is 97.5%, with five trains (0.03%) terminated. There were three major incidents resulting in 138 delays as follows:

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

West of Hudson service operated slightly below the 94% OTP goal at 93.3% OTP and YTD performance was below goal at 92.8%. Pascack Valley was at 93% for the month and YTD and Port Jervis was at 93.7% for the month and 92.6% for the year. Seven trains (0.43%) were canceled or terminated, with one train on the Pascack Valley Line and six trains on the Port Jervis Line.

For Metro-North, Maintenance of Way forces have so far this year installed 2582 ties and 8.2 miles of rail, replaced six switches, and welded 314 rail joints. Crews have begun the switch replacement project at one of Metro-North's critical interlockings on the Harlem Line between Crestwood and Scarsdale and have also begun replacement of obsolete miter rails with thick web miter rails on the Saugatuck River moveable bridge located in Westport. Positive train control ("PTC") testing and qualification of the M8s continues on Shore Line East for tentative service by the end of May.

For LIRR, OTP for the month closed at 96.3%, which is above the monthly goal of 94%. 2022 YTD OTP is 95.5%, which is a decrease of 0.1% as compared to the same period last year. There were seven incidents in March that resulted in ten or more late, canceled or terminated trains. The most significant event was a disabled Amtrak track car at Harold Interlocking on March 13. The incident affected 45 trains, delayed LIRR's customers an average of 12.6 minutes, and reduced monthly OTP by 0.2%.

The Committee Book contains an information item, with a new timetable in place starting May 23. LIRR is in one of the busiest times during construction season and its forces will be out there working across the system as follows:

- On the weekend of April 30–May 1 for the Denton Avenue bridge replacement in Garden City, the Main Line will be out of service for 38 hours.
- From May 2 through May 5 and May 9 through May 12, the single main track on the Montauk Branch will be out of service between Y and Montauk on overnights to support track maintenance and mud spot remediation. Bus service will replace trains for approximately five hours each night.
- On Saturday, May 7, one of two main tracks on the Montauk Branch will be out of service from Jamaica to Valley Stream for rail replacement.
- On the weekends of May 14-15 and May 21-22, both main tracks on the Main Line will be out of service for 48 hours between New Hyde Park and Hicksville to support the realignment of rail in Divide Interlocking near Hicksville for Main Line expansion. LIRR Engineering will be piggybacking these weekends, removing a switch in Queens Interlocking as part of the Queens Interlocking Project.

Teams are busy and hard at work on all these projects that will continue to make LIRR stronger, more robust, and more reliable than ever. LIRR asks that customers check LIRR's TrainTime app or mta.info for the schedule changes coming on May 23 before they travel.

LIRR has a very exciting project coming up at Westbury station. This is something MTA has been talking about for years and it has seen successes in these types of developments across the MTA network. Transit Oriented Developments ("TODs") help make smart use of space around train stations, offering unbeatable access to MTA's network. Mill Creek Residential has been selected to design and construct a mixed-use TOD at LIRR's Westbury station. In 2019, the Village of Westbury rezoned a 25 acre area in its downtown, including the former LIRR commuter parking lot, to encourage new housing opportunities within walking distance to the train station. The Village's rezoning was enabled by the support of the New York State Department of State as part of its Downtown Revitalization Initiative, which provided the Village with resources to develop a comprehensive new vision for downtown Westbury. Mill Creek will design and construct a new residential community of at least 200 homes and will create a new public open space that will improve LIRR customer connectivity to the station, enhancing the improvements that MTA has recently made as part of the Main Line Expansion Project. As part of the expansion project, the Westbury North parking garage was built and opened this past August 2021. The new 24/7, 683

space parking garage located right next to Westbury station has dramatically expanded parking opportunities at the station and has freed up the former parking lot for development. LIRR is excited to welcome more potential customers to see the Westbury station area truly come alive.

This past Thursday, Metro-North opened the rebuilt platform shelter at the Nanuet station in Rockland County. This new shelter has modernized station amenities to enhance the customer experience West of Hudson. Metro-North dedicated this platform shelter in memory of Orrin Goetz, who was a frequent participant in these Committee meetings over the years. He was the Vice-Chair of the Metro-North Railroad Commuter Council. The Nanuet station is the Pascack Valley Line's busiest station in New York, with approximately 600 daily customers prior to the COVID-19 pandemic. The new shelter welcomes riders with new benches with USB connections, LED lights, a fully enclosed waiting area, heating, a wooden ceiling, and directional signage on the exterior of the new shelter. The shelter has been redesigned in accordance with the ADA. Communication and security enhancements include the installation of a new speaker and camera inside the shelter, Help Points, and a high density LED beacon to provide high visibility and to help deter potential crime. In addition, as part of the customer service initiative, crews have installed a kiosk that displays real time train departure information. Part of this improved customer experience is due to Orrin's efforts over the years. Orrin was a leading voice for all Metro-North riders but especially for West of Hudson customers, being a Pascack Valley rider himself. The shelter has been deservedly dedicated to Orrin in recognition of his accomplishments and years advocating for improved service on behalf of his community. President Rinaldi stated that Board Members Glucksman and Brown were there, thanked everyone for participating, and noted that Orrin's family was present as well.

President Rinaldi commented on City Winery agreeing to be in GCT, which is great news for getting tenants back into Grand Central post-pandemic. This license agreement with City Winery is subject to MTA Board approval. City Winery has a robust existing customer base with locations at Pier 57, Rockefeller Center, Greenwich Village, as well as locations in Boston, Atlanta, DC, Philadelphia, and the Hudson Valley. They are known for their live music events and this location will focus on their farm to table menu, their unique selection of wine, with ambient background music. It is a license agreement for the operation of a full service restaurant, bar/gastropub, and grab and go food in retail space at GCT. The term is for three years with one two year option.

There is a second licensing agreement which is up for Board approval for Manhattan News Inc. for a retail convenience location at Metro-North's 125th Street station in East Harlem.

Metro-North and LIRR are restarting their Connect with Us events. President Rinaldi will be joined tomorrow by Metro-North senior staff and by Connecticut Department of Transportation representatives at Stamford station from 7 am to 9 am. She will also be at Hicksville station on Thursday.

Belmont service is resuming for spring racing season. There will be two trains in and two trains out every Saturday from April 30 through July 9, for a total of 14 race days. This is on top of the expanded Belmont Stakes Day service on June 11.

President Rinaldi acknowledged the State Comptroller's report that was recently released with regard to the M9 procurement. She ensured the Committee and LIRR's customers that since LIRR started the M9 procurement, it has been taking every step possible to ensure quality product is received from Kawasaki. LIRR's commitment to its customers is that it would never accept any piece of equipment that was not completely safe or ready for public transportation. LIRR's M9 team has been on top of Kawasaki every step of the way, and its strategy continues to focus on ensuring that the cars are delivered as timely as possible and is constantly working alongside the manufacturer to mitigate any issues. President Rinaldi is happy to say that the cars LIRR has accepted thus far have been overperforming past expectations, which is a very good thing for its customers. It is important to note that no safety issues have been identified and LIRR expects all cars to be delivered by the end of the year.

Following President Rinaldi's remarks, Board Member Glucksman noted that when the Nanuet shelter was being built, he asked that the ticket vending machines be turned around so that there was no glare. While it was too late to do that, they put tinting on the windows. They can look to do that for future installations. President Rinaldi thanked Board Member Glucksman for being the eyes and ears on the ground and said that they communicated his request to Ziona Rubin and her team, who were right on it.

SAFETY REPORT:

Metro-North Vice President of System Safety Shelley Prettyman stated that Metro-North's Safety report can be found starting on page 36 of the Committee Book. The FRA reportable customer injury rate for the 12 months ending February 2022 was 1.75 per one million customers, which was down from 2.04 for the prior 12 month period. Slips, trips, and falls remain the most frequent cause of injury. The FRA reportable lost time employee injury rate was 2.04 per 200,000 work hours for the current reporting period, compared to 1.88 for the prior period. The working hours used to calculate the employee lost time injury rate were estimated because of the global issue affecting the MTA timekeeping system, so the affected rate will be updated after the working hours are finalized.

As part of its employee safety programs, Metro-North held its first quarter safety focus week from March 14-20. Metro-North had interactive discussions with employees regarding key safety topics across the territory, including incident reporting, motor vehicle safety, using appropriate gloves for tasks, fuel storage, electronic device restrictions, and the expansion of federal drug and alcohol testing to include certain maintenance of equipment employees. Employees were encouraged to raise additional topics, ask questions, and raise safety concerns, and any issues raised are reported back to the Office of System Safety for resolution.

For the reporting period and year to date, there were no grade crossing incidents, no main line reportable FRA derailments, and no main line FRA reportable train collisions.

LIRR Vice President – Corporate Safety Lori Ebbighausen stated that LIRR's Safety Report begins on page 39 of the Committee Book, reporting on safety through the end of February 2022. Its reportable customer injury rate was down from 4.69 to 2.74 per million customers. Its

reportable lost time employee injury rate increased from 3.47 to 4.09 injuries per 200,000 hours worked. That will be adjusted when the hours are finalized.

LIRR had its traditional Focus Day on or about March 23. It focused on the importance of rules and employee compliance observation program. It is very important that they are engaging in conversations with employees in the field to understand how they are experiencing safety and to get a clear understanding of expectations. LIRR also focused on seasonal elements and the Confidential Close Call Reporting System and System Safety program.

Board Member Bringmann asked both railroads whether there was a baseline safety training that employees need. Vice President Ebbighausen responded that LIRR employees get safety training constantly throughout their careers. New employees receive a three day standard orientation and up to an additional 10-20 days of safety training, depending on the craft, before going into the craft training program. Employees then receive annual training. Vice President Prettyman said that Metro-North has a similar program. Every new employee goes through safety training during orientation, extensive safety training after orientation depending on the craft, and annual refreshers.

Board Member Bringmann then asked whether this applies to vendors/outside contractors. Vice President Ebbighausen responded that FRA requires Part 214 on-track safety training for any contractor working on the property. LIRR also discusses OSHA and other federal regulations. Vice President Prettyman said Metro-North has similar training.

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 Prettyman's and Vice President Ebbighausen's presentations.

MTAPD REPORT:

MTAPD Acting Chief of Police Sean Montgomery stated that the police report begins on page 42 of the Committee Book. Systemwide for March 2022, MTA Police saw an increase in three of the seven major index crimes – robbery, grand larceny, and felony assault. When combined with the other major index crimes, it produced a total of seven additional major index crimes as compared to 2021. Systemwide robberies increased from two to six, grand larcenies increased from three to seven, and felony assaults increased from two to five. Burglaries decreased from five to one. Arrests increased from 45 to 95. YTD the MTAPD saw an increase in four of the seven categories. Robberies increased from six to eleven, grand larcenies increased from five to 27, and felony assaults increased from six to eleven. YTD arrests increased from 140 to 240.

LIRR in March saw an increase in two of the seven major index crimes. Robberies went up from one to two and felony assaults went up from one to four. Grand larceny dropped from three to two. YTD robberies went from two to five, felony assaults went from five to seven, and there was one homicide that remains under investigation. There were four hate crimes for the month, with one ending in arrest and the other three under investigation.

Metro-North in March saw an increase in one of the seven major index crimes. Grand larceny went from zero to five. Four of the five were at the same commercial establishment and MTAPD is working with that commercial establishment. YTD two of the seven major index crimes saw an increase, with an increase in felony assault and grand larceny. There was one hate crime for the month.

With regard to grand larceny, Acting Chief Montgomery stated that MTAPD would increase its train patrols. MTAPD systemwide had 3311 train patrols in March and 8176 YTD. They will try to make those train patrols relevant in Babylon, Hicksville, Mineola, GCT, 125th Street, Fordham, Stamford, and Mount Vernon East.

In response to a question from Board Member Bringmann about whether MTAPD has heard back from Suffolk County PD regarding the Ronkonkoma murder, Acting Chief Montgomery said that there has not yet been an arrest, that they are working with the Attorney General's Office and the District Attorney's Office in securing warrants, and that there may be issues that require going beyond their regular jurisdiction.

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 Acting Chief Montgomery's presentation.

INFORMATION ITEMS:

President Rinaldi reported on the following Metro-North information items: (a) final review of 2021 operating budget results; (b) 2021 annual ridership report; (c) license agreement with City Winery; and (d) license agreement with Manhattan News Inc.

President Rinaldi reported on the following LIRR information items: (a) final review of 2021 operating budget results; (b) 2021 annual ridership report; and (c) May timetable change and trackwork programs.

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

PROCUREMENTS:

Senior Director Gardner reported on one Metro-North procurement, which is a ratification of a 17 month federally funded miscellaneous service contract to Alstom Signaling, Inc. in the estimated amount of \$15,155,850. The contract is for 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 Metro-North's M8 fleet. While Metro-North successfully met the December 31, 2020 PTC federal mandate, Metro-North's M8 PTC safety plan was approved by the Federal Railroad Administration ("FRA") under the condition that Metro-North would implement a number of safety upgrades. Metro-North negotiated a contract directly with the equipment software provider Alstom and submitted its implementation plan and schedule for installation of these upgrades to the FRA on September 30, 2021.

In response to a comment from Board Member Bringmann regarding upgrades soon after implementing PTC, President Rinaldi noted that the M8 fleet is a little different than the rest of Metro-North's fleet and LIRR's fleet in that it came with ACSES when it was first procured many years ago. That system is an Alstom system rather than a Siemens system. While Metro-North met the December 31, 2021 PTC deadline, there were a number of open items – including bringing the performance of the M8 fleet to make it consistent with how the Siemens fleet handles items. President Rinaldi noted that PTC is not a “one and done” thing and that they will be updating and upgrading it.

In response to a question from Board Member Zuckerman regarding federal funding for the procurement, Senior Director Gardner responded that there was a federal loan with federal funding behind the loan. In response, Board Member Zuckerman stated that he would not call that federally funded, President Rinaldi stated that it was federally advanced and said that they would get Board Member Zuckerman more information.

As the LIRR and Metro-North Committees did not have a quorum, they did not vote on the procurement.

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:

The Committee unanimously voted to adjourn the meeting.

Respectfully submitted,



Stephen N. Papandon
Acting Vice President, General Counsel & Secretary
The Long Island Rail Road Company



Susan Sarch
Vice President, General Counsel & Secretary
Metro-North Commuter Railroad Company

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>May 2022</u>	
Summer Service & Trackwork Programs	Service Planning
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
<u>December 2022</u>	
2023 Final Proposed Budget	Management & Budget
2023 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2022	Administration/Diversity
Winter Trackwork Program	Service Planning

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

April 2023

Final Review of 2022 Operating Budget Results
2022 Annual Ridership Report
May Timetable Change & Trackwork Programs

Management & Budget
Finance/Marketing
Service Planning

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

MAY 2022

Summer Service & Trackwork Programs

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

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 2023 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 2023 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.

APRIL 2023

Final Review of 2022 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.

2022 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2022 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 2023.

2022 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
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. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>May 2022</u>	
Track Program Quarterly Update	Engineering
LIRR/MNR PTC Implementation Update	Presidents
Diversity/EEO Report – 1 st Quarter 2022	Diversity and EEO
<u>June 2022</u>	
Progress on Way Ahead Strategic Plan	Operations Support & Organizational Resiliency
<u>July 2022</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
<u>September 2022</u>	
2023 Preliminary Budget (Public Comment)	Finance
2022 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 nd Quarter 2022	Diversity and EEO
<u>October 2022</u>	
2023 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Implementation Update	Presidents
Track Program Quarterly Update	Engineering
<u>November 2022</u>	
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

April 2023

Final Review of 2022 Operating Budget Results
2022 Annual Ridership Report

Finance
Operations Planning & Analysis

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

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.

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DECEMBER 2022

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

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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.

APRIL 2023

Final Review of 2022 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.

2022 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2022 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.



Safety Report Highlights



The Long Island Rail Road (LIRR) Emergency Responder Training Division, in conjunction with the Corporate Safety Department Fire Marshal Office, provides Emergency Responder Training to emergency response organizations including volunteer Fire and Emergency Medical Services (EMS) Departments in Nassau, Suffolk and New York City; the Fire Department of New York (FDNY); and various law enforcement agencies. In addition to medical emergencies, emergency responders respond to fires as well as trespasser, grade crossing, and other rail incidents on LIRR property. Responders face unique hazards responding to these events including 750 volts DC through our third rail and equipment, rolling stock characteristics, and the movement of trains and track cars. Training focuses on track safety, hazard awareness, entry and evacuation procedures, rescue techniques, communication and command, and equipment stabilization. The training is presented in two parts: 1. Classroom session including multimedia presentation; and 2. Hands on application conducted in various yards for familiarization including equipment walk throughs and exercises. The training is offered free of charge and takes place either at the local department or on site at the LIRR.

We also work closely with the Nassau and Suffolk County Fire Academies. Both Academies have mock ups of equipment to provide the opportunity for emergency responders to safely practice the skills they learn in the classroom. In partnership with Suffolk County, the LIRR recently completed installation of a third rail mock up at the Suffolk County Fire Academy (SCFA). The SCFA serves the 110 volunteer/career fire departments as well as EMS and law enforcement agencies in Suffolk County. Currently there are 42 emergency response organizations scheduled for training at the Academy this year.

Special thanks for the following individuals and organizations for their leadership and support ensuring the equipment and third rail at the SCFA were ready for this critical training:

- Suffolk County Fire Academy (SCFA)
- Suffolk County Vocational Education and Extension Board (VEEB)
- Daniel Meehan, Supervisor Power, and the LIRR Engineering Power Department Team
- Daniel Quinn, Master Mechanic, and the LIRR Maintenance of Equipment Department Team
- Greg James, Assistant Director Safety and Security Training, and Ken Klein, Manager Security and Emergency Responder Training, and the Training Department Team
- Chief Fire Marshal Lee Sorensen and the Fire Marshal Team



Long Island Rail Road



In addition to classroom training and special events, our TRACKS Program in partnership with MTA Police continues weekly outreach at stations. Every Friday our Community Relations Specialist and two dedicated TRACKS MTA Police Officers can be found at a station handing out masks and hand sanitizer while engaging in safety conversations with our customers. We are grateful to the MTA Police Explorers who continue to provide support to these events.

For the reporting period ending March 2022, the average Reportable Customer Injury Rate was 2.53 injuries per million customers as compared to 5.04 injuries per million customers over the same period 2020-2021. The actual number of customer injuries is down fifty percent from 2020 to 2021. Slips, trips, and falls account for most injuries reported. During this reporting period, the average Reportable Employee Lost Time Injury Rate was 4.09 injuries per 200,000 hours worked as compared to 3.49 injuries per 200,000 hours worked during the same period in 2020-2021. This rate will be adjusted once the actual employee work hours become available. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

March Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022		
FRA Reportable Customer Accident Rate per Million Customers	2.47	5.04	2.53		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	3.49	3.49	4.09		
		2021		2022	
		March	Year to Date	March	Year to Date
Grade Crossing Incidents ²	0	3	1	5	
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 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.

Focus on Safety Training	2021		2022	
	March	Year to Date	March	Year to Date
First Responders Trained	4	54	93	176
Employee Safety Training Courses	65	165	107	303
Employees Trained	703	1,588	4,115	6,040
Employee Safety Training Hours	10,445	22,963	26,351	57,902
Customer and Community:	March	Year to Date	March	Year to Date
Broken Gates	7	21	7	22
MTA Police Details	98	265	32	72
Summons	316	771	149	345
Warnings	149	374	35	75
Arrests	0	1	0	0
Community Education and Outreach	3,816	8,261	3,314	10,771
Community Education and Outreach via Social Media	49,435	236,427	51,816	150,423

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.).



**Together Railroads And Communities Keeping Safe (TRACKS)
Public Safety Awareness Event**

Niantic Children's Museum, Niantic, CT
April 29, 2022

Shelley Prettyman
Vice President
System Safety

Safety Report Highlights

For the current 12-month reporting period (April 2021 – March 2022), the reportable customer injury rate decreased from 2.44 to 1.93 per one million customers, compared to the prior reporting period (April 2020 – March 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. Because of a global issue impacting the MTA's timekeeping system, employee working hours were estimated for March 2022. The affected employee injury rates will be updated when the working hours are finalized.

Metro-North continues to increase community safety education and outreach efforts through our TRACKS (Together Railroads and Communities Keeping Safe) program. Recent events include participation in the Ossining Earth Day Festival, as well as presentations at the Dobbs Ferry, Harrison, and Yonkers Public Libraries; the Niantic Children's Museum; and the Railroad Museum of New England.

Metro-North holds regular track and yard cleanups throughout the territory, to dispose of debris and improve the safety of work environments for our employees. Cleanups were held in Croton-Harmon Yard and Grand Central Terminal in April, and cleanups at other work locations are being scheduled for the coming months.

Metro-North's next quarterly Safety Focus Week will take place June 6-12, 2022. Interactive discussions with employees will be held across the territory with a focus on seasonal and trending safety topics.

Shelley Prettyman
Vice President
System Safety

March 2022 Safety Report

Performance				
Performance Indicator	12-Month Average			
	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	
FRA Reportable Customer Injury Rate per Million Customers	1.01	2.44	1.93	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	1.94	1.88	2.04	
	2021		2022	
	March	Year to Date	March	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 March 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	
	March	Year to Date	March	Year to Date
First Responders Trained	145	202	172	548
Employee Safety Training Courses	119	160	172	228
Employees Trained	1,472	2,653	1,387	2,695
Employee Safety Training Hours	16,288	38,386	42,694	84,018
Customer and Community: Focus on Grade Crossings				
Broken Gates	2	2	0	4
MTA Police Details	47	79	47	136
Summonses	89	163	175	407
Warnings	26	49	50	144
Community Education and Outreach (Events)	0	600	1,447	3,406
Community Education and Outreach (Web/Social Media)	10,176	11,747	31,242	77,295

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.



POLICE REPORT



Long Island Rail Road

April 2022 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (10 vs 9) for the month of April compared to the same period last year.
- Year to date Long Island Rail Road is up 10 crimes (33 vs 23).
- There were five (5) Hate Crimes on Long Island Rail Road for the month of April.

Sean K. Montgomery
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

April 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	1	1	0	0%
Burglary	1	3	-2	-67%
Grand Larceny	6	3	3	100%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	10	9	1	11%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	7	3	4	133%
Felony Assault	8	6	2	33%
Burglary	1	6	-5	-83%
Grand Larceny	16	7	9	129%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	33	23	10	43%



Metro-North Railroad

April 2022 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (10 vs 3) for the month of April compared to the same period last year.
- Year to date Metro-North Railroad is up 19 crimes (36 vs 17).
- There was one (1) Hate Crime on Metro-North Railroad for the month of April.

Sean K. Montgomery
Chief of Police



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

April 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	6	2	4	200%
Burglary	0	0	0	0%
Grand Larceny	4	1	3	300%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	3	7	233%

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	10	5	5	100%
Burglary	4	5	-1	-20%
Grand Larceny	19	2	17	850%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	36	17	19	112%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

April 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	7	3	4	133%
Burglary	1	3	-2	-67%
Grand Larceny	10	4	6	150%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	20	12	8	67%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	13	7	6	86%
Felony Assault	18	11	7	64%
Burglary	5	11	-6	-55%
Grand Larceny	36	9	27	300%
Grand Larceny Auto	0	2	-2	-100%
Total Major Felonies	73	40	33	83%



MTA Police Department Arrest Summary: Department Totals

1/1/2022 to 4/30/2022

Arrest Classification	Total Arrests	
	2022	2021
Robbery	16	7
Felony Assault	16	10
Burglary	3	6
Grand Larceny	15	7
Grand Larceny Auto	0	2
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	0	1
Assault-Misdemeanor	38	21
Breach of Peace	4	0
Child Endangerment	2	1
Criminal Contempt	2	1
Criminal Impersonation	0	1
Criminal Mischief	29	20
Criminal Possession Stolen Property	1	0
Criminal Tampering	3	2
Criminal Trespass	16	4
Drug Offenses	3	8
DUI Offenses	2	3
Falsely Reporting an Incident	1	1
Forgery	5	1
Graffiti	31	24
Harassment	0	1
Menacing	12	2
Obstruct Government	0	3
Petit Larceny	39	14
Public Lewdness	5	11
Reckless Endangerment	5	3
Resisting Arrest	10	5
Sex Offenses	2	0
Theft of Services	20	9
Warrant Arrest	8	9
Weapons Offenses	1	2
Total Arrests	293	182

INDEX CRIME REPORT
Per Day Average
April 2022

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	2	0	0
Fel. Assault	7	1	6	0
Burglary	1	1	0	0
Grand Larceny	10	6	4	0
GLA	0	0	0	0
Total	20	10	10	0
Crimes Per Day	0.67	0.33	0.33	0.00



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - April 2022)

Motivation	2022	2021	Diff	% Change
Asian	0	0	0	0 %
Black	1	2	-1	-50 %
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	9	2	7	350 %
Sexual Orientation	2	0	2	0 %
White	1	0	1	0 %
Motivation Total	14	4	10	250 %

Crime Name	2022	2021	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	3	0	3	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	1	0	1	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	10	4	6	150 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	14	4	10	250 %



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

Joint LIRR/MNR PTC Committee Meeting May 23, 2022



LIRR Project Update



Implementation Summary

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

Progress

- To meet contract completion with the System Integrator Contractor:
 - Continue to receive software releases to correct system variances.
 - Continue to work to meet contract system reliability requirements (ARDT).
 - Continue to receive design changes to support resolving railroad PTC systems operations issues.
 - Prioritizing design, field support, and testing, to support meeting ESA Go Live date.
 - Continue required warranty support.
 - Continue to achieve all contract requirements.
- PMO coordinating with LIRR Engineering, Transportation, and Maintenance of Equipment support, and contractor team, to support all on-going and up-coming infrastructure projects that include design, field work and testing, including:
 - Main Line 3rd Track Project
 - Jamaica Capacity Improvement
 - Queens Interlocking upgrade
- Continue Interoperability with Amtrak through Harold Interlocking through Penn Station.
- Continue working with the Northeast Corridor railroads to address FRA Safety Plan conditions, including:
 - Positive Train Stop Release (PTSR) – adds additional safety to system by incorporating code required by Dispatchers to enable the Positive Train Stop Override button prior to its use by Engineers.
 - Missed Transponder – Mitigation of issue when onboard computer misses read of transponders. FRA and NEC pursuing onboard database update. LIRR pursuing additional transponders at affected locations to mitigate issue, requires FRA approval.



LIRR PTC Timeline – Look Ahead Plan



2022

- 2nd Quarter
 - Commenced ESA PTC System Testing
 - Awarded PTC 5-year Maintenance Option Contract to PTC System Integrator
 - Continue Integrated Factory Acceptance Testing (FAT) for On-Board Computer (OBC) Software Release
- 3rd Quarter
 - Closeout PTC contract requirements
 - PTC Lab delivery
 - PTC Software Data Maintenance Facility (SDMF) delivery
- 4th Quarter
 - Complete fleetwide deployment of Onboard (OBC) Software
 - Obtain Final PTC documentation (CDRLs, O&M Manuals and As-Builts)
 - Commence PTC Operations in East Side Access territory Grand Central
 - Amtrak OBC implementation for interoperability
 - Complete all outstanding maintenance training
 - Resolution with the FRA and NEC railroads on an agreed plan to move forward to resolve the Safety

2023 Plan conditions

- Complete ARDT (Availability Reliability Demonstration Test) Program
- Complete Warranty
- Achieve Final Contract Completion
- Complete Onboard Field Modifications
- Commence use of 5-year Maintenance Option with the PTC System Integrator
- Complete design for FRA Positive Train Stop Release (PTSR) Safety Plan condition
- Continue to support Infrastructure projects with changes that impact PTC design
- HMAC Security Key Exchange and Management Services
- Develop plans for GE TD 220 Radio replacement
- Design solution for new FRA Reporting Requirement data collection and automation



MNR Project Update



Implementation Summary

All trains are operating with full PTC Functionality on entire MNR territory including the Waterbury Branch commissioned with Cab Signal System and PTC in Nov 2021 (Previously covered by PTC Main Line Track Exemption).

Progress

- Continue to improve PTC operations by closing software variances across all subsystems.
 - M8 fleet has been experiencing in-service PTC anomalies due to software variances. MNR is actively working with Alstom and Kawasaki to address these variances.
 - OBC Software 1.3 deployment commenced which resolved priority variances
 - A new contract with Alstom was awarded in March 2022 to provide additional ATC/ACSES software modifications required to address FRA Conditions and provide technical support.
- Working to achieve contract completion with the Systems Integrator including ARDT and Warranty support
- PTC Installations and Testing for New Haven Line Signal upgrades are ongoing
 - CP 229 testing completed with commissioning planned for June 2022 and CP 230 in 4th Q 2022.
- In coordination with Amtrak, M8 PTC testing for operation on Shore Line East is completed with revenue service planned for May 23rd.
- Continue working with the Northeast Corridor railroads to address FRA-mandated conditions:
 - Positive Train Stop Release (PTSR) – adds additional safety to system by incorporating code to be provided by RTCs to enable the Positive Train Stop Override button prior to its use by Engineers. Implementation plan and schedule is being developed for submission to the FRA.
 - Missed Transponder - Mitigation of issue when onboard computer misses read of transponders. Joint NEC Letter was sent requesting additional time to study different options. MNR is considering additional transponders at affected locations to mitigate issue, requires FRA approval.
- FRA semi-annual reports being submitted with new reporting requirements on PTC performance.



MNR PTC Timeline – Look Ahead Plan



2021

- ✓ Develop Plan for addressing FRA Condition on M8 functional differences
- ✓ M8 OBC 1.3 Software Release
- ✓ Waterbury Branch Cab Signal/PTC Commissioning

2022

- ✓ Award PTC 5-year Maintenance Option Contract to PTC System Integrator
 - Close open variances and deploy software releases across all subsystems
 - Obtain Final PTC documentation (CDRLs, O&M Manuals and As-Builts)
 - Closeout PTC Contract Requirements and Outstanding Training
 - PTC Changes for New Haven Line Signal Upgrades for CP 229 & CP 230

2023 Onwards

- Complete ARDT (Availability Reliability Demonstration Test) and Warranty Program
- Achieve Final Contract Completion and commence Post Warranty Maintenance
- Perform infrastructure updates including Signal Upgrades for CP 241, CP 243 and CP 234
- Implement HMAC Security Key Exchange and Management Services with NEC Railroads
- Develop plans for GE TD 220 Radio replacement
- Develop Positive Train Stop Release (PTSR) Plan and Schedule for submission to FRA
- Complete Missed Transponder study and develop plan to meet the FRA requirement
- Design solution for new FRA Reporting Requirement data collection and automation
- Plan for Wayside, Onboard and Office updates required for Penn Station Access









Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject SUMMER SERVICE & TRACKWORK PROGRAMS						Date May 5, 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	5/23/22				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 implement seasonal summer service improvements, and to adjust schedules to support trackwork programs.

SUMMER SERVICE CHANGES

Annual Summer Service Schedule Adjustments

- While summer service partially resumed on April 30th with the seasonal restoration of one additional weekend roundtrip to Montauk and two additional weekend Ronkonkoma-Greenport roundtrips, additional summer service will begin May 26th. Key changes include:
 - Extra Friday getaway trains, including the famed *Cannonball* which will operate as a limited-stop express train to Montauk, along with two additional extra trains to Montauk, one additional train to Greenport, and one additional midday train to Speonk. On Thursdays, one additional train will operate to Montauk.
 - An extra Friday night train from Greenport, making stops from Greenport to Ronkonkoma, then Jamaica, where connections to Western terminals will be available.
 - On Fridays, two extra trains will operate to Patchogue making stops at Bay Shore and Sayville in advance of two through Montauk trains.
 - Four additional westbound service opportunities from the Hamptons/Montauk on Sundays and Holidays, including the westbound *Cannonball* to Penn Station.
 - One additional westbound service opportunity on Monday mornings from Montauk to Hunterspoint Avenue. This additional train will also operate on Tuesday, May 31st, Tuesday, July 5th and Tuesday, September 6th.
 - One extra weekend beach roundtrip between Penn Station and Long Beach.
 - Weekend Freeport extra trains will operate.

- An early morning weekday eastbound train from Ronkonkoma to Greenport, which operates as an equipment train during the off-season, will carry passengers for the summer travel season, allowing an additional service opportunity for those going out to the fishing boats or spending a morning on the North Fork.

SPECIAL EVENT PROGRAM

(Short-term event requiring a special program)

- **Belmont Stakes Race – Belmont Park, June 11, 2022** – The Belmont Stakes, the third race in the series that makes up racing’s famed “Triple Crown,” takes place on Saturday, June 11, at Belmont Park. The LIRR will run extra trains in each direction to serve patrons of the event, taking cars off the road and making for a great day out for horse racing fans. In order to accommodate the staging and operation of these extra trains, some service changes on our Hempstead Branch are necessary. Hempstead Branch service will be reduced from hourly to two-hourly on the afternoon and evening of June 11 to allow single track operation on the branch, with the other track used for the staging of Belmont Stakes trains. Similarly, eastbound train service at Hollis, Queens Village and Bellerose will be replaced with buses during this time frame as the eastbound local track will be used for Belmont Stakes operations.

TRACK WORK PROGRAMS

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

- **Port Washington Branch – Track Surfacing** – On Saturday, June 18th, the single main track between Great Neck and Port Washington will be out of service for a period of 24 hours while Track Surfacing is performed.
 - **Temporary Service Adjustments:** With the single main track out of service, bus service will replace train service at hourly intervals between Great Neck and Port Washington.

IMPACT ON FUNDING

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



Metro-North Railroad

Information Items



2022 1st Quarter Maintenance of Way Division

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

April 11, 2022



Track Projects Systemwide

▣ Production Tie Replacement – 1,758,250 systemwide wood ties (44,850 ties planned)

✕	Hudson Line	15,210	ties planned	0	installed	0%	
✕	New Haven	10,000	ties planned	1,581	installed	16%	
✕	Port Jervis	10,000	ties planned	0	installed	0%	
		35,210	ties planned	1,581	installed	4%	of goal
✕	Harlem (SmarTrack)	3,400	ties planned	0			
✕	Hudson (SmarTrack)	5,200	ties planned	0	installed	0%	
✕	New Haven (SmarTrack)	1,040	ties planned	0	installed	0%	
		9,640	ties planned	0	installed	0%	of goal
	Total 2022	44,850	ties planned	1,581	installed	4%	of goal

* All subject to change due to current events



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

✕	GCT	40	ties installed	
✕	Hudson	152	ties installed	
✕	Harlem	0	ties installed	
✕	New Haven	0	ties installed	
✕	Danbury	0	ties installed	
✕	Waterbury	0	ties installed	
	Total 2022	192	ties installed	5% of goal

▣ **Rail Replacement – 1,508 rail miles systemwide (12.5 miles planned)**

✕	Hudson Line	0.5	miles planned	0.0	installed	0%	complete
✕	Harlem	6	miles not planned	0.0	installed	0%	complete
✕	New Haven	6	miles planned	6.3	installed	105%	complete
	Total 2022	12.5	miles planned	6.3	installed	50%	of goal

* All subject to change due to current events



▣ **Welds (1,500 joints planned)**

▫	GCT	19	joints completed		
▫	Hudson Line	66	joints completed		
▫	Harlem Line	42	joints completed		
▫	New Haven	119	joints completed		
▫	Port Jervis	6	joints completed		
	Total 2022	252	joints completed	17%	of goal

▣ **Switch Renewal - 1,500 Switches systemwide (33 switches planned)**

▫	GCT	4	switches planned	4	switches completed	100%	complete
▫	Hudson	5	switches planned	1	switches completed	20%	complete
▫	Harlem	3	switches planned	0	switches completed	0%	complete
▫	New Haven	18	switches planned	0	switches completed	0%	complete
▫	Port Jervis	3	switches planned	0	switches completed	0%	complete
	Total 2022	33	switches planned	5	switches completed	15%	of goal

* All subject to change due to current events



▣ **Grade Crossing Renewal – 111 Grade Crossings systemwide (6 crossings planned)**

▫ Harlem Line	3	crossings planned	0	complete	0%
▫ West of Hudson	3	crossings planned	0	complete	0%
Total 2022	6	crossings planned	0	complete	0% of goal

▣ **Surfacing - 754 track miles systemwide (100 miles planned)**

▫ Hudson Line	23	miles planned	1	completed	
▫ Harlem Line	18	miles planned	0	completed	
▫ New Haven	45	miles planned	6	completed	
▫ Port Jervis	14	miles planned	0	completed	
Total 2021	100	miles planned	8	completed	8% of goal

* All subject to change due to current events



- **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year per FRA)**
 - 300 miles continuous testing completed
 - Total defects found from testing: 16

- **Ensco Geometry (2x per year) Contracted for 6 tests over 3 years**
 - 1st run – March 2022

- **GCT Station Track Rehabilitation (44 Platforms systemwide, 2 Platforms Planned)**
 - Track 21
 - 115 bracket ties, 108 block ties (64% complete)
 - Track 38

* All subject to change due to current events



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

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
 - HUD 5.19 East 144th Street - Steel Repairs (100% complete)
 - HUD 12.94 West 254th Street – Bearing Repairs
 - HUD 14.43 Ludlow Street – Pier Repairs
 - HUD 29.40 Station Road – Pier Repairs
 - HUD 38.90 Montrose Station Road – Flag Repairs (35% complete)
 - NH 20.73 Hillside Ave – Flag Repairs
 - NH 20.89 North Barry – Steel Repairs



▣ **Bridge Timbers (NY only – 759 Timbers Planned)**

▣	HUD 64.79 Wappingers Creek Trk 1	170	timbers	0% complete
▣	HUD 32.81 Croton River Tk 3	300	timbers	0% complete
▣	NH 16.10 Webster Ave Tk 4	43	timbers	0% complete
▣	PJ – JS 32.06 Ramapo River Tk 2	106	timbers	0% complete
▣	PJ – JS 39.55 Stream Tk 1	21	timbers	0% complete
▣	PJ – JS 39.16 Stream Tk 1	28	timbers	0% complete
▣	PJ – JS 55.03 Moodna Viaduct Tk 1	60	timbers	0% complete
▣	PJ – SR 73.79 Route 211Tk S	31	timbers	0% complete
	Total 2022	759	Timbers	0% complete

* All subject to change due to current events



▣ NY Undergrade Bridge Repair Program

- ▣ Hudson
 - ▣ Grand Central Terminal (MP 1.0) – Track 17 Flag Repairs
 - ▣ Park Ave Tunnel (MP 2.0) – Track C Flag Repairs (75% complete)
 - ▣ Park Avenue Tunnel Leak Remediation – Tracks 1, 2, 3 & 4 (75% complete)
 - ▣ Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs (75% complete)
 - ▣ Park Ave Viaduct (MP 3.42) E111 to E112th Street – Steel Repairs (15% complete)
 - ▣ Park Ave Viaduct (MP 3.8 – MP 4.49) – 25 No. Flag Repairs
 - ▣ Wappinger Falls (MP 64.79) – Flag Repairs (75% complete)
- ▣ Harlem
 - ▣ Bronx River (MP19.35) – Flag Repairs (0% complete)
- ▣ Port Jervis
 - ▣ Ramapo River (MP 32.06 JS) – Flag Repairs (65% complete)
 - ▣ Laura Lane (MP 47.73) – Replacement (10% complete)
 - ▣ Woodbury Creek (MP 50.17) – Column Flag Repairs (5% complete)
 - ▣ Route 208 (MP 62.00) – Concrete Repairs
 - ▣ Shea Road (MP 63.04) – Concrete Repairs (85% complete)
 - ▣ Beacon (MP 30.02) – Bridge Removal (10% Complete)



CT Bridge Projects

▣ Bridge Timbers (CT only – 579 Timbers Planned)

✘	NH 33.41 Canal Street, Trk 5	52 timbers	0% complete
✘	NH 33.75 Elm St. Tks 3 & 4	106 timbers	50% complete
✘	NH 34.17 East Main St. Tk 5	90 timbers	0% complete
✘	NH 40.89 Franklin (Spring Street) Tks 1 & 2	86 timbers	0% complete
✘	NH 53.84 Howard Avenue Tk 2	53 timbers	0% complete
✘	NH 56.20 East Main Street Tk 3	56 timbers	0% complete
✘	NH 57.46 Bishop Ave Tk 3	48 timbers	0% complete
✘	NH 57.62 Brue Ave, Trk 1	29 timbers	0% complete
✘	NH 59.96 East Main Street Tk 3	39 timbers	0% complete
✘	NH 64.59 Gulf Street, Trk 4	20 timbers	0% complete
	Total 2022	579 Timbers Planned	9% complete

* All subject to change due to current events



■ **S-Program (New Haven – CT only)**

- Steamboat Road (NH 28.22) – Steel / Masonry Repairs (0% complete)
- Sound Shore Drive (NH 29.68) – Steel / Masonry Repairs (0% complete)
- Cos Cob (NH 29.90) – Steel repairs (0% complete)
- Mill Plain Road (NH 50.29) – Steel / Masonry Repairs (0% complete)
- Fairfield Creek (NH 51.68) – Masonry Repairs (0% complete)
- Union Street (NH 55.40) – Steel / Masonry Repairs (0% complete)

* All subject to change due to current events



- **Saga NH 44.32 (Westport, CT)**
 - Fabricated/install steel ties, install expansion and thick web miter rails on Track 1 (5% complete)
 - Fabricated/install steel ties, install expansion and thick web miter rails on Track 3 (0% complete)

- **Right of Way Fence**
 - Install/repair 500' ft of fence throughout systemwide
 - CP 271 to CP 272 Security Fencing – Tracks 4, 5 (0% complete)

- **Graffiti Removal Program**
 - Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts

* All subject to change due to current events



▣ **Right of Way Improvements**

- ▣ Mount Vernon West Yard Cleanup & Grading (100% complete)
- ▣ Harmon Yard Track Compound Paving (0% complete)
- ▣ North White Plains C&S Yard Paving (0% complete)
- ▣ CP 235 Staircase for CIL Access (100% complete)
- ▣ Hudson / Harlem Line Transmission Pole Repairs – 15 No. (35% complete)
- ▣ Remove Utility Poles on Danbury Line (75% complete)

* All subject to change due to current events



Long Island Rail Road

April 2022 Performance Summary

Robert Free, Senior Vice President – Operations



CitiField: Opening Day for the New York Mets was on April 15, 2022. All Long Island Rail Road trains on the Port Washington branch currently stop at Mets-Willets Point making it an easy way to get to the game.



Long Island Rail Road

April 2022 Performance Summary

Highlights

On-Time Performance (OTP) for the month of April closed at **97.1%**, which is above the monthly goal of 94.0%. 2022 year-to-date OTP is **96.2%**, which is an increase of **0.1** percentage points as compared to last year.

Branch Performances

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

Delays

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

The most significant event was an Amtrak related switch trouble at F Interlocking on April 11th. The incident affected 34 trains, delayed our customers an average of 16.1 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 April.

Equipment Performance

The LIRR fleet MDBF operated 209,935 in March and slightly exceeding the escalated goal. The year to date performance continued to remain above the goal.

Performance Summary			2022 Data			2021 Data	
			Annual Goal	April	YTD thru April	April	YTD thru April
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	97.1%	96.2%	96.5%	96.1%
		AM Peak		98.4%	95.5%	98.1%	96.2%
		PM Peak		95.1%	96.3%	96.4%	97.1%
		Total Peak		96.9%	95.9%	97.3%	96.6%
		Off Peak Weekday		96.6%	96.4%	96.3%	95.5%
		Weekend		98.0%	96.0%	96.2%	97.1%
	Babylon Branch	Overall	93.9%	97.3%	96.8%	97.8%	96.9%
		AM Peak		98.5%	96.3%	99.5%	96.1%
		PM Peak		95.2%	96.7%	98.4%	98.3%
		Total Peak		97.0%	96.4%	99.0%	97.2%
		Off Peak Weekday		97.8%	97.6%	98.7%	97.1%
		Weekend		96.8%	95.5%	94.0%	96.3%
	Far Rockaway Branch	Overall	96.6%	98.8%	98.1%	97.9%	98.0%
	AM Peak		98.4%	97.2%	99.5%	98.6%	
	PM Peak		96.6%	98.0%	98.1%	99.1%	
	Total Peak		97.6%	97.5%	98.9%	98.8%	
	Off Peak Weekday		99.2%	98.3%	97.3%	97.3%	
	Weekend		99.0%	97.9%	98.6%	99.0%	
Huntington Branch	Overall	92.5%	95.3%	94.3%	97.4%	95.7%	
	AM Peak		98.3%	95.3%	97.9%	95.5%	
	PM Peak		92.9%	94.4%	98.2%	97.1%	
	Total Peak		95.7%	94.9%	98.1%	96.3%	
	Off Peak Weekday		93.6%	93.7%	97.7%	94.8%	
	Weekend		99.4%	95.2%	95.4%	97.1%	
Hempstead Branch	Overall	96.5%	97.2%	96.5%	95.1%	96.6%	
	AM Peak		100.0%	96.1%	98.7%	97.9%	
	PM Peak		89.7%	93.5%	94.7%	98.0%	
	Total Peak		95.2%	94.9%	96.9%	97.9%	
	Off Peak Weekday		97.0%	96.3%	92.5%	95.0%	
	Weekend		98.4%	97.7%	98.7%	98.5%	
Long Beach Branch	Overall	95.9%	97.4%	97.5%	98.1%	97.5%	
	AM Peak		99.0%	97.7%	99.1%	98.0%	
	PM Peak		96.4%	97.8%	100.0%	99.1%	
	Total Peak		97.9%	97.8%	99.5%	98.5%	
	Off Peak Weekday		96.1%	97.5%	97.7%	96.7%	
	Weekend		99.5%	97.1%	97.2%	98.2%	
Montauk Branch	Overall	90.8%	96.3%	93.8%	93.4%	94.0%	
	AM Peak		95.8%	90.6%	96.8%	95.4%	
	PM Peak		96.2%	95.4%	95.5%	96.5%	
	Total Peak		96.0%	92.7%	96.2%	95.8%	
	Off Peak Weekday		97.8%	95.2%	95.0%	93.5%	
	Weekend		94.6%	92.4%	88.3%	93.8%	
Oyster Bay Branch	Overall	94.1%	97.2%	96.2%	98.0%	95.9%	
	AM Peak		100.0%	97.0%	99.1%	96.7%	
	PM Peak		94.3%	96.9%	100.0%	99.4%	
	Total Peak		97.4%	97.0%	99.5%	97.9%	
	Off Peak Weekday		96.3%	96.2%	97.5%	94.5%	
	Weekend		98.8%	95.1%	97.3%	97.1%	
Port Jefferson Branch	Overall	90.9%	95.8%	93.8%	95.5%	94.1%	
	AM Peak		97.3%	91.5%	98.7%	94.7%	
	PM Peak		98.0%	96.4%	93.5%	94.7%	
	Total Peak		97.6%	94.0%	96.1%	94.7%	
	Off Peak Weekday		93.0%	92.0%	94.7%	93.5%	
	Weekend		99.5%	96.7%	97.1%	94.7%	

Port Washington Branch	Overall	95.3%	97.8%	97.5%	91.8%	95.3%
	AM Peak		99.1%	98.5%	89.9%	93.2%
	PM Peak		96.3%	97.4%	85.1%	92.6%
	Total Peak		97.5%	97.9%	87.3%	92.9%
	Off Peak Weekday		97.4%	97.6%	90.9%	94.7%
	Weekend		98.8%	97.1%	99.7%	98.3%
Ronkonkoma Branch	Overall	91.6%	95.9%	94.4%	97.7%	95.1%
	AM Peak		97.9%	93.6%	99.1%	95.6%
	PM Peak		93.7%	95.8%	99.2%	97.3%
	Total Peak		96.2%	94.5%	99.2%	96.4%
	Off Peak Weekday		94.2%	94.5%	97.0%	93.6%
	Weekend		99.5%	94.2%	97.4%	96.9%
West Hempstead Branch	Overall	95.8%	98.9%	98.3%	98.8%	98.4%
	AM Peak		100.0%	97.0%	100.0%	98.4%
	PM Peak		96.2%	96.0%	100.0%	98.2%
	Total Peak		97.9%	96.4%	100.0%	98.3%
	Off Peak Weekday		99.2%	99.1%	98.2%	98.1%
	Weekend		99.4%	98.7%	98.6%	99.2%
Operating Statistics	Trains Scheduled		19,183	74,291	17,224	69,943
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		-12.5	-13.1	-12.3	-12.6
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		105	582	87	417
	Trains Canceled		14	105	27	180
	Trains Terminated		21	151	56	201
	Percent of Scheduled Trips Completed		99.8%	99.7%	99.5%	99.5%
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
		Mar	April	YTD Thru April	April	YTD Thru April	
Engineering (Scheduled)	2.8%	16	16	66	44	147	(81)
Engineering (Unscheduled)	14.0%	126	79	416	98	457	(41)
Maintenance of Equipment	14.7%	101	83	340	70	283	57
Transportation	1.9%	16	11	69	17	64	5
Capital Projects	9.9%	76	56	225	132	510	(285)
Weather and Environmental	1.4%	14	8	460	5	307	153
Police	12.0%	115	68	400	99	281	119
Customers	18.4%	144	104	392	46	168	224
Special Events	4.6%	7	26	46	5	6	40
Other	8.7%	37	49	200	63	228	(28)
3rd Party Operations	11.5%	73	65	230	21	245	(15)
Total:	100.0%	725	565	2,844	600	2,696	148

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			Total
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term	
8-Apr	Fri	NYAR train with equipment trouble at Carle Place							11			11			11
8-Apr	Fri	Train 566 with equipment trouble at Queens Village				8		1	4			12		1	13
11-Apr	Mon	Amtrak related switch trouble in F Interlocking				17	4		10	1	2	27	5	2	34
11-Apr	Mon	Signal trouble on the Long Beach branch				6			4			10			10
22-Apr	Fri	Switch trouble in Babylon Interlocking				4			10	1		14	1		15
22-Apr	Fri	Signal trouble east of Woodside				5			5			10			10
TOTAL FOR MONTH			0	0	0	40	4	1	44	2	2	84	6	3	93
												93			

Long Island Rail Road

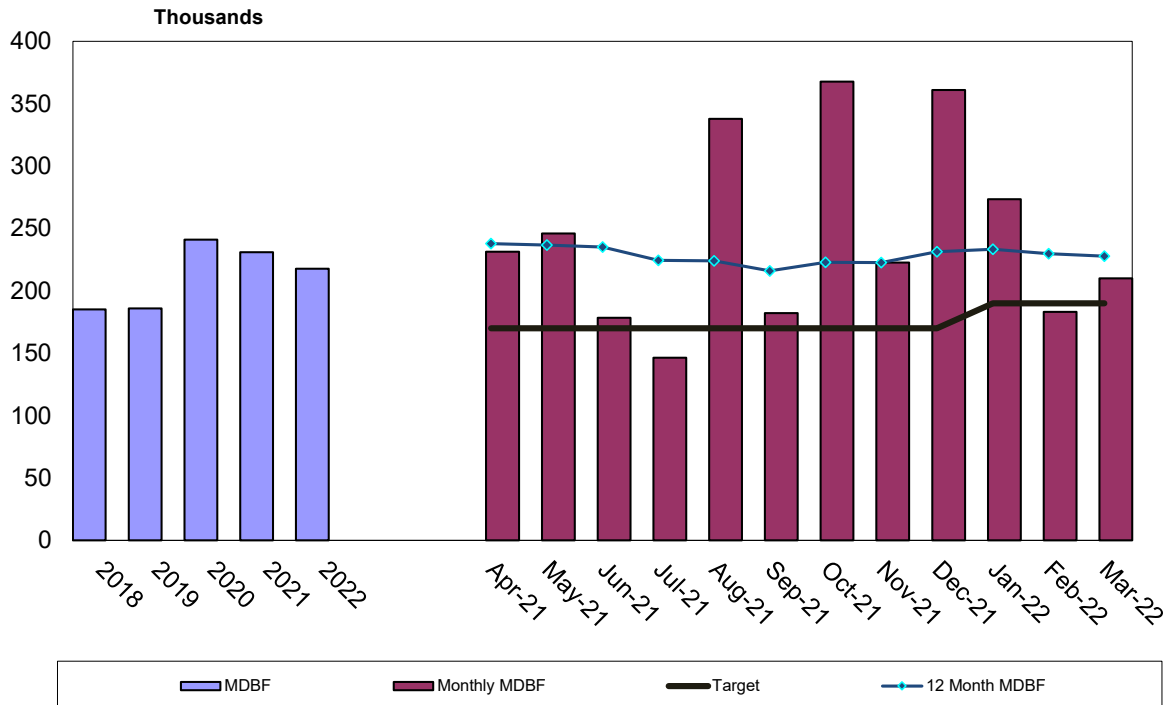
MEAN DISTANCE BETWEEN FAILURES - MARCH 2022

	Equip- ment Type	Total Fleet Owned	2022 Data					2021 Data		
			MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
Mean Distance Between Failures	M-3	116	60,000	0	0	0	-	0	0	-
	M-7	836	360,000	449,469	10	392,175	409,944	432,851	9	371,050
	M-9	126	180,000	232,028	3	211,337	247,614	113,802	2	176,538
	C-3	134	103,000	91,046	8	122,563	142,251	111,179	5	159,140
	DE	24	19,000	17,835	5	25,038	19,706	21,713	3	20,442
	DM	21	19,000	26,594	3	21,402	23,560	34,473	2	27,048
	Diesel	179	51,000	56,083	16	67,615	68,605	68,998	10	74,646
	Fleet	1,257	190,000	209,935	29	217,664	227,870	229,202	21	230,340

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





Standee Report

East Of Jamaica

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

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF APRIL 2022

Standee Report

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

Definitions

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

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

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

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

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

**ELEVATOR AND ESCALATOR OPERATING REPORT
FOR THE MONTH OF APRIL 2022**

Elevator Availability		2022		2021	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	99.4%	99.4%	99.5%	99.3%
	Far Rockaway Branch	99.5%	99.3%	99.0%	99.3%
	Hempstead Branch	99.5%	98.5%	99.4%	99.6%
	Long Beach Branch	99.2%	99.5%	99.7%	99.6%
	Port Jefferson Branch	99.2%	98.4%	99.6%	99.1%
	Port Washington Branch	99.3%	99.2%	98.9%	98.9%
	Ronkonkoma Branch	99.2%	99.2%	99.3%	99.3%
	City Terminal Branch	99.5%	99.2%	97.1%	96.5%
	Overall Average	99.3%	99.0%	98.7%	98.5%

Escalator Availability		2022		2021	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	91.2%	92.0%	96.7%	97.3%
	Far Rockaway Branch	99.0%	95.0%	91.1%	84.6%
	Hempstead Branch	99.1%	97.5%	98.9%	98.9%
	Long Beach Branch	97.9%	97.8%	97.4%	98.3%
	Port Jefferson Branch	96.3%	97.5%	99.0%	97.9%
	City Terminal Branch	93.8%	95.1%	94.4%	93.3%
	Overall Average	93.8%	94.2%	95.7%	95.1%

Long Island Rail Road Performance Metrics Report

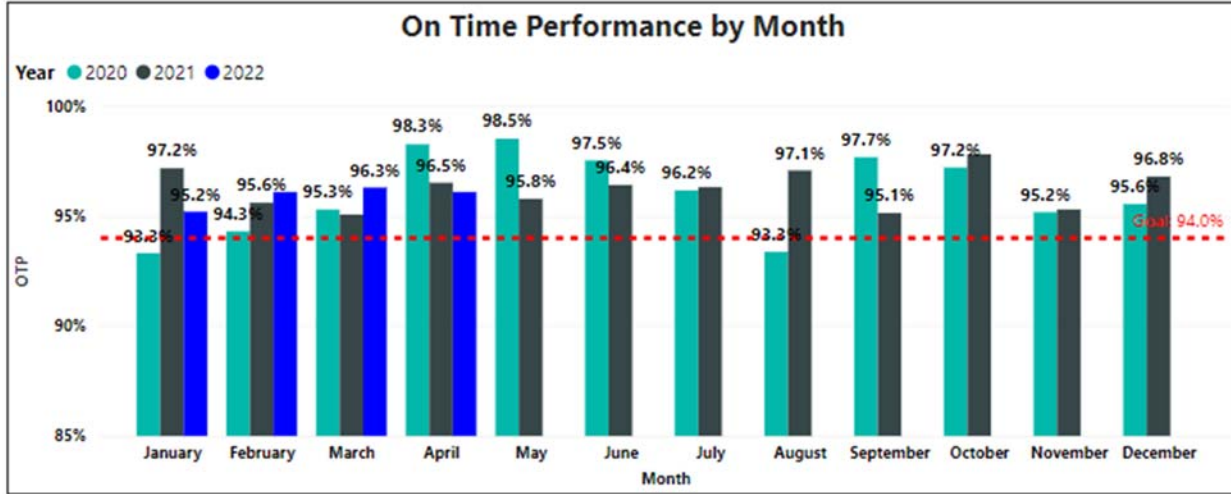




On Time Performance

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

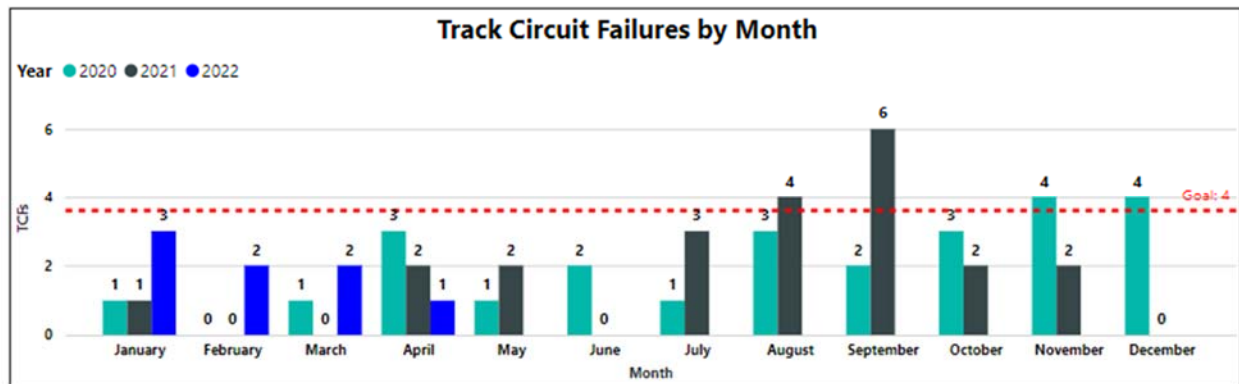
	2022		2021	
Goal	April	YTD	April	YTD
94.0%	96.1%	96.2%	96.5%	96.1%



Number of Track Circuit Failures

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

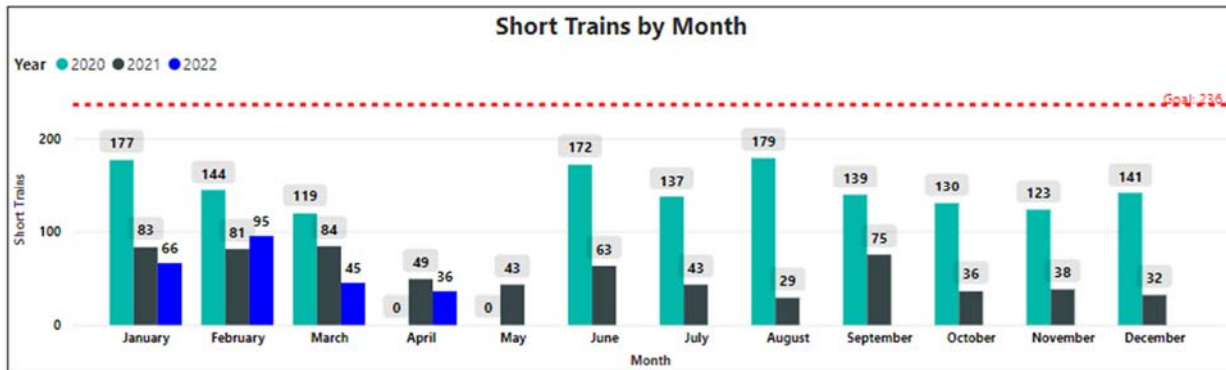
	2022		2021	
Goal	April	YTD	April	YTD
48 annually	1	8	2	3



Number of Short Trains*

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

Goal	2022		2021	
	April	YTD	April	YTD
2,828 annually	36	206	49	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

April 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.

April 2022 Highlights

- Total revenue of \$271.8 million was \$(26.9) million lower than the budget. This was primarily due to lower farebox revenue, partially offset by the timing of capital and other reimbursements.
- Through April ridership was 14.5 million, which was 90.8% above 2021 and (50.0)% below 2019 pre-COVID levels (adjusted for the same number of work days), and (20.5)% below the budget. Commutation ridership of 5.0 million was 101.0% above 2021 and (52.4%) below the budget. Non-Commutation ridership of 9.4 million was 85.8% above 2021 and 23.6% above the budget. Consequently, farebox revenue of \$123.2 million was \$(29.0) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$666.9 million were \$38.3 million or 5.4% 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, fuel, and electric costs.

Financial results for April 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	\$298.7	\$271.8	(\$26.9)
Total Expenses Before Non-Cash Liabilities	705.2	666.9	38.3
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$406.6)	(\$395.1)	\$11.4
Other Non-Cash Liabilities	146.5	150.7	(4.2)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$553.1)	(\$545.8)	\$7.2
Cash Adjustments	184.2	271.6	87.4
Net Cash Surplus/(Deficit)	(\$368.9)	(\$274.2)	\$94.6

NON-REIMBURSABLE SUMMARY

April operating results were favorable by \$7.2 million or 1.3% higher than the budget.

Non-Reimbursable revenues through April were \$(28.8) million unfavorable to the budget. Farebox Revenue was unfavorable due to lower ridership, partially offset by higher yield per passenger. Total Non-Reimbursable expenses were \$36.1 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 FELA indemnity reserves, overtime, electric, fuel, and depreciation.

April capital and other reimbursable expenditures (and reimbursements) were \$1.9 higher than the budget due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

April **Total Revenues** (including Capital and Other Reimbursements) of \$271.8 were \$(26.9) or (9.0)% unfavorable to the budget.

- **Farebox Revenues** were \$(29.0) unfavorable to the budget due to lower ridership, partially offset by higher yield per passenger. Ridership through April was 14.5 million. This was 90.8% higher than 2021 (adjusted for the same number of calendar work days) and (20.5)% lower than the budget.
- **Other Operating Revenues** were \$0.1 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 \$1.9 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

April **Total Expenses** (including depreciation and other) of \$817.6 were favorable to the budget by \$34.1 or 4.0%.

Labor Expenses, \$29.7 favorable.

- **Payroll**, \$23.6 favorable (primarily vacant positions).
- **Overtime**, \$0.1 favorable (primarily timing of reimbursable project activity and lower scheduled/unscheduled service, partially offset by higher programmatic/routine maintenance, vacancy/absentee coverage, weather emergencies, and unscheduled maintenance).
- **Health & Welfare**, \$3.7 favorable (vacant positions).
- **OPEB Current Payment**, \$4.5 favorable (fewer retirees/beneficiaries than projected).
- **Pensions**, \$2.5 favorable (timing of pension payments).
- **Other Fringe**, (\$4.6) unfavorable (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes due to vacant positions).

Non-Labor Expenses, \$8.6 favorable.

- **Electric Power**, (\$4.0) unfavorable (primarily due to higher rates and timing, partially offset by lower consumption).
- **Fuel**, (\$3.0) unfavorable (primarily higher rates, consumption, and the timing of payments).
- **Insurance**, \$1.2 favorable (primarily force account insurance).
- **Claims**, \$0.1 favorable
- **Maintenance and Other Operating Contracts**, \$5.4 favorable (primarily due to the timing of Moynihan Train Hall payments, parking garage maintenance invoices, lower bussing, timing of vehicle purchases, real estate rental costs and security system maintenance services, partially offset by the timing of capital project activity, higher equipment leases and rentals, and snow removal).

- **Professional Services**, \$1.5 favorable (primarily due to the timing of professional service contracts and M-3 decommissioning costs, partially offset by the timing of capital project activity and other outside services).
- **Materials and Supplies**, \$5.2 favorable (primarily due to the timing of modifications and RCM activity for revenue fleet, partially offset by the timing of capital project activity).
- **Other Business Expenses**, \$2.2 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, \$(4.2) unfavorable (primarily depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through April of (\$274.2) was \$94.6 favorable to the budget due to the timing and lower expenditures, partially offset by lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The April Farebox Operating Ratio was 25.3%, (3.5) percentage points below the budget resulting from lower farebox revenue, partially offset by lower expenses.
- The April Adjusted Farebox Operating Ratio was 28.4%, which is below the budget resulting from lower farebox revenue, partially offset by lower expenses.
- The April Adjusted Cost per Passenger was \$31.73, which is higher than the budget due to lower ridership, partially offset by lower expenses.
- The April Revenue per Passenger was \$8.61, 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
APRIL 2022
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$41.440	\$35.928	(\$5.513)	(13.3)	\$0.000	\$0.000	\$0.000	-	\$41.440	\$35.928	(\$5.513)	(13.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.135	1.599	(0.536)	(25.1)	0.000	0.000	0.000	-	2.135	1.599	(0.536)	(25.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	37.300	41.408	4.108	11.0	37.300	41.408	4.108	11.0
Total Revenue	\$43.576	\$37.526	(\$6.049)	(13.9)	\$37.300	\$41.408	\$4.108	11.0	\$80.876	\$78.935	(\$1.941)	(2.4)
Expenses												
<i>Labor:</i>												
Payroll	\$51.220	\$46.303	\$4.917	9.6	\$12.554	\$10.533	\$2.021	16.1	\$63.774	\$56.836	\$6.938	10.9
Overtime	11.693	9.956	1.737	14.9	5.292	6.532	(1.240)	(23.4)	16.986	16.488	0.498	2.9
Health and Welfare	10.997	10.438	0.559	5.1	3.328	3.052	0.276	8.3	14.325	13.490	0.835	5.8
OPEB Current Payment	6.700	5.615	1.086	16.2	0.000	0.000	0.000	-	6.700	5.615	1.086	16.2
Pensions	13.999	12.958	1.040	7.4	5.407	5.833	(0.426)	(7.9)	19.406	18.792	0.614	3.2
Other Fringe Benefits	13.915	13.981	(0.067)	(0.5)	3.403	3.194	0.209	6.1	17.318	17.176	0.142	0.8
Reimbursable Overhead	(2.461)	(4.192)	1.731	70.4	2.461	4.192	(1.731)	(70.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$106.063	\$95.059	\$11.004	10.4	\$32.446	\$33.336	(\$0.890)	(2.7)	\$138.509	\$128.395	\$10.113	7.3
<i>Non-Labor:</i>												
Electric Power	\$6.825	\$10.527	(\$3.702)	(54.2)	\$0.022	\$0.039	(\$0.017)	(80.1)	\$6.847	\$10.566	(\$3.719)	(54.3)
Fuel	1.761	2.870	(1.109)	(63.0)	0.000	0.000	0.000	-	1.761	2.870	(1.109)	(63.0)
Insurance	1.878	1.894	(0.016)	(0.8)	0.683	0.667	0.016	2.4	2.561	2.561	0.000	0.0
Claims	0.390	0.214	0.176	45.2	0.000	0.000	0.000	-	0.390	0.214	0.176	45.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.186	6.661	1.526	18.6	1.299	2.457	(1.158)	(89.1)	9.485	9.117	0.368	3.9
Professional Service Contracts	3.282	2.342	0.940	28.6	0.064	1.097	(1.033)	*	3.346	3.439	(0.093)	(2.8)
Materials & Supplies	13.799	21.279	(7.479)	(54.2)	2.740	3.733	(0.993)	(36.2)	16.540	25.012	(8.472)	(51.2)
Other Business Expenses	1.173	0.940	0.233	19.8	0.046	0.079	(0.033)	(70.9)	1.219	1.019	0.200	16.4
Total Non-Labor Expenses	\$37.294	\$46.726	(\$9.431)	(25.3)	\$4.854	\$8.072	(\$3.218)	(66.3)	\$42.149	\$54.798	(\$12.649)	(30.0)
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$143.357	\$141.785	\$1.572	1.1	\$37.300	\$41.408	(\$4.108)	(11.0)	\$180.657	\$183.193	(\$2.536)	(1.4)
Depreciation	\$35.086	\$37.364	(\$2.278)	(6.5)	\$0.000	\$0.000	\$0.000	-	\$35.086	\$37.364	(\$2.278)	(6.5)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$178.610	\$179.316	(\$0.706)	(0.4)	\$37.300	\$41.408	(\$4.108)	(11.0)	\$215.910	\$220.724	(\$4.814)	(2.2)
Net Surplus/(Deficit)	(\$135.035)	(\$141.789)	(\$6.755)	(5.0)	\$0.000	\$0.000	\$0.000	-	(\$135.035)	(\$141.789)	(\$6.755)	(5.0)
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.086	\$37.364	\$2.278	6.5	\$0.000	\$0.000	\$0.000	-	35.086	\$37.364	\$2.278	6.5
Operating/Capital	(0.546)	(0.476)	0.070	12.8	0.000	0.000	0.000	-	(0.546)	(0.476)	0.070	12.8
Other Cash Adjustments	(22.783)	10.109	32.892	*	0.000	0.000	0.000	-	(22.783)	10.109	32.892	*
Total Cash Conversion Adjustments	\$11.757	\$46.997	\$35.239	*	0.000	\$0.000	\$0.000	-	\$11.757	\$46.997	\$35.239	*
Net Cash Surplus/(Deficit)	(\$123.277)	(\$94.793)	\$28.485	23.1	\$0.000	\$0.000	\$0.000	-	(\$123.277)	(\$94.793)	\$28.485	23.1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$152.178	\$123.189	(\$28.990)	(19.0)	\$0.000	\$0.000	\$0.000	-	\$152.178	\$123.189	(\$28.990)	(19.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	8.693	8.837	0.144	1.7	0.000	0.000	0.000	-	8.693	8.837	0.144	1.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	137.789	139.732	1.943	1.4	137.789	139.732	1.943	1.4
Total Revenue	\$160.871	\$132.025	(\$28.846)	(17.9)	\$137.789	\$139.732	\$1.943	1.4	\$298.660	\$271.758	(\$26.902)	(9.0)
Expenses												
<i>Labor:</i>												
Payroll	\$202.865	\$184.532	\$18.333	9.0	\$48.245	\$42.997	\$5.248	10.9	\$251.111	\$227.529	\$23.581	9.4
Overtime	45.755	46.548	(0.793)	(1.7)	17.572	16.723	0.850	4.8	63.328	63.271	0.057	0.1
Health and Welfare	44.501	42.185	2.316	5.2	12.423	11.007	1.416	11.4	56.924	53.192	3.731	6.6
OPEB Current Payment	26.800	22.341	4.460	16.6	0.000	0.000	0.000	-	26.800	22.341	4.460	16.6
Pensions	57.441	53.841	3.600	6.3	20.184	21.326	(1.142)	(5.7)	77.624	75.167	2.457	3.2
Other Fringe Benefits	55.757	61.629	(5.872)	(10.5)	12.703	11.404	1.300	10.2	68.461	73.032	(4.572)	(6.7)
Reimbursable Overhead	(9.495)	(15.148)	5.654	59.5	9.495	15.148	(5.654)	(59.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$423.625	\$395.927	\$27.698	6.5	\$120.622	\$118.605	\$2.017	1.7	\$544.247	\$514.532	\$29.715	5.5
<i>Non-Labor:</i>												
Electric Power	\$26.606	\$30.569	(\$3.963)	(14.9)	\$0.084	\$0.091	(\$0.007)	(8.9)	\$26.690	\$30.660	(\$3.970)	(14.9)
Fuel	7.348	10.308	(2.960)	(40.3)	0.000	0.000	0.000	-	7.348	\$10.308	(2.960)	(40.3)
Insurance	7.410	7.241	0.169	2.3	2.436	1.433	1.003	41.2	9.846	\$8.674	1.172	11.9
Claims	1.561	1.449	0.112	7.2	0.000	0.000	0.000	-	1.561	\$1.449	0.112	7.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	29.071	23.135	5.936	20.4	4.953	5.520	(0.567)	(11.5)	34.024	\$28.655	5.369	15.8
Professional Service Contracts	14.417	11.751	2.666	18.5	0.226	1.413	(1.187)	*	14.643	\$13.164	1.479	10.1
Materials & Supplies	52.545	44.192	8.353	15.9	9.296	12.421	(3.125)	(33.6)	61.841	\$56.613	5.228	8.5
Other Business Expenses	4.847	2.572	2.274	46.9	0.172	0.249	(0.076)	(44.4)	5.019	\$2.821	2.198	43.8
Total Non-Labor Expenses	\$143.805	\$131.218	\$12.586	8.8	\$17.167	\$21.127	(\$3.961)	(23.1)	\$160.971	\$152.346	\$8.626	5.4
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$567.430	\$527.146	\$40.284	7.1	\$137.789	\$139.732	(\$1.943)	(1.4)	\$705.219	\$666.878	\$38.341	5.4
Depreciation	\$145.844	\$149.457	(\$3.613)	(2.5)	\$0.000	\$0.000	\$0.000	-	\$145.844	\$149.457	(\$3.613)	(2.5)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.667	1.262	(0.595)	(89.2)	0.000	0.000	0.000	-	0.667	1.262	(0.595)	(89.2)
Total Expenses	\$713.941	\$677.864	\$36.076	5.1	\$137.789	\$139.732	(\$1.943)	(1.4)	\$851.729	\$817.596	\$34.133	4.0
Net Surplus/(Deficit)	(\$553.069)	(\$545.839)	\$7.231	1.3	\$0.000	\$0.000	\$0.000	-	(\$553.069)	(\$545.839)	\$7.231	1.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$145.844	\$149.457	\$3.613	2.5	\$0.000	\$0.000	\$0.000	-	145.844	\$149.457	\$3.613	2.5
Operating/Capital	(1.727)	(2.055)	(0.328)	(19.0)	0.000	0.000	0.000	-	(1.727)	(2.055)	(0.328)	(19.0)
Other Cash Adjustments	40.081	124.194	84.113	*	0.000	0.000	0.000	-	40.081	124.194	84.113	*
Total Cash Conversion Adjustments	\$184.198	\$271.596	\$87.398	47.4	\$0.000	\$0.000	\$0.000	-	\$184.198	\$271.596	\$87.398	47.4
Net Cash Surplus/(Deficit)	(\$368.871)	(\$274.243)	\$94.628	25.7	\$0.000	\$0.000	\$0.000	-	(\$368.871)	(\$274.243)	\$94.628	25.7

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	APRIL 2022		Reason for Variance	Year-To-Date APRIL 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(5.513)	(13.3)	Lower ridership \$(8.276), partially offset by higher yield per passenger \$2.763.	(28.990)	(19.0)	Lower ridership \$(31.233), partially offset by higher yield per passenger \$2.243.
Other Operating Revenue	Non Reimb.	(0.536)	(25.1)	Primarily due to lower advertising revenue, partially offset by higher rental revenue.	0.144	1.7	Primarily due to higher rental and the timing of miscellaneous revenue, partially offset by lower advertising revenue.
Capital & Other Reimbursements	Reimb.	4.108	11.0	Primarily due to the timing of capital project activity and interagency reimbursements.	1.943	1.4	Primarily due to the timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	4.917	9.6	Primarily vacant positions.	18.333	9.0	Primarily vacant positions.
	Reimb.	2.021	16.1	Primarily due to the timing of project activity.	5.248	10.9	Primarily due to the timing of project activity.
Overtime	Non Reimb.	1.737	14.9	Lower programmatic/routine maintenance and unscheduled service, partially offset by higher vacancy/absentee coverage, scheduled service and unscheduled maintenance.	(0.793)	(1.7)	Higher programmatic/routine maintenance, vacancy/absentee coverage, weather emergencies, unscheduled maintenance, partially offset by lower scheduled/unscheduled service.
	Reimb.	(1.240)	(23.4)	Primarily due to the timing of project activity.	0.850	4.8	Primarily due to the timing of project activity.
Health and Welfare	Non Reimb.	0.559	5.1	Vacant positions, partially offset by higher rates.	2.316	5.2	Vacant positions, partially offset by higher rates.
	Reimb.	0.276	8.3	Primarily due to the timing of project activity.	1.416	11.4	Primarily due to the timing of project activity.
OPEB Current Payment	Non Reimb.	1.086	16.2	Fewer retirees/beneficiaries, partially offset by higher rates.	4.460	16.6	Fewer retirees/beneficiaries, partially offset by higher rates.
Pensions	Non Reimb.	1.040	7.4	Timing of pension payments and the estimated percentage of pension allocated to reimbursable was under-estimated.	3.600	6.3	Timing of pension payments and the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.426)	(7.9)	The estimated percentage of pension allocated to reimbursable was under-estimated.	(1.142)	(5.7)	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)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	APRIL 2022		Reason for Variance	Year-To-Date APRIL 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	(0.067)	(0.5)	Primarily due to the timing of project activity.	(5.872)	(10.5)	Primarily higher FELA indemnity reserves and higher Railroad Unemployment Insurance, partially offset by lower Railroad Retirement Taxes due to vacant positions. Primarily due to the timing of project activity.
	Reimb.	0.209	6.1		1.300	10.2	
Reimbursable Overhead	Non Reimb.	1.731	70.4	Primarily due to the timing of project activity.	5.654	59.5	Primarily due to the timing of project activity.
	Reimb.	(1.731)	(70.4)		(5.654)	(59.5)	
Electric Power	Non Reimb.	(3.702)	(54.2)	Primarily due to higher rates and higher consumption.	(3.963)	(14.9)	Primarily due to higher rates and timing, partially offset by lower consumption.
	Reimb.	(0.017)	(80.1)		(0.007)	(8.9)	
Fuel	Non Reimb.	(1.109)	(63.0)	Primarily due to higher rates and higher consumption.	(2.960)	(40.3)	Primarily due to higher rates, consumption and the timing of payments.
Insurance	Non Reimb.	(0.016)	(0.8)	Force Account Insurance associated with project activity.	0.169	2.3	Force Account Insurance associated with project activity.
	Reimb.	0.016	2.4		1.003	41.2	
Claims	Non Reimb.	0.176	45.2	Primarily due to lower payments.	0.112	7.2	Primarily due to lower payments.
Maintenance & Other Operating Contracts	Non Reimb.	1.526	18.6	Primarily due to timing of vehicle purchases, maintenance and other repairs, security systems, parking garage maintenance invoices, lower bussing, and real estate rental costs, partially offset by timing of joint facility expense and higher equipment rentals.	5.936	20.4	Primarily due to the timing of Moynihan Train Hall payments, parking garage maintenance invoices, lower bussing, timing of vehicle purchases, real estate rental costs and security system maintenance services, partially offset by higher equipment leases and rentals and snow removal.
	Reimb.	(1.158)	(89.1)		(0.567)	(11.5)	

**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.	APRIL 2022		Reason for Variance	Year-To-Date APRIL 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.940	28.6	Primarily due to other professional service contracts, timing of engineering services, and lower MTA chargebacks.	2.666	18.5	Primarily due to the timing of professional service contracts, M-3 decommissioning.
	Reimb.	(1.033)	*	Primarily due to the timing of project activity.	(1.187)	*	Primarily due to the timing of project activity.
Materials & Supplies	Non Reimb.	(7.479)	(54.2)	Primarily higher miscellaneous inventory adjustments, partially offset by timing of modifications and RCM activity for revenue fleet.	8.353	15.9	Primarily due to the timing of modifications and RCM activity for revenue fleet.
	Reimb.	(0.993)	(36.2)	Primarily due to the timing of project activity.	(3.125)	(33.6)	Primarily due to the timing of project activity.
Other Business Expenses	Non Reimb.	0.233	19.8	Primarily due to higher restitution on property damage and lower office supplies.	2.274	46.9	Primarily due to reduction bad debt reserves, lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses.
	Reimb.	(0.033)	(70.9)	Primarily due to the timing of project activity.	(0.076)	(44.4)	Primarily due to the timing of project activity.
Depreciation	Non Reimb.	(2.278)	(6.5)	Based on certain capital assets being fully depreciated.	(3.613)	(2.5)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	0.000	0.0		(0.595)	(89.2)	

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
APRIL 2022								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)	Percent	Budget	Actual	Favorable (Unfavorable)	Percent
Receipts								
Farebox Revenue	\$42.154	\$35.240	(\$6.914)	(16.4)	\$154.800	\$123.109	(\$31.691)	(20.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.398	9.044	7.646	*	106.108	111.399	5.290	5.0
Capital & Other Reimbursements	26.758	24.168	(2.590)	(9.7)	106.874	125.401	18.528	17.3
Total Receipts	\$70.310	\$68.452	(\$1.858)	(2.6)	\$367.782	\$359.910	(\$7.872)	(2.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$67.582	\$58.060	\$9.522	14.1	\$256.201	\$225.064	\$31.136	12.2
Overtime	18.163	14.464	3.699	20.4	66.465	61.430	5.035	7.6
Health and Welfare	14.325	12.669	1.656	11.6	56.924	50.762	6.162	10.8
OPEB Current Payment	6.700	5.381	1.319	19.7	26.800	21.551	5.249	19.6
Pensions	19.406	18.792	0.614	3.2	77.624	75.435	2.190	2.8
Other Fringe Benefits	22.909	20.044	2.865	12.5	77.853	63.371	14.482	18.6
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$149.086	\$129.410	\$19.675	13.2	\$561.868	\$497.613	\$64.255	11.4
<i>Non-Labor:</i>								
Electric Power	\$6.847	\$13.595	(\$6.749)	(98.6)	\$26.690	\$31.999	(\$5.309)	(19.9)
Fuel	1.761	3.871	(2.110)	*	7.348	10.745	(3.397)	(46.2)
Insurance	4.586	(3.961)	8.547	*	15.600	(1.471)	17.071	*
Claims	0.154	(0.035)	0.189	*	0.617	0.375	0.242	39.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.485	6.446	3.040	32.0	34.024	32.844	1.180	3.5
Professional Service Contracts	1.322	1.700	(0.378)	(28.6)	9.207	6.836	2.371	25.8
Materials & Supplies	18.144	10.488	7.656	42.2	72.764	48.994	23.770	32.7
Other Business Expenses	1.488	1.313	0.175	11.8	5.915	4.819	1.096	18.5
Total Non-Labor Expenditures	\$43.788	\$33.417	\$10.370	23.7	\$172.164	\$135.140	\$37.024	21.5
<i>Other Expenditure Adjustments:</i>								
Other	\$0.714	\$0.417	\$0.297	41.6	\$2.622	\$1.399	\$1.223	46.6
Total Other Expenditure Adjustments	\$0.714	\$0.417	\$0.297	41.6	\$2.622	\$1.399	\$1.223	46.6
Total Expenditures	\$193.587	\$163.245	\$30.342	15.7	\$736.653	\$634.152	\$102.501	13.9
Net Cash Surplus/(Deficit)	(\$123.277)	(\$94.793)	\$28.485	23.1	(\$368.871)	(\$274.243)	\$94.628	25.7
MTA Subsidy	123.277	62.962	(60.316)	(48.9)	368.871	252.972	(115.900)	(31.4)
Cash Timing and Availability Adjustment	0.002	(93.664)	(93.667)	*	0.000	(133.236)	(133.236)	-

Note: Totals may not add due to rounding

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

Table 5

Generic Revenue or Expense Category	APRIL 2022			Year-To-Date as of APRIL 2022		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(6.914)	(16.4)	Lower ridership \$(8.276), lower advance sales impact \$(1.128) and lower MetroCard/AirTrain sales \$(0.273), partially offset by higher yields \$2.763.	(31.691)	(20.5)	Lower ridership \$(31.233), lower advance sales impact \$(1.500) and lower MetroCard/AirTrain sales \$(1.201), partially offset by higher yields \$2.243.
Other Operating Revenue	7.646	*	Primarily due to the timing of annual PSEG Power Pole and Wire rental revenue which was received in April.	5.290	5.0	Primarily due to the timing of an annual PSEG Power Pole and Wire rental revenue, and miscellaneous revenue, partially offset by higher freight payments.
Capital and Other Reimbursements	(2.590)	(9.7)	Timing of activity and reimbursement for capital and other reimbursements.	18.528	17.3	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	9.522	14.1	Primarily due to vacant positions and the timing of payments.	31.136	12.2	Primarily due to vacant positions and timing of payments.
Overtime	3.699	20.4	Primarily due to lower programmatic/routine maintenance, unscheduled service and weather-related overtime, partially offset by higher vacancy/absentee coverage, scheduled service and project overtime.	5.035	7.6	Primarily due to lower scheduled/unscheduled service and project overtime, partially offset by higher vacancy/absentee coverage, programmatic/routine maintenance, unscheduled maintenance and weather-related overtime.
Health and Welfare	1.656	11.6	Primarily due to vacant positions, the timing of payments and intercompany reimbursements, partially offset by higher rates.	6.162	10.8	Primarily due to vacant positions, intercompany reimbursements and the timing of payments, partially offset by higher rates.
OPEB Current Payment	1.319	19.7	Primarily due to fewer retirees/beneficiaries.	5.249	19.6	Primarily due to fewer retirees/beneficiaries.
Pensions	0.614	3.2	Due to timing of pension payments and intercompany reimbursements.	2.190	2.8	Due to timing of pension payments and intercompany reimbursements.
Other Fringe Benefits	2.865	12.5	Primarily due to lower Railroad Retirement Tax payments, partially offset by higher Railroad Unemployment Insurance and FELA payments.	14.482	18.6	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments, partially offset by higher Railroad Unemployment Insurance.

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

Table 5

Generic Revenue or Expense Category	APRIL 2022			Year-To-Date as of APRIL 2022		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(6.749)	(98.6)	Primarily higher rates, consumption and timing of payments.	(5.309)	(19.9)	Primarily due to higher rates and timing, partially offset by lower consumption.
Fuel	(2.110)	*	Primarily higher rates, consumption and timing of payments.	(3.397)	(46.2)	Primarily due to higher rates, consumption and timing.
Insurance	8.547	*	Timing of insurance premium payments.	17.071	*	Timing of insurance premium payments.
Claims	0.189	*	Primarily due to lower payments.	0.242	39.2	Primarily due to lower payments.
Maintenance and Other Operating Contracts	3.040	32.0	Timing of payments.	1.180	3.5	Timing of payments.
Professional Service Contracts	(0.378)	(28.6)	Timing of payments.	2.371	25.8	Timing of payments.
Materials and Supplies	7.656	42.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.	23.770	32.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.175	11.8	Primarily lower office supplies purchases, travel meetings and convention expenses, higher restitution on property damages and the timing of miscellaneous expense payments.	1.096	18.5	Primarily lower credit/debit fees, office supplies purchases, travel meetings and convention expenses, higher restitution of property damages, and the timing of miscellaneous expenses.
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)
APRIL 2022
(\$ in millions)

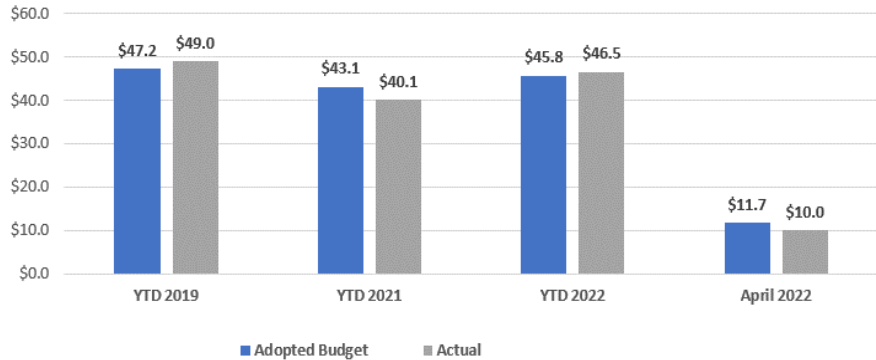
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.714	(\$0.688)	(\$1.402)	*	\$2.622	(\$0.079)	(\$2.701)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.737)	7.446	8.183	*	97.416	102.562	5.146	5.3
Capital & Other Reimbursements	(10.543)	(17.241)	(6.698)	(63.5)	(30.915)	(14.331)	16.585	53.6
Total Receipts	(\$10.566)	(\$10.483)	\$0.083	0.8	\$69.122	\$88.152	\$19.030	27.5
Expenditures								
<i>Labor:</i>								
Payroll	(\$3.808)	(\$1.225)	\$2.584	67.8	(\$5.090)	\$2.465	\$7.555	*
Overtime	(1.178)	2.023	3.201	*	(3.138)	1.841	4.978	*
Health and Welfare	0.000	0.821	0.821	*	0.000	2.430	2.430	*
OPEB Current Payment	0.000	0.234	0.234	-	0.000	0.790	0.790	-
Pensions	0.000	0.000	0.000	-	0.000	(0.268)	(0.268)	*
Other Fringe Benefits	(5.591)	(2.868)	2.723	48.7	(9.393)	9.662	19.054	*
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$10.577)	(\$1.015)	\$9.562	90.4	(\$17.620)	\$16.919	\$34.540	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$3.030)	(\$3.030)	-	\$0.000	(\$1.339)	(\$1.339)	-
Fuel	0.000	(1.001)	(1.001)	-	0.000	(0.437)	(0.437)	-
Insurance	(2.025)	6.522	8.547	*	(5.754)	10.145	15.899	*
Claims	0.236	0.249	0.013	5.5	0.944	1.074	0.131	13.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	2.672	2.672	-	0.000	(4.188)	(4.188)	-
Professional Service Contracts	2.024	1.739	(0.285)	(14.1)	5.436	6.328	0.892	16.4
Materials & Supplies	(1.604)	14.524	16.128	*	(10.923)	7.619	18.542	*
Other Business Expenses	(0.269)	(0.294)	(0.025)	(9.1)	(0.896)	(1.998)	(1.102)	*
Total Non-Labor Expenditures	(\$1.639)	\$21.380	\$23.020	*	(\$11.193)	\$17.205	\$28.398	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.714)	(\$0.417)	\$0.297	41.6	(\$2.622)	(\$1.399)	\$1.223	46.6
Total Other Expenditure Adjustments	(\$0.714)	(\$0.417)	\$0.297	41.6	(\$2.622)	(\$1.399)	\$1.223	46.6
Total Expenditures	(\$12.930)	\$19.948	\$32.878	*	(\$31.435)	\$32.726	\$64.160	*
Depreciation Adjustment	\$35.086	\$37.364	\$2.278	6.5	\$145.844	\$149.457	\$3.613	2.5
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.667	1.262	0.595	89.2
Total Expenditures After Non-Cash Liabilities	\$22.323	\$57.479	\$35.157	*	\$115.076	\$183.444	\$68.368	59.4
Total Cash Conversion Adjustments	\$11.757	\$46.997	\$35.239	*	\$184.198	\$271.596	\$87.398	47.4

LONG ISLAND RAIL ROAD - NON-REIMBURSABLE OVERTIME

OVERVIEW

- Decrease of \$2.5M vs YTD 2019 lower Right of Way & Fleet maintenance required to be completed on overtime and lower scheduled/unscheduled train service, partially offset by higher vacancy/absentee coverage and higher sanitizing/cleaning costs.
- Increase of \$6.4M vs YTD 2021 higher Fleet & Right of Way maintenance, higher vacancy/absentee coverage (open vacancies), partially offset by lower sanitizing/cleaning costs.
- Overspend of \$0.7M vs YTD 2022 Adopted Budget due to higher Right of Way maintenance, higher vacancy/absentee coverage (open vacancies), higher weather overtime, higher sanitizing/cleaning costs, partially offset by lower scheduled/unscheduled train service and lower Fleet maintenance.
- Underspend of \$1.7M vs 2022 Adopted Budget - April (Month only) due to lower Fleet & Right of Way maintenance, partially offset by higher vacancy/absentee coverage (open vacancies) and higher sanitizing/cleaning costs.

Non-Reimbursable Overtime - YTD April Variance
(all dollars in millions)



Agency Detail

- **Maintenance of Equipment:**
 - Maintenance of Equipment Overtime of \$25.2M is 55% 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, partially offset by lower Fleet maintenance.
- **Maintenance of Way (MOW):**
 - MOW of \$8.6M is 19% of 2022 YTD Actuals.
 - \$1.3M unfavorable vs YTD Adopted Budget driven by higher Right of Way Maintenance required to be completed on overtime and higher weather-related overtime, partially offset by lower accrual & pay rate differences.
- **Transportation:**
 - Transportation Overtime of \$10.4M is 23% of 2022 YTD Actuals.
 - \$2.8M 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 \$1.6M is 3% of 2022 YTD Actuals.
 - \$1.1M favorable vs YTD Adopted Budget driven by lower vacancy/absentee coverage and lower accrual & pay rate differences.
- Note that April overtime actuals are preliminary estimates and will require subsequent revision due to the impacts of the Kronos timekeeping system outage.

LONG ISLAND RAIL ROAD - REIMBURSABLE OVERTIME

OVERVIEW

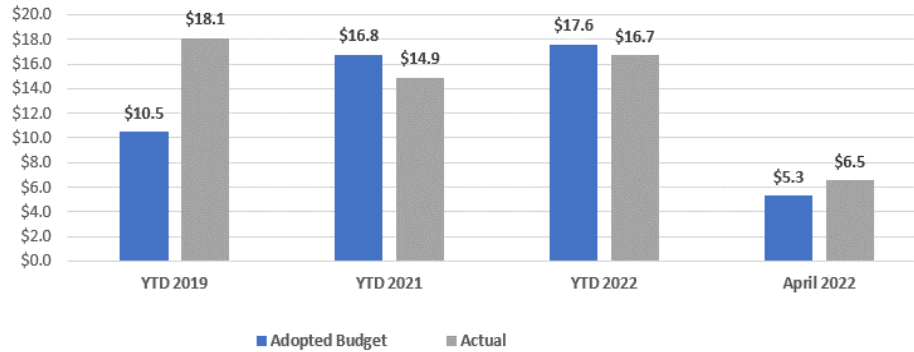
- Decrease of \$1.4M vs YTD 2019 mainly due to the reduction in the amount MOW and Transportation reimbursable overtime.
- Increase of \$1.8M vs YTD 2021 mainly due to MOW reimbursable project work required to be completed on overtime.
- Underspend of \$0.8M vs YTD 2022 Adopted Budget due to lower than planned reimbursable project work.
- Overspend of \$1.2M vs 2022 Adopted Budget April (Month only) due to higher than planned reimbursable project work.

Agency Detail

- **MOW:**
 - MOW Overtime of \$12.1M is 72% of 2022 YTD Actuals.
 - \$0.5M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements.
- **Transportation:**
 - Transportation Overtime of \$3.4M is 20% 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 April Variance

(all dollars in millions)



- Note that April 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 APRIL 2022

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Enterprise Asset Management	9	7	2
Sr. Vice President - Engineering	1	1	0
Labor Relations	14	12	2
Procurement & Logistics (excl. Stores)	46	38	8
Human Resources	35	35	0
Sr VP Administration	2	2	0
Strategic Investments	25	21	4
President	8	3	5
VP & CFO	2	1	1
Controller	40	36	4
Management & Budget	13	10	3
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	63	59	4
Gen. Counsel & Secretary	29	23	6
Diversity Management	3	-	3
Security	15	12	3
System Safety	46	40	6
Training	68	70	(2)
Service Planning	28	28	0
Rolling Stock Programs	17	8	9
Sr Vice President - Operations	5	2	3
Total Administration	473	412	61
Operations			
Transportation Services - Train Operations	2,337	2,186	151
Customer Services	476	476	0
Total Operations	2,813	2,662	151
Maintenance			
Engineering	1,957	2,023	(66)
Equipment	2,264	2,059	205
Procurement (Stores)	112	91	21
Total Maintenance	4,333	4,173	160
Engineering/Capital			
Department of Program Management	112	83	29
Special Projects	59	45	14
Operational Support Group	45	35	10
Total Engineering/Capital	216	163	53
Baseline Total Positions	7,835	7,410	425
<i>Non-Reimbursable</i>	6,523	6,107	416
<i>Reimbursable</i>	1,312	1,303	9
Total Full-Time	7,835	7,410	425
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 APRIL 2022**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 416 positions due to vacancies in Maintenance of Equipment, Transportation and various administrative departments.
REIMBURSABLE POSITIONS - Favorable 9 positions due to vacancies in Transportation 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 APRIL 2022

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	262	233	29
Professional, Technical, Clerical	188	156	32
Operational Hourlies	23	23	0
Total Administration	473	412	61
Operations			
Managers/Supervisors	352	330	22
Professional, Technical, Clerical	130	105	25
Operational Hourlies	2,332	2,227	105
Total Operations	2,813	2,662	151
Maintenance			
Managers/Supervisors	875	781	94
Professional, Technical, Clerical	290	250	40
Operational Hourlies	3,168	3,142	26
Total Maintenance	4,333	4,173	160
Engineering/Capital			
Managers/Supervisors	151	128	23
Professional, Technical, Clerical	65	35	30
Operational Hourlies	0	0	0
Total Engineering/Capital	216	163	53
Total Positions			
Managers/Supervisors	1,640	1,472	168
Professional, Technical, Clerical	672	546	126
Operational Hourlies	5,523	5,392	131
Total Positions	7,835	7,410	425

Note: Totals may not add due to rounding

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

	APRIL 2022								APRIL 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	2.870	1.488	0.629	(1.382)	-48.2%	0.859	136.5%		10.135	4.744	2.352	(5.391)	-53.2%	2.392	101.7%	
Weekly	0.136	0.091	0.041	(0.045)	-32.9%	0.050	121.2%		0.438	0.292	0.153	(0.145)	-33.2%	0.139	90.6%	
Total Commutation	3.006	1.579	0.670	(1.427)	-47.5%	0.909	135.6%		10.573	5.036	2.505	(5.537)	-52.4%	2.531	101.0%	
One-Way Full Fare	0.526	0.610	0.156	0.083	15.8%	0.454	291.1%		1.845	1.522	0.535	(0.323)	-17.5%	0.986	184.2%	
One-Way Off-Peak	1.014	0.990	0.785	(0.024)	-2.3%	0.205	26.1%		3.526	4.099	2.596	0.573	16.3%	1.503	57.9%	
All Other	0.664	0.991	0.563	0.327	49.2%	0.429	76.2%		2.266	3.815	1.946	1.549	68.4%	1.869	96.0%	
Total Non-Commutation	2.205	2.591	1.504	0.386	17.5%	1.087	72.3%		7.637	9.436	5.078	1.799	23.6%	4.359	85.8%	
Total	5.211	4.171	2.174	(1.041)	-20.0%	1.996	91.8%		18.210	14.472	7.583	(3.737)	-20.5%	6.889	90.8%	

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
April 2022**

	MONTH			VARIANCE	
	Actual 2022	Budget 2022	Actual 2021	vs. Budget	vs. 2021
Farebox Operating Ratio					
Standard ⁽¹⁾	25.3%	28.8%	11.5%	-3.5%	13.8%
Adjusted ⁽²⁾	28.4%	32.9%	15.1%	-4.5%	13.3%
Cost Per Passenger					
Standard ⁽¹⁾	\$34.11	\$27.61	\$73.75	(\$6.50)	\$39.64
Adjusted ⁽²⁾	\$31.73	\$25.43	\$67.72	(\$6.30)	\$35.99
Passenger Revenue/Passenger ⁽³⁾	\$8.61	\$7.95	\$8.47	\$0.66	\$0.14
	YEAR-TO-DATE			VARIANCE	
	Actual 2022	Budget 2021	Actual 2021	vs. Budget	vs. 2021
Farebox Operating Ratio					
Standard ⁽¹⁾	23.3%	26.7%	11.5%	-3.4%	11.8%
Adjusted ⁽²⁾	27.0%	30.7%	15.1%	-3.7%	11.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$36.57	\$31.26	\$73.75	(\$5.31)	\$37.18
Adjusted ⁽²⁾	\$33.78	\$28.73	\$67.72	(\$5.05)	\$33.94
Passenger Revenue/Passenger ⁽³⁾	\$8.51	\$8.36	\$8.47	\$0.15	\$0.04

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

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

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



Long Island Rail Road

Ridership Report Highlights

April 2022 vs. 2021

- Total ridership increased +91.8% compared to April 2021 (4,170,715 in April 2022 vs. 2,174,233 in April 2021). When compared to April 2019, total ridership decreased -46.0% (4,170,715 passengers in April 2022 vs. 7,724,515 passengers in April 2019)
- Commutation ridership increased +135.6% compared to April 2021
- Non-Commutation ridership increased +72.3% compared to April 2021

2022 vs. 2021 YTD

- Total YTD ridership is +90.8% above 2021 and -20.5% below Budget
- YTD Commutation ridership is +101.0% above 2021
- YTD Non-Commutation ridership is +85.8% above 2021

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

April 2022

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

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

	April 2022	% Change vs. 2021
Total Rail Ridership	4.171	91.8% ▲
Commutation Ridership	1.579	135.6% ▲
Non-Commutation Ridership	2.591	72.3% ▲
Rail Revenue	\$35.9	99.8% ▲

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

	April 2022	% Change vs. 2021	Comparison to 2022 Budget
Total Rail Ridership	14.472	90.8% ▲	-20.5% ▼
Commutation Ridership	5.036	101.0% ▲	-52.4% ▼
Non-Commutation Ridership	9.436	85.8% ▲	23.6% ▲
Rail Revenue	\$123.2	97.8% ▲	-19.0% ▼

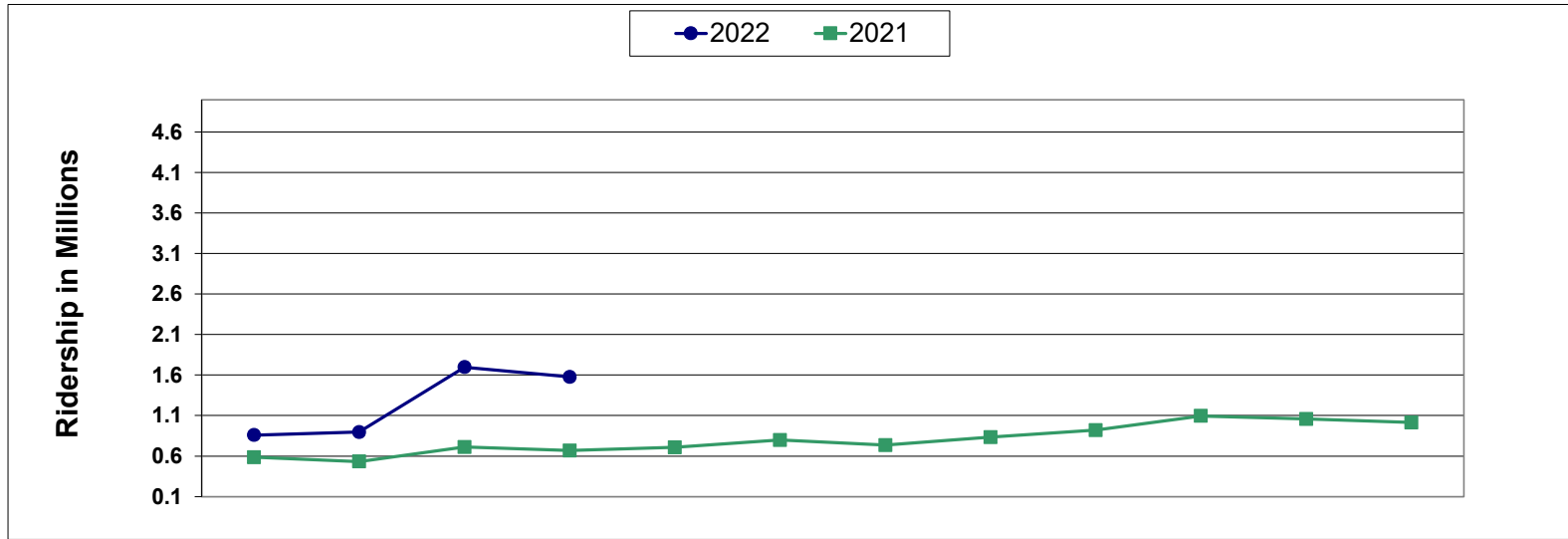
Note:

Ridership is based on ticket sales data.

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

April COMMUTATION RIDERSHIP

- April Commutation Ridership was 135.6% above '21 and -47.5% below 2022 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	0.9	0.9	1.7	1.6									5.0
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	2.5
PCT CHG.	46.5%	68.0%	138.2%	135.6%									101.0%

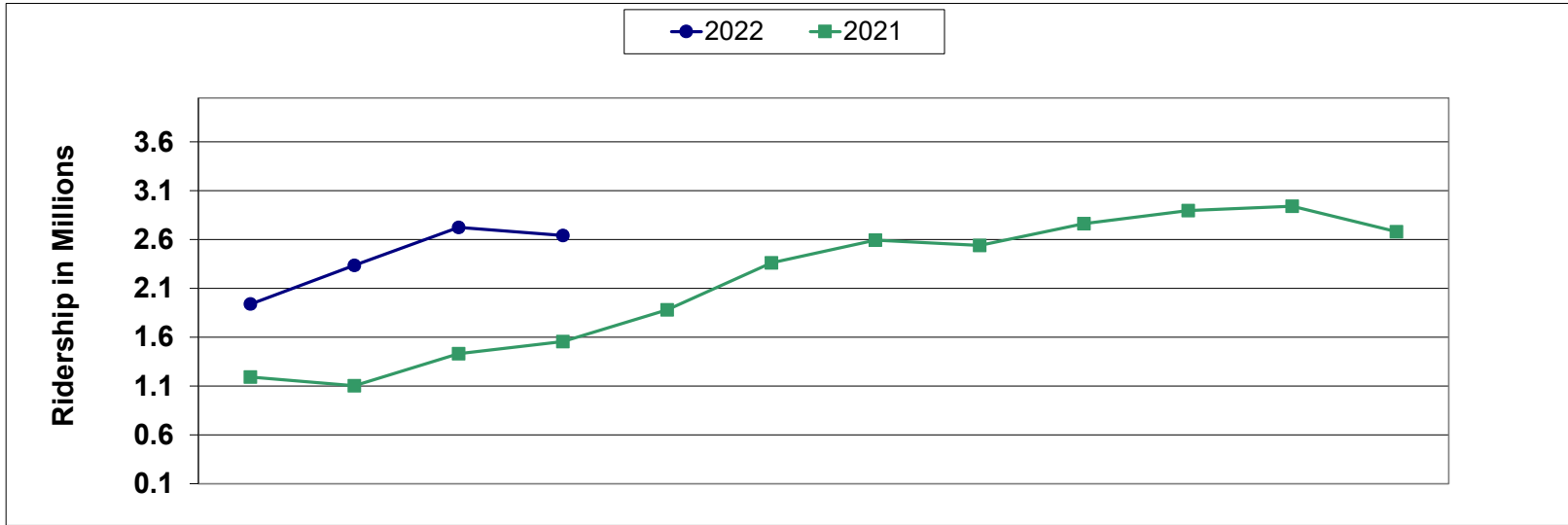
Note:

Ridership is based on ticket sales data.

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

April NON-COMMUTATION RIDERSHIP

- April Non-Commutation Ridership was 72.3% above '21 and 17.5% 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	2.6									9.4
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	5.1
PCT CHG.	65.4%	116.9%	93.8%	72.3%									85.8%

Note:

Ridership is based on ticket sales data.

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

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

TICKET TYPE/SERVICE	April 2022	*April 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,579,381	670,376	909,004	135.6%
NON-COMMUTATION RIDERSHIP	2,591,334	1,503,857	1,087,477	72.3%
TOTAL RIDERSHIP	4,170,715	2,174,233	1,996,481	91.8%

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

TICKET TYPE/SERVICE	April 2022	*April 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	5,035,949	2,505,441	2,530,507	101.0%
NON-COMMUTATION RIDERSHIP	9,436,396	5,077,803	4,358,593	85.8%
TOTAL RIDERSHIP	14,472,345	7,583,244	6,889,100	90.8%

* 2021 ridership numbers were adjusted using 2022 factors.

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

REVENUE	April 2022	April 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$10,759,541	\$5,145,930	\$5,613,612	109.1%
NON-COMMUTATION REVENUE	\$25,168,149	\$12,836,542	\$12,331,607	96.1%
TOTAL REVENUE	\$35,927,690	\$17,982,471	\$17,945,219	99.8%

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

REVENUE	April 2022	April 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$35,669,878	\$19,511,230	\$16,158,648	82.8%
NON-COMMUTATION REVENUE	\$87,518,801	\$42,758,559	\$44,760,242	104.7%
TOTAL REVENUE	\$123,188,679	\$62,269,788	\$60,918,891	97.8%

Note:
Ridership is based on ticket sales data.

Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

April 2022 Highlights: Operations Report

East of Hudson

April East of Hudson service operated above the annual 94% OTP goal at 97.3% OTP, and YTD performance was above goal at 97.8%.

Harlem Line – 97.1% YTD: 98.0%

One train (0.02%) was terminated.

Hudson Line – 96.5% YTD: 97.9%

Seven trains (0.15%) were canceled or terminated.

New Haven Line – 97.8% YTD: 97.6%

Four trains (0.06%) were canceled or terminated.

Major Incidents: Three major incidents resulting in 129 delays.

- On April 8th, a track-switch issue at CP 116 at Crestwood disrupted service on the Harlem Line. This incident resulted in 39 delays.
- On April 8th, a disabled train at Harlem/125th street disrupted train service arriving and departing Grand Central Terminal. This event led to 65 delays.
- On April 19th, a signal-power incident between CP 112 and 248, Woodlawn and Southport, on the New Haven Line disrupted service. This incident resulted in 25 delays.

West of Hudson

April West of Hudson service operated above the annual 94% OTP goal at 94.3% OTP, and YTD performance was below goal at 93.5%.

Pascack Valley – 94.2% YTD: 93.4%

Port Jervis – 94.3% YTD: 93.6%

Four trains (0.2%) were canceled or terminated on West of Hudson lines. There were three on the Pascack Valley Line and one on the Port Jervis Line. The cancelations and terminations were due to mechanical issues.

Equipment

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

In March, Fleet Mean Distance Between Failures was 386,264 miles, 120% 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	April	YTD thru April	April	YTD thru April	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	97.3%	97.8%	97.6%	98.1%	
		AM Peak	94.0%	95.2%	97.0%			
		AM Reverse Peak	94.0%	97.7%	98.7%			
		PM Peak	94.0%	97.0%	97.6%			
		Total Peak	94.0%	96.3%	97.5%			
		Off Peak Weekday	94.0%	97.5%	97.7%	97.5%	98.0%	
		Weekend	94.0%	98.4%	98.2%	97.8%	98.4%	
		Hudson Line	Overall	94.0%	96.5%	97.9%	98.8%	98.8%
			AM Peak	94.0%	96.3%	97.5%		
			AM Reverse Peak	94.0%	96.1%	97.8%		
			PM Peak	94.0%	96.3%	97.6%		
			Total Peak	94.0%	96.3%	97.6%		
			Off Peak Weekday	94.0%	96.7%	98.1%	99.2%	98.9%
			Weekend	94.0%	96.4%	97.8%	97.4%	98.3%
		Harlem Line	Overall	94.0%	97.1%	98.0%	98.5%	99.1%
			AM Peak	94.0%	95.2%	97.1%		
			AM Reverse Peak	94.0%	97.6%	98.7%		
			PM Peak	94.0%	95.8%	96.7%		
			Total Peak	94.0%	95.8%	97.2%		
			Off Peak Weekday	94.0%	97.4%	97.8%	98.5%	99.0%
		Weekend	94.0%	98.8%	99.0%	98.6%	99.4%	
	New Haven Line	Overall	94.0%	97.8%	97.6%	96.2%	97.1%	
		AM Peak	94.0%	94.4%	96.4%			
		AM Reverse Peak	94.0%	98.8%	99.3%			
		PM Peak	94.0%	98.7%	98.4%			
		Total Peak	94.0%	96.8%	97.7%			
		Off Peak Weekday	94.0%	97.9%	97.4%	95.8%	96.8%	
		Weekend	94.0%	99.2%	97.9%	97.6%	98.0%	
Operating Statistics	Trains Scheduled			17,819	65,950	12,689	49,258	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			11.8	14.0	13.3	13.7	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	97	371	68	219	
	Trains Canceled		230	2	12	1	13	
	Trains Terminated		230	10	35	8	37	
	Percent of Scheduled Trips Completed		99.8%	99.9%	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%			

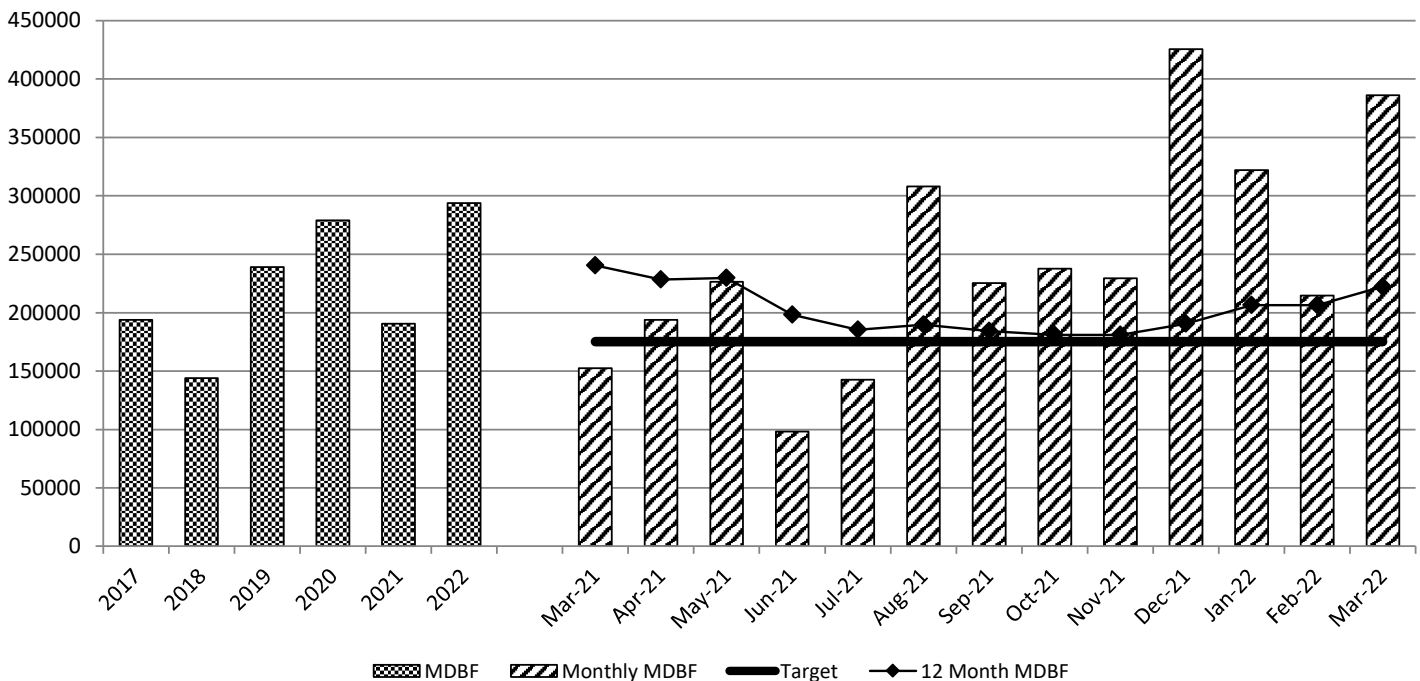
SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	March	2022 Data		2021 Data		YTD 2022 Vs 2021
			April	YTD thru April	April	YTD thru April	
Engineering (Scheduled)	5.5%	22	61	112	66	156	-44
Engineering (Unscheduled)	31.4%	432	347	1,169	103	325	843
Maintenance of Equipment	22.4%	213	247	957	189	786	171
Transportation	12.7%	49	140	265	25	112	153
Capital Projects	1.4%	3	16	20	22	36	-16
Weather and Environmental	2.4%	132	26	404	57	209	195
Police	14.0%	278	155	631	180	348	283
Customers	6.7%	35	74	138	11	49	89
Other	3.4%	33	38	112	40	162	-50
3rd Party Operations	0.1%	0	1	109	0	0	109
TOTAL	100.0%	1,195	1,104	3,915	695	2,181	1,733
HUDSON LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2022 Vs 2021
Engineering (Scheduled)	6.8%	1	24	31	3	10	21
Engineering (Unscheduled)	8.8%	20	31	102	0	43	59
Maintenance of Equipment	23.8%	34	84	204	27	102	102
Transportation	7.9%	7	28	41	1	8	33
Capital Projects	2.8%	1	10	12	12	16	-4
Weather and Environmental	3.7%	3	13	80	0	86	-6
Police	35.7%	63	126	245	62	115	130
Customers	8.5%	4	30	40	2	7	33
Other	2.0%	18	7	40	8	26	14
3rd Party Operations	0.0%	0	0	23	0	0	23
TOTAL	100.0%	151	353	818	115	413	405
HARLEM LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2022 Vs 2021
Engineering (Scheduled)	6.1%	8	22	40	16	20	20
Engineering (Unscheduled)	44.4%	19	161	284	16	34	250
Maintenance of Equipment	22.0%	23	80	207	10	73	134
Transportation	14.9%	12	54	89	12	25	64
Capital Projects	1.4%	0	5	5	2	5	0
Weather and Environmental	2.8%	112	10	146	49	66	80
Police	4.1%	15	15	49	48	74	-25
Customers	2.8%	7	10	26	3	7	19
Other	1.7%	2	6	14	1	38	-24
3rd Party Operations	0.0%	0	0	42	0	0	42
TOTAL	100.0%	198	363	902	157	342	560
NEW HAVEN LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2022 Vs 2021
Engineering (Scheduled)	3.2%	12	12	34	42	104	-70
Engineering (Unscheduled)	41.2%	370	154	730	63	184	546
Maintenance of Equipment	19.8%	102	74	368	136	526	-158
Transportation	15.5%	30	58	118	12	78	40
Capital Projects	0.3%	2	1	3	8	15	-12
Weather and Environmental	0.8%	16	3	148	8	56	92
Police	3.5%	100	13	236	65	152	84
Customers	9.1%	13	34	62	7	27	35
Other	6.7%	13	25	58	32	86	-28
3rd Party Operations	0.0%	0	0	43	0	0	43
TOTAL	100.0%	658	374	1,800	373	1,228	572

	2022 Data							2021 Data			
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
Mean Distance Between Failures	M8	415	290,000	804,158	5	3	675,564	278,158	110,191	15	98,050
	M3	138	80,000	110,851	2	3	80,692	107,667	87,383	2	121,193
	M7	334	340,000	580,665	5	3	558,468	486,776	356,231	4	668,257
	Coach	207	210,000	1,459,172	5	1	585,329	354,517	564,965	2	356,966
	P-32	31	21,000	95,036	6	2	41,080	32,729	28,186	5	36,741
	BL-20	12	13,000	10,987	3	4	12,283	14,882	24,251	2	21,812
	Fleet	1137	175,000	386,264	26	16	293,948	222,214	152,397	30	154,824
	M8		290,000	804,158	5	3	675,564	278,158	110,191	15	98,050
M3/7		235,000	345,758	7	6	307,007	325,942	266,615	6	449,432	
Diesel/Coach		85,000	241,885	14	7	158,473	131,947	146,596	9	144,143	

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



APRIL 2022 STANDEE REPORT
East of Hudson

			APR 2021	YTD 2021	APR 2022	YTD 2022
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
AM Peak	Total Standees		0	0	0	0
	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
PM Peak	Total Standees		0	0	0	0
	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

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

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

Definitions

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs 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.

Elevator Availability	2022		2021	
	April	Year to Date	April	Year to Date
Grand Central Terminal	99.76%	99.89%	99.78%	99.25%
Harlem	99.96%	99.98%	99.97%	99.98%
Hudson	99.97%	99.98%	99.96%	99.97%
New Haven	99.95%	99.96%	99.95%	99.96%
Overall Average	99.91%	99.95%	99.92%	99.79%

PLEASE NOTE: GCT Elevators NE-1, NE-2 & NE-3 are out of service due to East Side Access construction and water damage, they are excluded from this report.

Escalator Availability	2022		2021	
	April	Year to Date	April	Year to Date
Grand Central Terminal	100.00%	100.00%	100.00%	99.64%
White Plains	100.00%	99.98%	100.00%	100.00%
Overall Average	100.00%	99.99%	100.00%	99.82%

PLEASE NOTE: Escalators 7, 8, 9, 10 & 11 are out of service for scheduled upgrade work and are excluded from this report.

West of Hudson Performance Summary		2022 Data			2021 Data			
		Annual Goal	April	YTD thru April	April	YTD thru April		
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	94.0%	94.3%	93.5%	94.1%	92.9%	
		AM Peak	94.0%	95.4%	94.6%	97.7%	92.7%	
		PM Peak	94.0%	96.8%	94.5%	97.0%	96.8%	
		Total Peak	94.0%	96.1%	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 Line	Overall	94.0%	94.2%	93.4%	93.6%	92.7%
		AM Peak	94.0%	96.8%	96.2%	96.9%	95.6%	
		PM Peak	94.0%	97.5%	95.2%	99.4%	98.1%	
		Total Peak	94.0%	97.2%	95.8%	98.1%	96.8%	
		Off Peak Weekday	94.0%	91.2%	90.1%	91.1%	89.3%	
		Weekend	94.0%	92.3%	94.2%	91.8%	93.6%	
		Port Jervis Line	Overall	94.0%	94.3%	93.6%	94.8%	93.1%
		AM Peak	94.0%	93.1%	92.1%	98.6%	89.3%	
		PM Peak	94.0%	95.3%	93.7%	94.2%	95.4%	
	Total Peak	94.0%	94.6%	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		1,710	6,591	1,651	6,493		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		18.1	21.2	18.9	18.5		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		300	35	215	44	153	
	Trains Canceled		60	3	23	5	18	
	Trains Terminated		60	1	24	6	12	
	Percent of Scheduled Trips Completed		99.4%	99.5%	99.8%	99.3%	99.5%	
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	95.7%	93.9%	93.7%	93.9%	
	Pascack Valley - AM		99.0%	94.2%	94.1%	94.4%	91.9%	
	Port Jervis - AM		99.0%	93.4%	90.5%	93.0%	89.9%	

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



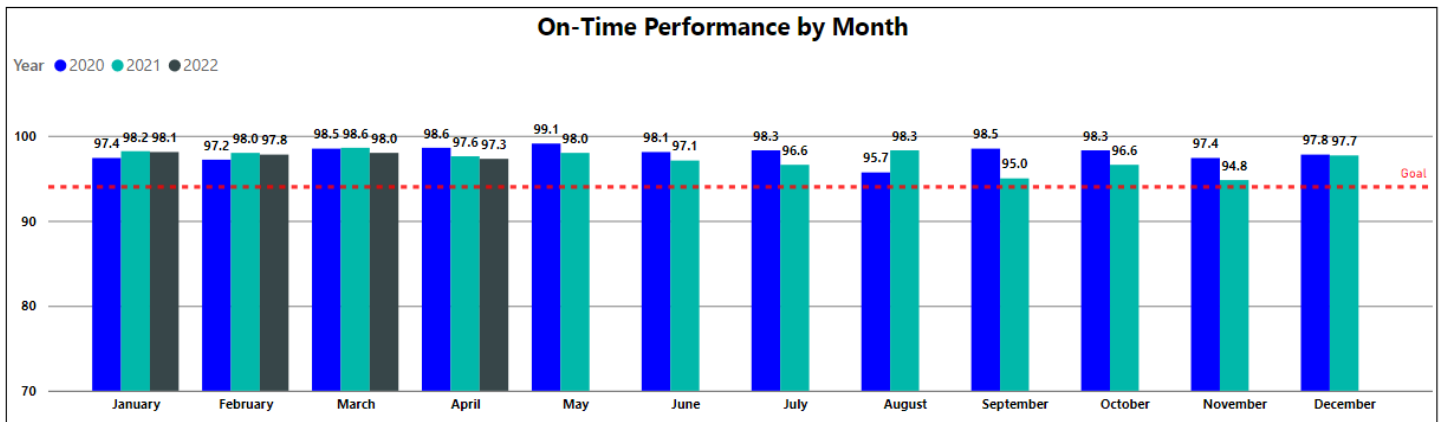
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

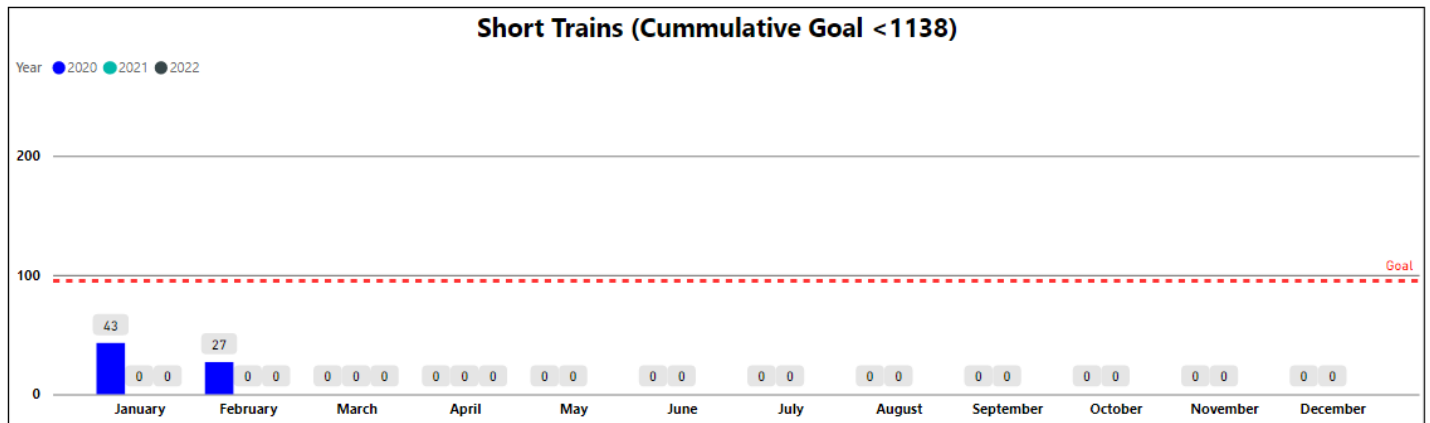
	2022		2021	
Goal	April	YTD	April	YTD
94.0%	97.3%	97.8%	97.6%	98.1%



Short Trains

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

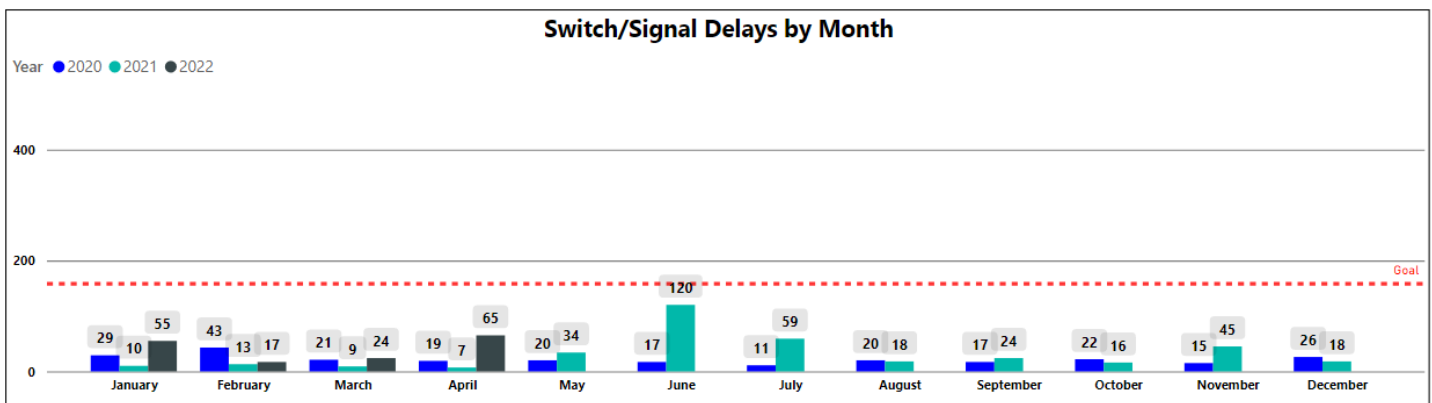
	2022		2021	
Goal	April	YTD	April	YTD
1138	0	0	0	0



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	April	YTD	April	YTD
158	65	161	7	39





Metro-North Railroad

Finance Report

Steven Weiss

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



White Plains Station



Metro-North Railroad

April 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) April 2022 Financial Results

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

- Ridership of 13.1 million was 107.0% favorable vs. 2021 and 52.6% unfavorable vs. 2019 pre-COVID levels. Ridership was 17.9% unfavorable vs. Budget primarily due to lower commutation ridership. Consequently, farebox revenue of \$115.8 million was \$20.9 million lower than Budget.
- Total revenue of \$124.7 million was \$21.5 million lower vs. Budget primarily due to lower East of Hudson ridership.
- Total expenses of \$459.3 million were \$4.9 million or 1.1% favorable vs. Budget primarily due to the timing of expenses for materials and maintenance as well as lower labor costs partially offset by higher energy costs.

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	<u>% Var</u>
Total Revenue	\$146.2	\$124.7	(\$21.5)	-14.7%
Total Expenses before Non-Cash Liability Adjs.	464.3	459.3	4.9	1.1%
Operating Surplus/(Deficit)	(318.1)	(334.7)	(16.6)	-5.2%
<i>Other Non-Cash Liabilities</i>	100.1	109.3	(9.2)	-9.2%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(418.1)	(443.9)	(25.8)	-6.2%
<i>Cash Adjustments</i>	161.4	153.6	(7.8)	-4.8%
Net Cash Surplus/(Deficit)	(\$256.8)	(\$290.4)	(\$33.6)	-13.1%

Steven Weiss

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

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

April 2022 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$443.9 million was \$25.8 million or 6.2% unfavorable vs. the Budget.

Major drivers of the April 2022 YTD unfavorable result of \$25.8 million include lower Non-Reimbursable Revenues of \$21.5 million primarily due to lower East of Hudson Revenue.

April 2022 YTD Reimbursable Expenses of \$61.6 million were \$27.7 million favorable vs. the Budget due to the scheduling and timing of several projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$20.9 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 \$0.6 million unfavorable vs. the Budget primarily due to lower advertising revenue.
- **Capital and Other Reimbursements** – YTD was \$27.7 million or 31.0% 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 \$630.2 million were \$23.5 million or 3.6% favorable vs. the Budget.

Labor Expenses (including fringes and overhead recoveries) of \$375.3 million YTD were \$12.0 million favorable vs. the Budget.

- **Payroll** – YTD was \$14.6 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 \$0.1 million favorable vs. the Budget.

Non-Labor Expenses of \$145.7 million YTD were \$20.7 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$13.9 million unfavorable vs. the Budget primarily due to higher rates.
- **Fuel** – YTD expenses were \$2.5 million unfavorable vs. the Budget primarily due to higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$7.1 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 \$7.3 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 \$21.0 million favorable vs. the Budget due to the timing of rolling stock maintenance events, lower rolling stock material usage and the timing of Reimbursable project activity.
- **Other Business Expenses** – YTD was \$0.6 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 \$9.2 million unfavorable vs. Budget.

CASH DEFICIT SUMMARY

April YTD Net Cash Deficit of \$290.4 million was \$33.6 million or 13.1% unfavorable to the Budget primarily due to the timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 29.6% was 3.3 percentage points unfavorable vs. the Budget.
- Adjusted Cost per Passenger of \$33.56 was \$4.68 unfavorable vs. the Budget.
- Revenue per Passenger of \$8.86 was \$0.27 favorable vs. the Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
APRIL 2022
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$39.694	\$35.925	(\$3.769)	(9.5)	\$0.000	\$0.000	\$0.000	-	\$39.694	\$35.925	(\$3.769)	(9.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.373	1.572	(0.801)	(33.8)	0.000	0.000	0.000	-	2.373	1.572	(0.801)	(33.8)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	15.234	8.558	(6.676)	(43.8)	15.234	8.558	(6.676)	(43.8)
CDOT	0.000	0.000	0.000	-	7.984	7.351	(0.634)	(7.9)	7.984	7.351	(0.634)	(7.9)
Other	0.000	0.000	0.000	-	0.874	1.493	0.619	70.9	0.874	1.493	0.619	70.9
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	24.091	17.401	(6.690)	(27.8)	24.091	17.401	(6.690)	(27.8)
Total Revenue	\$42.067	\$37.497	(\$4.571)	(10.9)	\$24.091	\$17.401	(\$6.690)	(27.8)	\$66.159	\$54.898	(\$11.261)	(17.0)
Expenses												
<i>Labor:</i>												
Payroll	\$43.519	\$42.446	\$1.074	2.5	\$4.908	\$3.465	\$1.443	29.4	\$48.427	\$45.911	\$2.516	5.2
Overtime	7.284	8.534	(1.249)	(17.2)	3.281	2.138	1.143	34.8	10.566	10.672	(0.106)	(1.0)
Health and Welfare	8.527	8.778	(0.251)	(2.9)	1.764	1.294	0.470	26.6	10.291	10.072	0.219	2.1
OPEB Current Payment	3.333	3.745	(0.412)	(12.3)	0.000	0.000	0.000	-	3.333	3.745	(0.412)	(12.3)
Pensions	9.913	9.689	0.224	2.3	1.461	0.967	0.493	33.8	11.374	10.656	0.718	6.3
Other Fringe Benefits	10.540	10.294	0.246	2.3	1.413	1.005	0.408	28.9	11.954	11.299	0.655	5.5
Reimbursable Overhead	(5.435)	(5.356)	(0.080)	(1.5)	5.200	5.398	(0.199)	(3.8)	(0.235)	0.043	(0.278)	*
Total Labor	\$77.683	\$78.130	(\$0.447)	(0.6)	\$18.027	\$14.269	\$3.758	20.8	\$95.710	\$92.398	\$3.312	3.5
<i>Non-Labor:</i>												
Electric Power	\$5.131	\$10.315	(\$5.184)	*	\$0.000	\$0.000	\$0.000	-	\$5.131	\$10.315	(\$5.184)	*
Fuel	1.734	2.777	(1.044)	(60.2)	0.000	0.000	0.000	-	1.734	2.777	(1.044)	(60.2)
Insurance	1.730	1.601	0.129	7.5	0.221	0.107	0.114	51.7	1.950	1.707	0.243	12.5
Claims	0.096	0.011	0.085	88.7	0.000	0.000	0.000	-	0.096	0.011	0.085	88.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.394	8.764	1.630	15.7	0.732	0.830	(0.098)	(13.4)	11.126	9.594	1.532	13.8
Professional Service Contracts	3.713	3.320	0.393	10.6	1.785	0.248	1.537	86.1	5.498	3.568	1.930	35.1
Materials & Supplies	11.530	7.151	4.379	38.0	3.327	1.935	1.392	41.8	14.858	9.087	5.771	38.8
Other Business Expenses	2.064	2.454	(0.390)	(18.9)	0.000	0.013	(0.013)	-	2.064	2.467	(0.403)	(19.5)
Total Non-Labor	\$36.392	\$36.393	(\$0.001)	(0.0)	\$6.064	\$3.132	\$2.932	48.3	\$42.456	\$39.526	\$2.931	6.9
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$114.075	\$114.523	(\$0.448)	(0.4)	\$24.091	\$17.401	\$6.690	27.8	\$138.166	\$131.924	\$6.242	4.5
Depreciation	23.200	27.313	(4.113)	(17.7)	0.000	0.000	0.000	-	23.200	27.313	(4.113)	(17.7)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	0.000	0.333	100.0	0.000	0.000	0.000	-	0.333	0.000	0.333	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$137.608	\$141.836	(\$4.227)	(3.1)	\$24.091	\$17.401	\$6.690	27.8	\$161.700	\$159.237	\$2.463	1.5
Net Surplus/(Deficit)	(\$95.541)	(\$104.339)	(\$8.798)	(9.2)	\$0.000	\$0.000	\$0.000	-	(\$95.541)	(\$104.339)	(\$8.798)	(9.2)
<i>Cash Conversion Adjustments:</i>												
Depreciation	23.200	27.313	4.113	17.7	0.000	0.000	0.000	-	23.200	27.313	4.113	17.7
Operating/Capital	(2.323)	(2.462)	(0.138)	(6.0)	0.000	0.000	0.000	-	(2.323)	(2.462)	(0.138)	(6.0)
Other Cash Adjustments	8.752	(8.326)	(17.078)	*	0.000	0.000	0.000	-	8.752	(8.326)	(17.078)	*
Total Cash Conversion Adjustments	\$29.628	\$16.525	(\$13.103)	(44.2)	\$0.000	\$0.000	\$0.000	-	\$29.628	\$16.525	(\$13.103)	(44.2)
Net Cash Surplus/(Deficit)	(\$65.913)	(\$87.814)	(\$21.901)	(33.2)	\$0.000	\$0.000	\$0.000	-	(\$65.913)	(\$87.814)	(\$21.901)	(33.2)

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

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total				
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent	
Revenue													
Farebox Revenue	\$136.738	\$115.846	(\$20.892)	(15.3)	\$0.000	\$0.000	\$0.000	-	\$136.738	\$115.846	(\$20.892)	(15.3)	
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Other Operating Revenue	9.452	8.826	(0.626)	(6.6)	0.000	0.000	0.000	-	9.452	8.826	(0.626)	(6.6)	
<i>Capital & Other Reimbursements:</i>													
MTA	0.000	0.000	0.000	-	52.934	31.413	(21.521)	(40.7)	52.934	31.413	(21.521)	(40.7)	
CDOT	0.000	0.000	0.000	-	33.100	25.333	(7.767)	(23.5)	33.100	25.333	(7.767)	(23.5)	
Other	0.000	0.000	0.000	-	3.337	4.880	1.543	46.2	3.337	4.880	1.543	46.2	
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	89.371	61.626	(27.744)	(31.0)	89.371	61.626	(27.744)	(31.0)	
Total Revenue/Receipts	\$146.190	\$124.672	(\$21.518)	(14.7)	\$89.371	\$61.626	(\$27.744)	(31.0)	\$235.561	\$186.298	(\$49.262)	(20.9)	
Expenses													
<i>Labor:</i>													
Payroll	\$177.500	\$165.511	\$11.989	6.8	\$18.065	\$15.438	\$2.627	14.5	\$195.565	\$180.949	\$14.616	7.5	
Overtime	30.897	35.648	(4.751)	(15.4)	11.675	6.809	4.865	41.7	42.572	42.457	0.114	0.3	
Health and Welfare	35.345	37.709	(2.364)	(6.7)	6.458	4.674	1.784	27.6	41.803	42.383	(0.580)	(1.4)	
OPEB Current Payment	13.333	15.171	(1.837)	(13.8)	0.000	0.000	0.000	-	13.333	15.171	(1.837)	(13.8)	
Pensions	40.574	40.453	0.120	0.3	5.319	3.529	1.789	33.6	45.892	43.983	1.910	4.2	
Other Fringe Benefits	43.683	47.077	(3.394)	(7.8)	5.147	3.579	1.568	30.5	48.830	50.656	(1.826)	(3.7)	
Reimbursable Overhead	(19.502)	(22.035)	2.532	13.0	18.757	21.699	(2.942)	(15.7)	(0.745)	(0.335)	(0.410)	(55.0)	
Total Labor	\$321.830	\$319.534	\$2.295	0.7	\$65.421	\$55.730	\$9.691	14.8	\$387.250	\$375.264	\$11.986	3.1	
<i>Non-Labor:</i>													
Electric Power	\$20.623	\$34.538	(\$13.915)	(67.5)	\$0.000	\$0.003	(\$0.003)	-	\$20.623	\$34.541	(\$13.918)	(67.5)	
Fuel	6.970	9.490	(2.520)	(36.1)	0.000	0.000	0.000	-	6.970	9.490	(2.520)	(36.1)	
Insurance	6.776	6.207	0.569	8.4	0.874	0.376	0.499	57.0	7.650	6.582	1.068	14.0	
Claims	0.382	0.283	0.099	26.0	0.000	0.000	0.000	-	0.382	0.283	0.099	26.0	
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Maintenance and Other Operating Contracts	40.720	35.410	5.310	13.0	3.249	1.486	1.762	54.2	43.968	36.896	7.072	16.1	
Professional Service Contracts	14.014	12.834	1.180	8.4	7.151	1.038	6.114	85.5	21.166	13.872	7.294	34.5	
Materials & Supplies	45.097	33.872	11.225	24.9	12.675	2.943	9.733	76.8	57.772	36.815	20.958	36.3	
Other Business Expenses	7.840	7.155	0.686	8.7	0.000	0.051	(0.051)	-	7.840	7.206	0.634	8.1	
Total Non-Labor	\$142.423	\$139.789	\$2.634	1.8	\$23.950	\$5.896	\$18.053	75.4	\$166.373	\$145.685	\$20.688	12.4	
<i>Other Adjustments</i>													
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	
Total Expenses before Non-Cash Liability Adjs.	\$464.253	\$459.323	\$4.930	1.1	\$89.371	\$61.626	\$27.744	31.0	\$553.623	\$520.949	\$32.674	5.9	
Depreciation	92.800	109.292	(16.492)	(17.8)	0.000	0.000	0.000	-	92.800	109.292	(16.492)	(17.8)	
OPEB 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	1.333	0.000	1.333	100.0	0.000	0.000	0.000	-	1.333	0.000	1.333	100.0	
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Total Expenses	\$564.339	\$568.615	(\$4.276)	(0.8)	\$89.371	\$61.626	\$27.744	31.0	\$653.709	\$630.241	\$23.468	3.6	
Net Surplus/(Deficit)	(\$418.149)	(\$443.943)	(\$25.794)	(6.2)	\$0.000	\$0.000	\$0.000	-	(\$418.149)	(\$443.943)	(\$25.794)	(6.2)	
<i>Cash Conversion Adjustments:</i>													
Depreciation	92.800	109.292	16.492	17.8	0.000	0.000	0.000	-	92.800	109.292	16.492	17.8	
Operating/Capital	(21.473)	(7.079)	14.394	67.0	0.000	0.000	0.000	-	(21.473)	(7.079)	14.394	67.0	
Other Cash Adjustments	90.055	51.375	(38.680)	(43.0)	0.000	0.000	0.000	-	90.055	51.375	(38.680)	(43.0)	
Total Cash Conversion Adjustments	\$161.383	\$153.588	(\$7.795)	(4.8)	\$0.000	\$0.000	\$0.000	-	\$161.383	\$153.588	(\$7.795)	(4.8)	
Net Cash Surplus/(Deficit)	(\$256.766)	(\$290.355)	(\$33.589)	(13.1)	\$0.000	\$0.000	\$0.000	-	(\$256.766)	(\$290.355)	(\$33.589)	(13.1)	

Notes:

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-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
April 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	(\$3,769)	(9.5%)	Reflects lower commutation ridership partially offset by higher non-commutation ridership on East of Hudson Lines.	(\$20,892)	(15.3%)	Reflects lower commutation ridership, partially offset by higher non-commutation ridership.
OTHER OPERATING REVENUE	Non-Reimb	(\$0,801)	(33.8%)	Lower advertising revenue.	(\$0,626)	(6.6%)	Lower advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$6,690)	(27.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$27,744)	(31.0%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	\$1,074	2.5%		\$11,989	6.8%	Primarily lower train and engine contractual payments as well as delayed hiring.
	Reimb	\$1,443	29.4%	Reflects timing of project activity.	\$2,627	14.5%	Reflects timing of project activity.
OVERTIME	Non-Reimb	(\$1,249)	(17.2%)	See overtime graphs.	(\$4,751)	(15.4%)	See overtime graphs.
	Reimb	\$1,143	34.8%	See overtime graphs.	\$4,865	41.7%	See overtime graphs.
HEALTH AND WELFARE	Non-Reimb	(\$0,251)	(2.9%)		(\$2,364)	(6.7%)	Primarily reflects higher than budgeted rates partially offset by lower labor costs.
	Reimb	\$0,470	26.6%	Reflects timing of project activity.	\$1,784	27.6%	Reflects timing of project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,412)	(12.3%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(\$1,837)	(13.8%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.
	Reimb						
PENSIONS	Reimb	\$0,493	33.8%	Reflects timing of project activity.	\$1,789	33.6%	Reflects timing of project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0,246	2.3%		(\$3,394)	(7.8%)	Primarily reflects higher than budgeted rates and an accrual for prior year FELA claims partially offset by lower labor costs.
	Reimb	\$0,408	28.9%	Reflects timing of project activity.	\$1,568	30.5%	Reflects timing of project activity.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0,080)	(1.5%)		\$2,532	13.0%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.
	Reimb	(\$0,199)	(3.8%)		(\$2,942)	(15.7%)	
ELECTRIC POWER	Non-Reimb	(\$5,184)	*	Higher than budgeted electric rates as well as the impact of the March 27th service increase.	(\$13,915)	(67.5%)	Higher than budgeted electric rates as well as the impact of the March 27th service increase.
FUEL	Non-Reimb	(\$1,044)	(60.2%)	Primarily higher than budgeted fuel rates.	(\$2,520)	(36.1%)	Primarily higher than budgeted fuel rates.

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
April 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
		\$	%		\$	%	
INSURANCE	Non-Reimb	\$0.129	7.5%	Reflects lower insurance premiums than budgeted.	\$0.569	8.4%	Reflects lower insurance premiums than budgeted.
	Reimb	\$0.114	51.7%	Reflects timing of project activity.	\$0.499	57.0%	Reflects timing of project activity.
CLAIMS	Non-Reimb	\$0.085	88.7%	Reflects a lower passenger claims provision than budgeted.	\$0.099	26.0%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1,630	15.7%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts.	\$5,310	13.0%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts.
	Reimb	(\$0,098)	(13.4%)	Reflects timing of project activity.	\$1,762	54.2%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0,393	10.6%	Lower than anticipated consulting and engineering services.	\$1,180	8.4%	Lower than anticipated consulting and engineering services.
	Reimb	\$1,537	86.1%	Reflects timing of project activity.	\$6,114	85.5%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Non-Reimb	\$4,379	38.0%	Timing of rolling stock maintenance events and rolling stock material usage.	\$11,225	24.9%	Timing of rolling stock maintenance events and rolling stock material usage partially offset by the net impact of various inventory adjustments.
	Reimb	\$1,392	41.8%	Reflects timing of project activity.	\$9,733	76.8%	Reflects timing of project activity.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0,390)	(18.9%)	Higher subsidy payments to New Jersey Transit resulting from inflationary adjustments partially offset by higher Amtrak recoveries and lower miscellaneous expenses.	\$0,686	8.7%	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.
	Reimb	(\$0,013)	-	Reflects timing of project activity.	(\$0,051)	-	Reflects timing of project activity.
DEPRECIATION	Non-Reimb	(\$4,113)	(17.7%)	Primarily reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	(\$16,492)	(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	\$0,000	-		\$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.	\$1,333	100.0%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0,000	-		\$0,000	100.0%	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	(\$0,138)	(6.0%)	Reflects timing of project activity.	\$14,394	67.0%	Reflects timing of project activity.

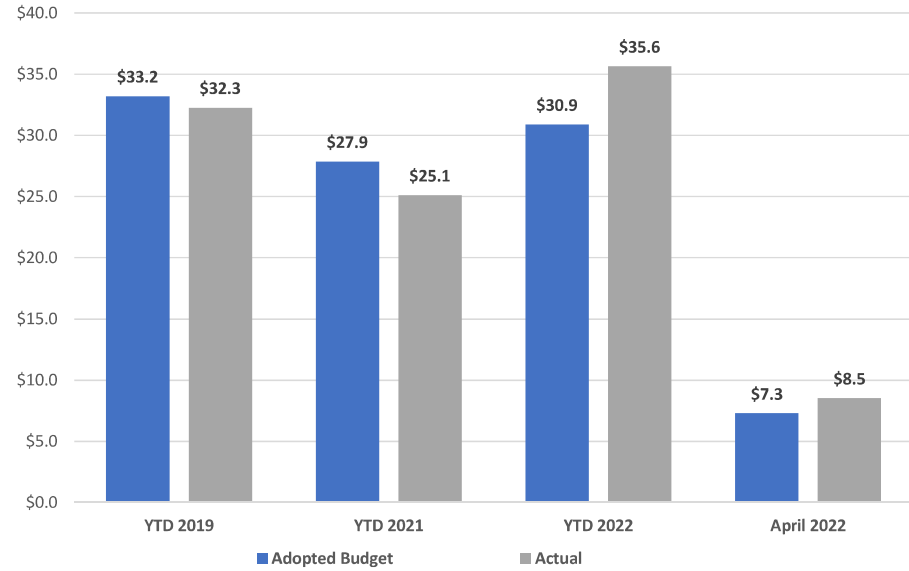
* Variance exceeds 100%.

METRO-NORTH RAILROAD - NON-REIMBURSABLE OVERTIME

Overview

- Increase of \$3.4M vs YTD 2019 due to KRONOS correction entries
- Increase of \$10.5M vs YTD 2021 due to 2021 partial restoration of revenue train service in August 2021 and March 2022 as well as continuing KRONOS correction entries
- Overspending of \$4.8M vs YTD Adopted Budget due to March 2022 Service increase and continuing KRONOS correction entries
- Overspending of \$1.2M vs Adopted Budget April Month only Budget
- **Note – YTD April combined Non-Reimbursable and Reimbursable Overtime is favorable vs. Adopted Budget by \$0.1M**

Non-Reimbursable Overtime - YTD April Variance
(all dollars in millions)



Agency Detail

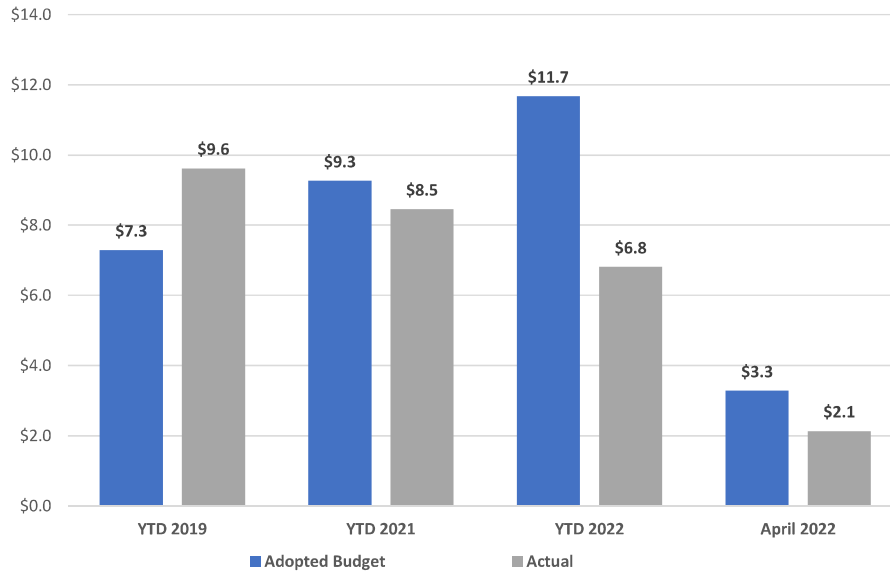
- **Maintenance of Way**
 - Maintenance of Way Overtime of \$15.7M is 44.0% of 2022 YTD Actuals
 - Weather response accounts for \$2.3M of YTD Overtime
 - Maintenance of Way is unfavorable to Budget
- **Transportation**
 - Transportation Overtime of \$10.2M is 28.6% of 2022 Actuals
 - Overtime for Service increase at end of March not included in Budget
 - Transportation is unfavorable to Budget
- **Maintenance of Equipment**
 - Maintenance of Equipment Overtime of \$7.1M is 20.0% of 2022 YTD Actuals
 - Increased overtime coverage was necessary in early 2022 due Omicron absences and manual payroll submissions from KRONOS outage
 - Maintenance of Equipment is unfavorable to Budget
- **Stations**
 - Customer Service & Stations Overtime of \$2.2M is 6.1% 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 entries.

METRO-NORTH RAILROAD - REIMBURSABLE OVERTIME

Overview

- Decrease of \$2.8M vs YTD 2019 due to less reimbursable project work and KRONOS correction entries
- Decrease of \$1.6M vs YTD 2021
- Underspending of \$4.9M vs YTD Adopted Budget due to lower than planned scheduled reimbursable project work and KRONOS correction entries
- Underspending of \$1.1M vs Adopted Budget April Month only Budget due to lower than planned scheduled reimbursable project work and KRONOS correction entries

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



Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$5.7M is 83.8% of 2022 YTD Actuals
 - Maintenance of Way is favorable to Budget
- **Transportation**
 - Transportation Overtime of \$1.0M is 14.6% of 2022 YTD Actuals
 - Transportation Overtime is favorable to Budget

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

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

SCHEDULE III

	APRIL 2022				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$39.045	\$33.177	(\$5.868)	(15.0)	\$134.844	\$110.365	(\$24.479)	(18.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.623	6.264	1.641	35.5	77.236	82.145	4.909	6.4
<i>Capital & Other Reimbursements:</i>								
MTA	15.234	0.386	(14.848)	(97.5)	52.934	13.874	(39.060)	(73.8)
CDOT	7.984	6.834	(1.150)	(14.4)	33.100	24.749	(8.351)	(25.2)
Other	0.874	0.496	(0.378)	(43.2)	3.337	3.721	0.384	11.5
Total Capital and Other Reimbursements	24.091	7.716	(16.375)	(68.0)	89.371	42.344	(47.027)	(52.6)
Total Receipts	\$67.759	\$47.157	(\$20.602)	(30.4)	\$301.451	\$234.854	(\$66.597)	(22.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$45.744	\$46.034	(\$0.290)	(0.6)	\$194.148	\$185.561	\$8.587	4.4
Overtime	10.248	9.839	0.409	4.0	42.880	41.304	1.576	3.7
Health and Welfare	11.304	11.559	(0.255)	(2.3)	45.799	46.127	(0.328)	(0.7)
OPEB Current Payment	3.333	3.713	(0.380)	(11.4)	13.333	15.147	(1.814)	(13.6)
Pensions	11.887	11.800	0.087	0.7	47.540	43.662	3.878	8.2
Other Fringe Benefits	11.065	15.228	(4.163)	(37.6)	46.914	51.919	(5.005)	(10.7)
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	\$93.581	\$98.173	(\$4.592)	(4.9)	\$390.613	\$383.720	\$6.893	1.8
<i>Non-Labor:</i>								
Electric Power	\$5.395	\$11.424	(\$6.029)	*	\$21.682	\$37.013	(\$15.331)	(70.7)
Fuel	1.734	2.764	(1.030)	(59.4)	6.970	9.256	(2.286)	(32.8)
Insurance	2.646	0.000	2.646	100.0	2.851	0.000	2.851	100.0
Claims	0.096	0.066	0.030	30.9	0.382	0.747	(0.365)	(95.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.273	7.680	1.593	17.2	45.697	33.477	12.220	26.7
Professional Service Contracts	3.696	2.466	1.230	33.3	20.946	12.559	8.387	40.0
Materials & Supplies	12.995	9.061	3.934	30.3	51.791	34.148	17.643	34.1
Other Business Expenditures	4.256	3.337	0.919	21.6	17.284	14.289	2.995	17.3
Total Non-Labor	\$40.091	\$36.798	\$3.293	8.2	\$167.604	\$141.489	\$26.115	15.6
<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	\$133.672	\$134.971	(\$1.299)	(1.0)	\$558.217	\$525.209	\$33.008	5.9
Net Cash Deficit (excludes Opening Cash Balance)	(\$65.913)	(\$87.814)	(\$21.901)	(33.2)	(\$256.766)	(\$290.355)	(\$33.589)	(13.1)
Subsidies								
MTA	47.815	0.000	(47.815)	(100.0)	173.421	27.061	(146.360)	(84.4)
CDOT	18.098	33.583	15.485	85.6	83.345	91.040	7.695	9.2
Total Subsidies	\$65.913	\$33.583	(\$32.330)	(49.0)	\$256.766	\$118.101	(\$138.665)	(54.0)
Cash Timing and Availability Adjustment	\$0.000	\$0.227	\$0.227	-	\$0.000	\$2.252	\$2.252	-

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 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	APRIL 2022				Year-to-Date			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.650)	(\$2.748)	(\$2.099)	*	(\$1.894)	(\$5.481)	(\$3.587)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.250	4.692	2.442	*	67.784	73.319	5.535	8.2
<i>Capital & Other Reimbursements:</i>								
MTA	0.000	(8.172)	(8.172)	-	0.000	(17.539)	(17.539)	-
CDOT	0.000	(0.517)	(0.517)	-	0.000	(0.584)	(0.584)	-
Other	0.000	(0.997)	(0.997)	-	0.000	(1.159)	(1.159)	-
Total Capital and Other Reimbursements	0.000	(9.685)	(9.685)	-	0.000	(19.282)	(19.282)	-
Total Revenue/Receipts	\$1.601	(\$7.741)	(\$9.341)	*	\$65.890	\$48.556	(\$17.335)	(26.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$2.683	(\$0.123)	(\$2.806)	*	\$1.417	(\$4.612)	(\$6.029)	*
Overtime	0.318	0.833	0.515	*	(0.308)	1.153	1.461	*
Health and Welfare	(1.012)	(1.487)	(0.474)	(46.9)	(3.996)	(3.744)	0.252	6.3
OPEB Current Payment	0.000	0.032	0.000	-	0.000	0.024	0.024	-
Pensions	(0.513)	(1.144)	(0.631)	*	(1.648)	0.321	1.968	*
Other Fringe Benefits	0.889	(3.929)	(4.818)	*	1.916	(1.263)	(3.179)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.235)	0.043	0.278	*	(0.745)	(0.335)	0.410	55.0
Total Labor	\$2.129	(\$5.775)	(\$7.904)	*	(\$3.363)	(\$8.456)	(\$5.093)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.265)	(\$1.109)	(\$0.845)	*	(\$1.059)	(\$2.472)	(\$1.413)	*
Fuel	0.000	0.013	0.013	-	0.000	0.234	0.234	-
Insurance	(0.696)	1.707	2.403	*	4.800	6.582	1.783	37.1
Claims	0.000	(0.055)	(0.055)	-	0.000	(0.464)	(0.464)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.853	1.914	0.061	3.3	(1.729)	3.419	5.148	*
Professional Service Contracts	1.802	1.102	(0.700)	(38.9)	0.220	1.313	1.093	*
Materials & Supplies	1.862	0.026	(1.837)	(98.6)	5.982	2.667	(3.315)	(55.4)
Other Business Expenses	(2.192)	(0.870)	1.322	60.3	(9.444)	(7.083)	2.361	25.0
Total Non-Labor	\$2.365	\$2.728	\$0.362	15.3	(\$1.231)	\$4.196	\$5.427	*
<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.	\$4.494	(\$3.047)	(\$7.541)	*	(\$4.593)	(\$4.260)	\$0.334	7.3
Depreciation	23.200	27.313	4.113	17.7	92.800	109.292	16.492	17.8
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	5.953	0.000	(5.953)	100.0
Environmental Remediation	0.333	0.000	(0.333)	(100.0)	1.333	0.000	(1.333)	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures Adjustments	\$28.028	\$24.266	(\$3.762)	(13.4)	\$95.492	\$105.032	\$9.540	10.0
Total Cash Conversion Adjustments	\$29.628	\$16.525	(\$13.103)	(44.2)	\$161.383	\$153.588	(\$7.795)	(4.8)

Notes:

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

– Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 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	April Month vs Budget			Year-to-Date as of April 30th, 2022 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(5,868)	(15.0%)	Primarily reflects lower commutation ridership partially offset by higher non-commutation ridership on East of Hudson Lines.	(24,479)	(18.2%)	Primarily reflects lower commutation ridership partially offset by higher non-commutation ridership on East of Hudson Lines.
OTHER OPERATING REVENUE	1,641	35.5%	Primarily reflects higher than budgeted Amtrak receipts and net GCT revenues partially offset by timing of advertising revenues.	4,909	6.4%	Primarily reflects higher than budgeted net GCT, Amtrak and station revenues partially offset by lower advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(14,848)	(97.5%)	Primarily reflects lower cash receipts and capital related project activity than budgeted.	(39,060)	(73.8%)	Primarily reflects lower capital related project activity and cash receipts than budgeted.
CDOT	(1,150)	(14.4%)	Primarily reflects lower capital related project activity and cash receipts than budgeted.	(8,351)	(25.2%)	Primarily reflects lower capital related project activity than budgeted.
OTHER	(0,378)	(43.2%)	Primarily reflects lower cash receipts partially offset by higher reimbursable related project activity than budgeted.	0,384	11.5%	Primarily reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.
PAYROLL	(0,290)	(0.6%)		8,587	4.4%	Primarily reflects the timing of pay periods and RWA payments partially offset by inter-agency payroll and remittance payments for the employee portion of withheld income taxes.
OVERTIME	0,409	4.0%	Primarily reflects the timing of project activity.	1,576	3.7%	Primarily reflects the timing of project activity.
OPEB CURRENT PAYMENT	(0,380)	(11.4%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(1,814)	(13.6%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.
PENSIONS	0,087	0.7%		3,878	8.2%	Reflects 2021 DB advance payment credit applied in January.
OTHER FRINGE BENEFITS	(4,163)	(37.6%)	Primarily reflects the timing of payroll taxes.	(5,005)	(10.7%)	Primarily reflects the timing of payroll taxes partially offset by the timing of other employee reimbursements.
ELECTRIC POWER	(6,029)	*	Primarily reflects higher than budgeted electric rates, the impact of the March 27th service increase combined with the timing of payments.	(15,331)	(70.7%)	Primarily reflects higher than budgeted electric rates, the impact of the March 27th service increase combined with the timing of payments.
FUEL	(1,030)	(59.4%)	Primarily reflects higher than budgeted fuel rates.	(2,286)	(32.8%)	Primarily reflects higher than budgeted fuel rates partially offset by timing of payments.
INSURANCE	2,646	100.0%	Primarily reflects the timing of insurance premium payments.	2,851	100.0%	Primarily reflects the timing of insurance premium 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	April Month vs Budget			Year-to-Date as of April 30th, 2022 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	0.030	30.9%	Reflects lower than budgeted passenger injury settlements.	(0.365)	(95.5%)	Reflects higher than budgeted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	1.593	17.2%	Primarily reflects the timing of expenses for the BL-20 locomotive overhaul, real estate management and security services.	12.220	26.7%	Primarily reflects the timing of payments for leases & rentals, auto & other vehicle purchases and real estate management services.
PROFESSIONAL SERVICE CONTRACTS	1.230	33.3%	Primarily reflects timing of project activity and lower than anticipated consulting and engineering services.	8.387	40.0%	Reflects timing of project activity as well as lower than anticipated consulting and engineering services.
MATERIALS & SUPPLIES	3.934	30.3%	Primarily reflects the timing of rolling stock maintenance events and rolling stock material usage.	17.643	34.1%	Primarily reflects the timing of rolling stock maintenance events and rolling stock material usage.
OTHER BUSINESS EXPENSES	0.919	21.6%	Primarily reflects the timing of NJT subsidy payments.	2.995	17.3%	Primarily reflects lower credit card processing fees and other miscellaneous expenses.
MTA SUBSIDY RECEIPTS	(47.815)	(100.0%)	Reflects lower MTA subsidy receipts than budgeted.	(146.360)	(84.4%)	Reflects lower MTA subsidy receipts than budgeted.
CDOT SUBSIDY RECEIPTS	15.485	85.6%	Primarily reflects the timing of the receipt of the estimated 2021 Q4 and 2022 Q1 Administrative Asset invoices.	7.695	9.2%	Primarily reflects the timing of the receipt of the estimated 2021 Q4 and 2022 Q1 Administrative Assets invoices partially offset by a lower CDOT share of estimated deficits than budgeted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
APRIL 2022
(in millions)

	MONTH			VARIANCE				YTD			VARIANCE			
	ADOPTED BUDGET	2022	2021 ^(A)	Fav/(Unfav)		2021	%	ADOPTED BUDGET	2022	2021 ^(A)	Fav/(Unfav)		2021	%
				ADOPTED BUDGET	2021						ADOPTED BUDGET	2021		
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	6.024	2.627	1.150	(3.398)	-56.4%	1.477	128.4%	21.722	8.674	4.265	(13.048)	-60.1%	4.410	103.4%
<i>Harlem Line - Non-Commutation</i>	5.375	7.230	3.086	1.854	34.5%	4.144	134.3%	17.810	24.184	9.868	6.375	35.8%	14.316	145.1%
TOTAL HARLEM LINE	\$11.400	\$9.856	\$4.235	(\$1.543)	-13.5%	\$5.621	132.7%	\$39.532	\$32.859	\$14.133	(\$6.673)	-16.9%	\$18.726	132.5%
<i>Hudson Line - Commutation</i>	4.069	1.834	0.804	(2.235)	-54.9%	1.029	128.0%	14.717	6.073	3.080	(8.644)	-58.7%	2.993	97.2%
<i>Hudson Line - Non-Commutation</i>	4.753	6.396	3.030	1.644	34.6%	3.366	111.1%	15.201	20.369	9.524	5.167	34.0%	10.844	113.9%
TOTAL HUDSON LINE	\$8.822	\$8.230	\$3.835	(\$0.591)	-6.7%	\$4.396	114.6%	\$29.918	\$26.442	\$12.604	(\$3.477)	-11.6%	\$13.838	109.8%
<i>New Haven Line - Commutation</i>	8.413	3.238	1.196	(5.174)	-61.5%	2.042	170.7%	30.353	10.408	4.597	(19.945)	-65.7%	5.811	126.4%
<i>New Haven Line - Non-Commutation</i>	10.303	13.723	5.477	3.420	33.2%	8.246	150.6%	34.204	44.022	16.941	9.818	28.7%	27.080	159.8%
TOTAL NEW HAVEN LINE	\$18.716	\$16.962	\$6.674	(\$1.754)	-9.4%	\$10.288	154.2%	\$64.557	\$54.429	\$21.538	(\$10.127)	-15.7%	\$32.891	152.7%
All Lines - Commutation	18.506	7.699	3.151	(10.807)	-58.4%	4.548	144.4%	66.792	25.155	11.941	(41.637)	-62.3%	13.214	110.7%
All Lines - Non-Commutation	20.431	27.349	11.593	6.918	33.9%	15.756	135.9%	67.215	88.575	36.334	21.360	31.8%	52.241	143.8%
TOTAL EAST OF HUDSON LINES	\$38.937	\$35.048	\$14.744	(\$3.889)	-10.0%	\$20.304	137.7%	\$134.007	\$113.730	\$48.275	(\$20.277)	-15.1%	\$65.455	135.6%
West of Hudson ^(B)	<u>\$0.758</u>	<u>\$0.877</u>	<u>\$0.356</u>	<u>\$0.119</u>	<u>15.8%</u>	<u>\$0.521</u>	<u>146.1%</u>	<u>\$2.731</u>	<u>\$2.116</u>	<u>\$1.227</u>	<u>(0.615)</u>	<u>-22.5%</u>	<u>0.889</u>	<u>72.4%</u>
TOTAL FAREBOX REVENUE	\$39.694	\$35.925	\$15.100	(\$3.769)	-9.5%	\$20.825	137.9%	\$136.738	\$115.846	\$49.502	(\$20.892)	-15.3%	\$66.344	134.0%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	0.925	0.456	0.205	(0.469)	-50.7%	0.251	122.4%	3.179	1.491	0.760	(1.688)	-53.1%	0.731	96.2%
<i>Harlem Line - Non-Commutation</i>	0.582	0.767	0.393	0.185	31.8%	0.374	95.3%	1.929	2.682	1.283	0.752	39.0%	1.399	109.1%
TOTAL HARLEM LINE	1.507	1.223	0.598	(0.284)	-18.8%	0.625	104.6%	5.108	4.173	2.043	(0.936)	-18.3%	2.130	104.3%
<i>Hudson Line - Commutation</i>	0.535	0.253	0.109	(0.282)	-52.7%	0.144	131.8%	1.842	0.814	0.408	(1.027)	-55.8%	0.406	99.6%
<i>Hudson Line - Non-Commutation</i>	0.419	0.554	0.293	0.134	32.1%	0.261	89.2%	1.330	1.815	0.929	0.485	36.4%	0.886	95.3%
TOTAL HUDSON LINE	0.954	0.807	0.402	(0.148)	-15.5%	0.405	100.8%	3.172	2.629	1.337	(0.543)	-17.1%	1.292	96.6%
<i>New Haven Line - Commutation</i>	1.213	0.553	0.225	(0.661)	-54.5%	0.328	146.1%	4.173	1.777	0.840	(2.396)	-57.4%	0.937	111.6%
<i>New Haven Line - Non-Commutation</i>	0.952	1.264	0.613	0.312	32.7%	0.651	106.4%	3.160	4.278	1.963	1.118	35.4%	2.315	117.9%
TOTAL NEW HAVEN LINE	2.165	1.817	0.837	(0.349)	-16.1%	0.979	117.0%	7.334	6.055	2.804	(1.279)	-17.4%	3.252	116.0%
Total Ridership East of Hudson														
All Lines - Commutation	2.673	1.261	0.539	(1.412)	-52.8%	0.723	134.2%	9.194	4.082	2.008	(5.112)	-55.6%	2.074	103.3%
All Lines - Non-Commutation	1.954	2.585	1.298	0.631	32.3%	1.287	99.1%	6.420	8.775	4.176	2.354	36.7%	4.599	110.1%
TOTAL EAST OF HUDSON LINES	4.627	3.846	1.837	(0.780)	-16.9%	2.010	109.4%	15.615	12.857	6.184	(2.757)	-17.7%	6.674	107.9%
West of Hudson ^(B)	<u>0.092</u>	<u>0.095</u>	<u>0.039</u>	<u>0.003</u>	<u>3.7%</u>	<u>0.056</u>	<u>144.0%</u>	<u>0.309</u>	<u>0.222</u>	<u>0.135</u>	<u>(0.088)</u>	<u>-28.3%</u>	<u>0.087</u>	<u>64.8%</u>
TOTAL EAST & WEST OF HUDSON LINES	4.718	3.9414	1.876	(0.777)	-16.5%	2.066	110.1%	15.924	13.079	6.318	(2.845)	-17.9%	6.761	107.0%

^(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
April 30, 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	63	24	A
Security	23	15	8	
Corporate & Public Affairs	13	11	2	
Customer Service	45	42	3	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	35	26	9	
Training	94	76	18	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	49	7	
Budget	16	11	5	
Procurement & Material Mgmt	17	11	6	
Total Administration	453	368	85	
Operations				
Operations Support	52	46	6	
Rolling Stock & EAM	17	12	5	
Transportation	1,643	1,577	66	A, B
Customer Service	395	346	49	A, B
Metro-North West	32	31	1	
Total Operations	2,139	2,012	127	
Maintenance				
Maintenance of Equipment	1,656	1,555	101	A
Maintenance of Way	2,140	1,994	146	A, B
Procurement & Material Mgmt	108	107	1	
Total Maintenance	3,904	3,656	248	
Engineering/Capital				
Construction Management	18	15	3	
Engineering & Design	54	50	4	
Total Engineering/Capital	72	65	7	
Total Positions	6,568	6,102	466	
Non-Reimbursable	5,820	5,661	158	
Reimbursable	748	441	308	
Total Full-Time	6,567	6,101	466	
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
April 30, 2022

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	147	132	15
Professional, Technical, Clerical	306	236	70
Operational Hourlies	-	-	-
Total Administration	453	368	85
Operations			
Managers/Supervisors	250	237	13
Professional, Technical, Clerical	254	216	38
Operational Hourlies	1,635	1,560	75
Total Operations	2,139	2,012	127
Maintenance			
Managers/Supervisors	678	638	40
Professional, Technical, Clerical	494	458	36
Operational Hourlies	2,732	2,560	172
Total Maintenance	3,904	3,656	248
Engineering/Capital			
Managers/Supervisors	27	27	-
Professional, Technical, Clerical	45	38	7
Operational Hourlies	-	-	-
Total Engineering/Capital	72	65	7
Total Positions			
Managers/Supervisors	1,102	1,034	68
Professional, Technical, Clerical	1,099	949	150
Operational Hourlies	4,367	4,119	248
Total Positions	6,568	6,102	466

**MTA METRO-NORTH RAILROAD
2022 ADOPTED BUDGET VS. ACTUALS
April 30, 2022**

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Administration	453	368	85	
Operations	2,139	2,012	127	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,904	3,656	248	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	72	65	7	
Total Agency-wide Headcount	6,568	6,102	466	
Non-Reimbursable	5,820	5,661	158	
Reimbursable	748	441	308	

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

	MONTH			VARIANCE	
	Fav/(Unfav)			Fav/(Unfav)	
	BUD	2022	2021*	BUD	2021
Farebox Operating Ratio					
Standard ^(B)	35.2%	31.7%	13.3%	-3.5%	18.4%
Adjusted ^(C)	39.5%	35.3%	16.7%	-4.2%	18.6%
Cost per Passenger					
Standard ^(B)	\$23.88	\$28.74	\$60.16	(\$4.85)	\$31.42
Adjusted ^(C)	\$23.28	\$27.93	\$58.55	(\$4.65)	\$30.62
Passenger Revenue/Passenger	\$8.41	\$9.11	\$8.00	\$0.70	\$1.12
	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)			Fav/(Unfav)	
	BUD	2022	2021*	BUD	2021
Farebox Operating Ratio					
Standard ^(B)	29.0%	25.7%	11.8%	-3.4%	13.9%
Adjusted ^(C)	33.0%	29.6%	15.0%	-3.3%	14.6%
Cost per Passenger					
Standard ^(B)	\$29.57	\$34.52	\$66.56	(\$4.94)	\$32.04
Adjusted ^(C)	\$28.88	\$33.56	\$64.71	(\$4.68)	\$31.15
Passenger Revenue/Passenger	\$8.59	\$8.86	\$7.84	\$0.27	\$1.02

(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



April 2022

42nd Street Grand Central Terminal

Photo courtesy of Luis Rodriguez





Metro-North Railroad

April 2022 Highlights: Ridership Report

(Note: April West of Hudson ridership is preliminary)

April is the third month in a row that ridership more than doubled from the same month in 2021. Ridership leveled off compared to March because of Spring school breaks and Easter/Passover vacations.

April 2022 vs. April 2021

East of Hudson ridership increased 109.4% vs. April 2021 and was 16.9% below the budget.

- East of Hudson Commutation ridership increased by 134.2%.
- East of Hudson Non-Commutation ridership increased by 99.1%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 100.8%.
- Harlem Line Ridership increased by 104.6%.
- New Haven Line Ridership increased by 117.0%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 109.0%.
- Pascack Valley Line Ridership increased by 205.7%.

April 2022 vs. April 2019

Total Rail Ridership was 52.8% of 2019 riders.

- East of Hudson ridership decreased by 47.5%.
- West of Hudson ridership decreased by 19.2%.

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

Ben Cornelius

Director

Operations Planning & Analysis

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

RIDERSHIP SUMMARY

April Ridership and Revenue (millions)

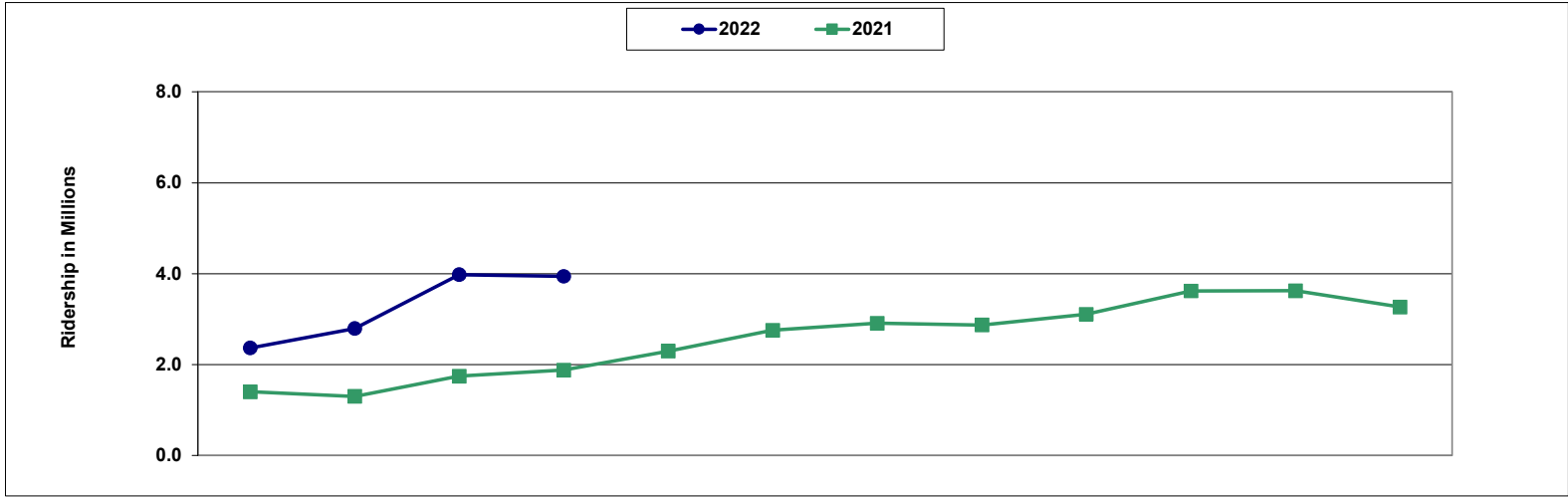
	April 2022	% Change vs. 2021
Total Rail Ridership	3.941	▲ 110.12%
Commutation Ridership	1.288	▲ 135.29%
Non-Commutation Ridership	2.654	▲ 99.75%
Connecting Service Ridership	0.019	▲ 236.09%
Total MNR System Ridership	3.960	▲ 110.50%
Rail Revenue	\$35.93	▲ 137.91%

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

	YTD 2022	% Change vs. 2021	Comparison to Budget
Total Rail Ridership	13.079	▲ 107.01%	▼ -17.87%
Commutation Ridership	4.140	▲ 103.05%	▼ -55.81%
Non-Commutation Ridership	8.939	▲ 108.89%	▲ 36.35%
Connecting Service Ridership	0.058	▲ 187.30%	▲ 23.33%
Total MNR System Ridership	13.137	▲ 107.26%	▼ -17.74%
Rail Revenue	\$115.85	▲ 134.02%	▼ -9.50%

APRIL 2022 RAIL RIDERSHIP (1)

- April's Total Rail Ridership was 110.1% above 2021 and -16.5% below budget.

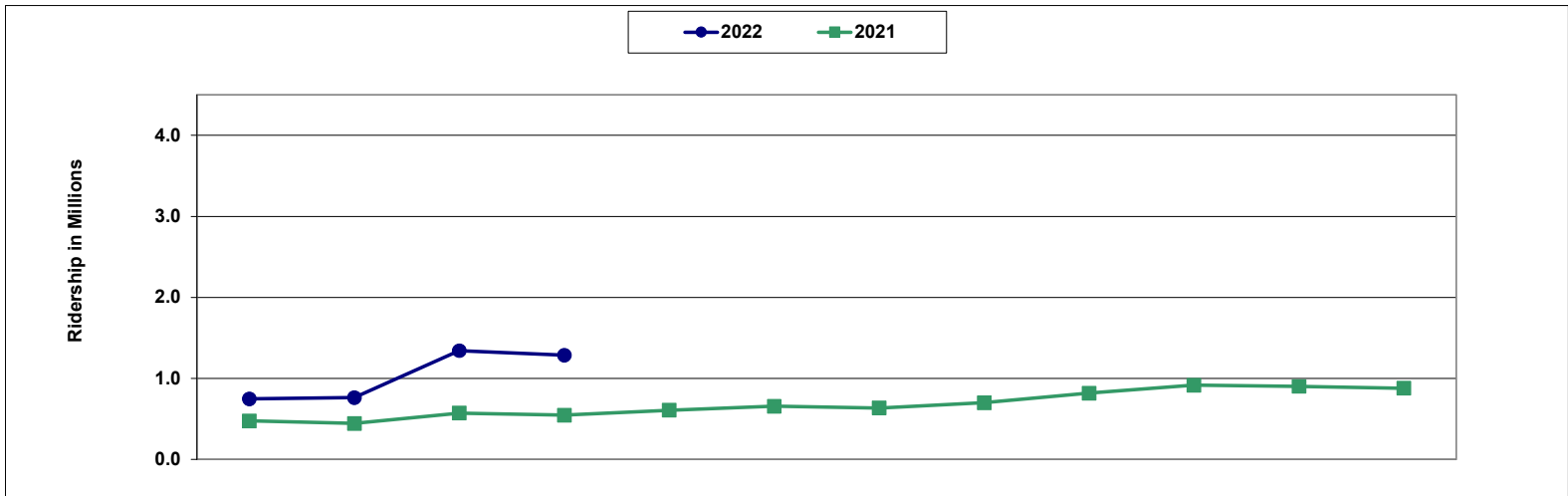


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	2.4	2.8	4.0	3.9									13.1
2021	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.9	3.1	3.6	3.6	3.3	6.3
PCT CHG.	68.9%	115.2%	128.1%	110.1%									107.0%

1) Includes East and West of Hudson.

APRIL 2022 RAIL COMMUTATION RIDERSHIP (1)

- April's Rail Commutation Ridership was 135.3% above 2021 and -52.7% below budget.

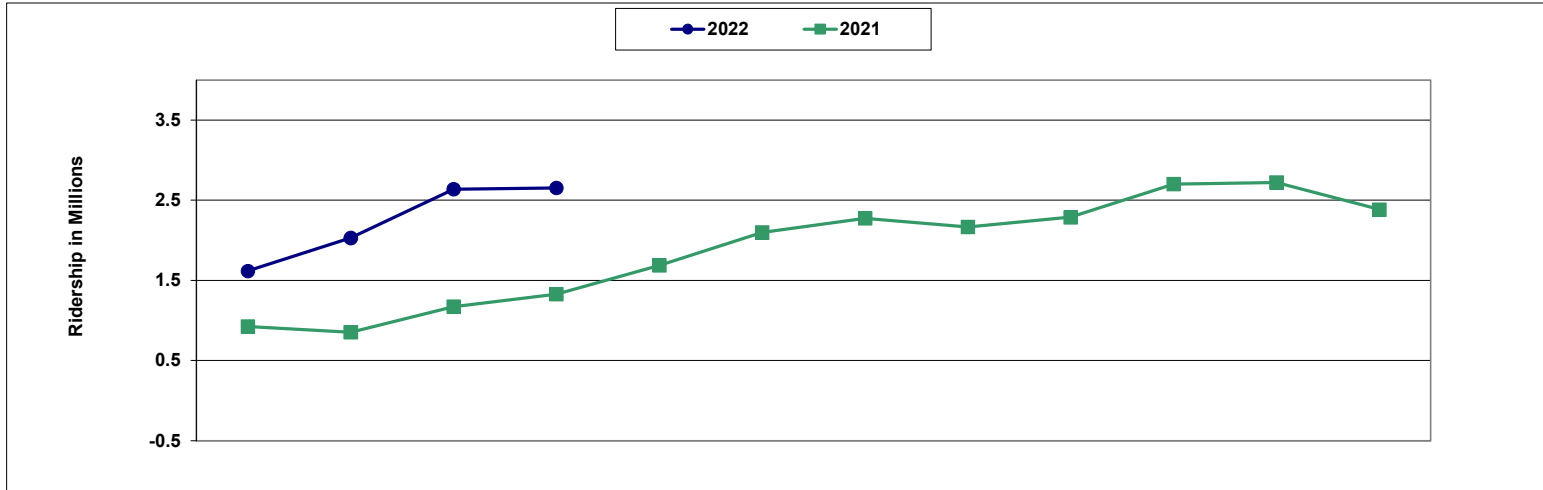


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	0.7	0.8	1.3	1.3									4.1
2021	0.5	0.4	0.6	0.5	0.6	0.7	0.6	0.7	0.8	0.9	0.9	0.9	2.0
PCT CHG.	57.0%	71.8%	134.8%	135.3%									103.1%

1) Includes East and West of Hudson.

APRIL 2022 RAIL NON-COMMUTATION RIDERSHIP (1)

- April's Rail Non-Commutation Ridership was 99.8% above 2021 and 33.0% above budget.

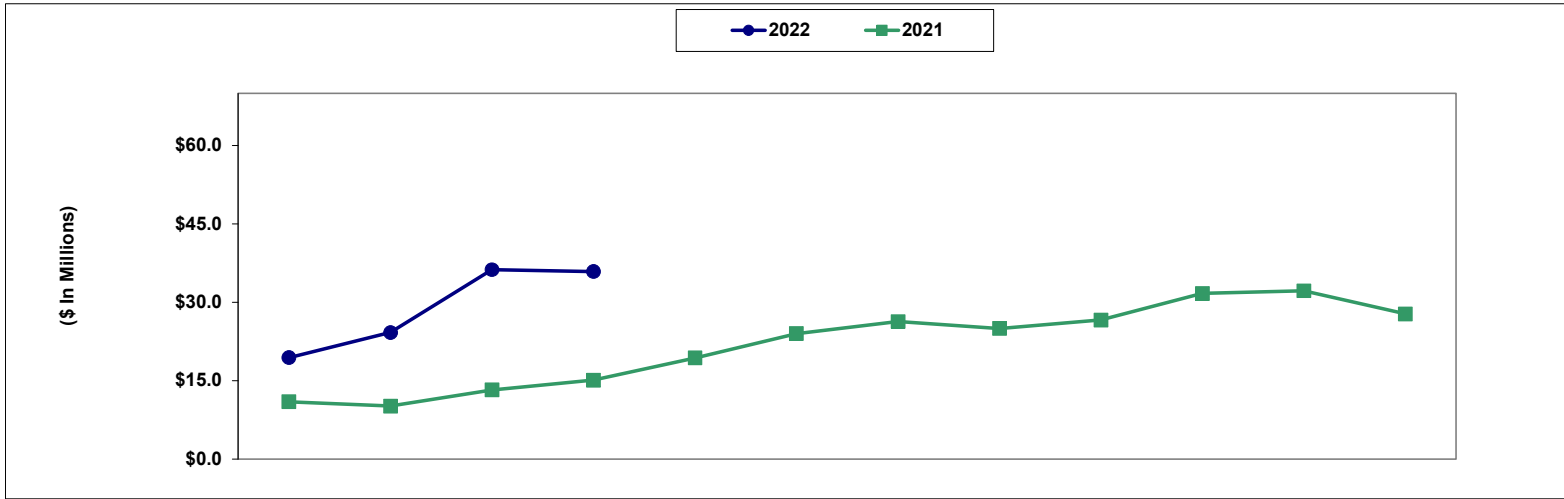


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	1.6	2.0	2.6	2.7									2.7
2021	0.9	0.9	1.2	1.3	1.7	2.1	2.3	2.2	2.3	2.7	2.7	2.4	1.3
PCT CHG.	75.0%	137.8%	124.9%	99.8%									99.8%

1) Includes East and West of Hudson.

APRIL 2022 RAIL REVENUE (1)

- April's Total Rail Revenue was 137.9% above 2021 and -9.5% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	\$19.4	\$24.2	\$36.3	\$35.9									\$115.8
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	\$49.5
PCT CHG.	77.2%	138.3%	173.3%	137.9%									134.0%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
APRIL 2022

TICKET TYPE/SERVICE	APRIL 2022 ACTUAL	APRIL 2022 FORECAST	VARIANCE VS. FORECAST		APRIL 2021 RESTATE (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	1,261,241	2,673,105	(1,411,864)	-52.8%	538,643	722,598	134.2%
West of Hudson	26,646	50,602	(23,956)	-47.3%	8,707	17,939	206.0%
Total Rail Commutation Ridership	1,287,887	2,723,707	(1,435,820)	-52.7%	547,350	740,537	135.3%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,585,217	1,953,794	631,423	32.3%	1,298,189	1,287,028	99.1%
West of Hudson	68,327	40,982	27,345	66.7%	30,222	38,105	126.1%
Total Rail Non-Commutation Ridership	2,653,544	1,994,776	658,768	33.0%	1,328,411	1,325,133	99.8%
TOTAL RAIL RIDERSHIP							
East of Hudson	3,846,458	4,626,899	(780,441)	-16.87%	1,836,832	2,009,626	109.4%
West of Hudson (2)	94,973	91,584	3,389	3.7%	38,929	56,044	144.0%
TOTAL RAIL RIDERSHIP	3,941,431	4,718,483	(777,052)	-16.5%	1,875,761	2,065,670	110.1%
CONNECTING SERVICES RIDERSHIP	18,979	13,108	5,871	44.8%	5,647	13,332	236.1%
TOTAL MNR SYSTEM RIDERSHIP	3,960,410	4,731,591	(771,181)	-16.3%	1,881,408	2,079,002	110.5%

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 RESTATE (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,082,465	9,194,204	(5,111,740)	-55.6%	2,007,970	2,074,495	103.3%
West of Hudson	57,605	173,836	(116,231)	-66.9%	30,935	26,670	86.2%
Total Rail Commutation Ridership	4,140,070	9,368,040	(5,227,970)	-55.8%	2,038,905	2,101,165	103.1%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	8,774,785	6,420,383	2,354,402	36.7%	4,175,598	4,599,187	110.1%
West of Hudson	164,212	135,613	28,599	21.1%	103,662	60,550	58.4%
Total Rail Non-Commutation Ridership	8,938,997	6,555,996	2,383,001	36.3%	4,279,260	4,659,737	108.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	12,857,250	15,614,587	(2,757,338)	-17.66%	6,183,568	6,673,682	107.9%
West of Hudson (2)	221,817	309,448	(87,631)	-28.3%	134,597	87,220	64.8%
TOTAL RAIL RIDERSHIP	13,079,067	15,924,036	(2,844,969)	-17.9%	6,318,165	6,760,902	107.0%
CONNECTING SERVICES RIDERSHIP	58,228	47,213	11,015	23.3%	20,267	37,961	187.3%
TOTAL MNR SYSTEM RIDERSHIP	13,137,295	15,971,249	(2,833,954)	-17.7%	6,338,432	6,798,863	107.3%

Notes:

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- 2) West of Hudson ridership figures are preliminary.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
APRIL 2022**

TICKET TYPE/SERVICE	APRIL 2022 ACTUAL	APRIL 2021 RESTATE (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	1,223,332	597,982	625,350	104.6%
Hudson Line	806,510	401,728	404,782	100.8%
New Haven Line	1,816,615	837,122	979,493	117.0%
Total East of Hudson	3,846,458	1,836,832	2,009,626	109.4%
WEST OF HUDSON				
Port Jervis Line	51,912	24,843	27,069	109.0%
Pascack Valley Line	43,061	14,086	28,975	205.7%
Total West of Hudson (2)	94,973	38,929	56,044	144.0%
TOTAL RAIL RIDERSHIP	3,941,431	1,875,761	2,065,670	110.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	12,628	5,647	6,981	123.6%
Haverstraw-Ossining Ferry	4,273	NA	4,273	NA
Newburgh-Beacon Ferry	2,078	NA	2,078	NA
Total Connecting Services	18,979	5,647	13,332	236.1%
TOTAL MNR SYSTEM	3,960,410	1,881,408	2,079,002	110.5%

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	4,172,639	2,042,543	2,130,096	104.3%
Hudson Line	2,629,314	1,337,445	1,291,869	96.6%
New Haven Line	6,055,297	2,803,580	3,251,717	116.0%
Total East of Hudson	12,857,250	6,183,568	6,673,682	107.9%
WEST OF HUDSON				
Port Jervis Line	130,169	85,911	44,258	51.5%
Pascack Valley Line	91,648	48,686	42,962	88.2%
Total West of Hudson (2)	221,817	134,597	87,220	64.8%
TOTAL RAIL RIDERSHIP	13,079,067	6,318,165	6,760,902	107.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	45,345	20,267	25,078	123.7%
Haverstraw-Ossining Ferry	9,344	NA	9,344	NA
Newburgh-Beacon Ferry	3,539	NA	3,539	NA
Total Connecting Services	58,228	20,267	37,961	187.3%
TOTAL MNR SYSTEM	13,137,295	6,338,432	6,798,863	107.3%

Notes:

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