



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

June 2022

Members

Samuel Chu, Co-Chair

Blanca Lopez, Co-Chair

Frank Borelli

Gerard Bringmann

Norman Brown

Michael Fleischer

Randy Glucksman

David Mack

Harold Porr III

Vinnie Tessitore

Midori Valdivia

Neal Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Monday, 6/27/2022
9:00 - 10:15 AM ET

1. Public Comments Period

2. Summary of Actions

MNR Summary of Actions - None

LIRR Summary of Actions - None

3. Approval of Joint Minutes - May 23, 2022

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4. 2022 Work Plans

MNR Work Plan

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5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

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LIRR Report

- **LIRR Safety Report**

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MTA Police Report

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6. AGENCY INFORMATION ITEMS

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- **Progress on Way Ahead Strategic Plan**

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- **Diversity/EEO Report – 1st Quarter 2022**

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LIRR Information Items

- **Summer Trackwork Programs**
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- **Diversity/EEO Report – 1st Quarter 2022**
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7. PROCUREMENTS

MNR Procurements - None

LIRR Procurements - None

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

MNR Reports

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- **MNR Finance Report**
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- **MNR Ridership Report**
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LIRR Reports

- **LIRR Operations Report**
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- **LIRR Performance Metrics Report**
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Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday May 23, 2022

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

The following Board members were present in person:

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

The following Board members were present via video conference:

None

Representing Long Island Rail Road:

Catherine Rinaldi – Interim President
Stephen Papandon – Acting Vice President, General Counsel & Secretary
Rob Free – Senior Vice President, Operations
Paul Dietlin – Vice President, Maintenance of Way
Donald Eccleston – Deputy Chief Safety Officer

Representing Metro-North:

Catherine Rinaldi – President
Shelley Prettyman – Vice President, System Safety
David Melillo – Chief Engineer

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 said that he has seen a lot of people, including passengers and MTA Police, at Penn Station, Grand Central Terminal (“GCT”), and Atlantic Terminal without masks. He has also seen homeless individuals at Atlantic Terminal and noted that the BRC homeless outreach facility at Penn Station was shut down.

Murray Bodin (in person) from Concerned Grandparents said that the MTAPD representative should not be at the meeting in a uniform because he is an executive. He also said that the Manual of Uniform Traffic Control Devices is outdated. He said that President Rinaldi and/or her team needed to be replaced because she cannot get the railroads to stop blowing train horns.

Andy Pollack (via video) from Passengers United asked whether there would be a weekend schedule on Monday, June 20 for Juneteenth.

Omar Vera (via video) said that he preferred the old format of the LIRR/Metro-North Committee meeting jointly one month and separately the next month. He also said that he was still waiting for LIRR AirTrain tickets at Atlantic Terminal. He asked if they could extend the CityTicket to cover Far Rockaway. He also said that signs within New York City to Penn Station and GCT should say “to Manhattan” rather than “to New York.”

Charlton D’Souza (in person), Passengers United President, said that there was no communication between Metro-North and Amtrak during the prior Saturday’s power outage shutdown. He also said that the conductor on his train this morning did not say that only the first four cars were opening. D’Souza requested that LIRR use newer trains - which have buttons to move between train cars – when they have short cars. He noted crime in Queens Village and said it needed to be cleaned up. He also said they needed dedicated shuttle buses during Main Line construction.

Kara Gurl (in person), PCAC Research and Communications Associate, said that relief was in sight for riders who had money trapped in commuter benefits accounts. She thanked the Long Island delegation and Senators Schumer and Gillibrand. She noted that the legislation leaves room to give commuter benefits funds back to those who have left or lost jobs during the pandemic. She thanked the Committee for keeping fares down with fare discounts like CityTicket, 20 trip ticket at 20% discount, and monthly 10% discount tickets.

Christopher D. Greif (via video) from New York City Transit Riders Council and NYCT’s Advisory Committee for Transit Accessibility, said that train horns are very important to let people know trains are arriving and to warn cars. He thanked LIRR Care for helping seniors and people with disabilities. He reminded everyone that they needed to work with MTAPD to make sure people are not sleeping in train areas and thanked MTAPD and NYPD.

James Carmony (via video) noted that homeless individuals are not greater risks than individuals who are not homeless. He warned of Metro-North delays due to a new truck depot near Southeast station.

Andy Quito (via audio) noted that people at Jamaica station are selling drugs, that there are shootings, and that the waiting room has been closing early. He said that someone was taking pictures of women at Hicksville and Mineola stations, and asked MTAPD to look into it. He said there is no word of extra service for NYC Pride at the end of June. He also asked for shuttle buses between Floral Park and Hicksville.

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, the approval of the minutes from the April 25, 2022 meeting will be done at the MTA Board meeting on May 25, 2022.

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 said she was incredibly pleased to announce that both LIRR and Metro-North experienced record ridership during the month of May, at the highest levels since the beginning of the COVID-19 pandemic. On Tuesday, May 17, both railroads beat their previous records which had been set just the week before. Metro-North carried an estimated 162,082 riders, 62% of the 2019 pre-COVID baseline and LIRR had an estimated 182,683 riders, which was 63% of the baseline. She was happy to join Chairman Lieber, NYCT President Rich Davey, and employees from both railroads and from NYCT at a press event at GCT last week celebrating returning ridership. It is encouraging to see ridership recovery gaining strength as customers respond to increased peak and off-peak service and to new fare incentives like the flexible new 20 trip tickets, discounted monthly tickets, and expanded CityTicket. As we head into the summer months, we look forward to having more customers beat the traffic and travel by train, which is the easiest and most sustainable way to get around the region.

Since the launch of the 20 trip ticket program, a total of 75,709 tickets were sold through May 8 on both commuter railroads combined. This translates into more than 1.1 million trips. Since the expansion of CityTicket, approximately 300,000 weekday CityTickets have been sold. In 2019, the total number of CityTicket rides made up 1.2% of total rides. In 2021, CityTicket rides accounted for 1.6% of total rides. In April 2022, just weeks after the CityTicket promotion began, CityTicket rides grew to 3.8% of total rides.

Metro-North has had two weeks in a row with new record high ridership days. Through Thursday of last week, ridership continued to grow and is 1.4% higher than the previous week and is at a new high of 54.8% of the baseline pre-COVID ridership from February 2020. Manhattan ridership is returning at the same peak times as pre-COVID, but just at lower levels and at higher percentages than intraline travel, which had less of a loss in early COVID days. Manhattan and intraline ridership are showing nearly identical patterns to pre-COVID ridership, simply at lower levels. Monday and Friday continue to be lower ridership days, which is a sign of the hybrid work schedules that many companies are now using. Weekend travel has reached 90% of baseline pre-COVID ridership. People want to go places, see people, and do things, and trains are an attractive option for them. The trains added in the March 27 timetable raised Metro-North's service level to 89% of pre-COVID service. The trains are faster, more frequent, less stressful, and more

sustainable than driving. Frequency builds ridership, and the March 27 timetable is providing the frequencies that customers find attractive. In addition, group travel has come back strongly. Just last week, Metro-North carried a group of 220 students and school staff from the New Haven Line to New York. Bike travel has also grown significantly. Every weekend Metro-North is seeing 10-15 bicycle groups of 10-25 cyclists each traveling to the scenic points around the service area.

LIRR's latest weekday ridership figure from May 9 to May 13 shows that it experienced a ridership increase for that week, with the average weekday ridership of 170,402 customers, up from 164,353 customers the week before – over 6000 more customers – and higher than two weeks ago and one month ago. Three weekdays last week were above the same days of the prior week, while two weekdays – Tuesday and Thursday – were below the same days of the prior week. For weekend ridership, LIRR experienced its highest weekend ridership for both Saturday and Sunday year to date. The second highest weekend ridership was experienced during the Easter weekend. As expected, LIRR weekend ridership was higher compared to the prior weekend as well as higher than two weeks ago and one month ago. Saturday ridership was up almost 23% and Sunday ridership went up 3.2% compared to the prior week, which is attributable to improved weather and local sporting events.

Turning to Metro-North's on time performance ("OTP") for the month of April, the East of Hudson service operated above the 94% goal at 97.3% and year to date ("YTD") performance is also above goal at 97.8%. The Hudson Line was 96.5% for the month and YTD is 97.9%, with seven trains (0.15%) canceled or terminated. The Harlem Line was 97.1% for the month and YTD is 98%, with one train terminated. The New Haven Line was 97.8% for the month and YTD is 97.6%, with only four trains canceled or terminated. There were three major incidents: (a) on April 8, a track switch issue at CP 116 in Crestwood disrupted service on the Harlem Line, resulting in 39 delays; (b) on April 8, a disabled train at Harlem-125th Street disrupted train service arriving and departing GCT, leading to 65 delays; and (c) on April 19, a signal power incident between CP 112 and 248, Woodlawn and Southport on the New Haven Line disrupted service, resulting in 25 delays.

March West of Hudson service operated above the 94% OTP goal at 94.3% and YTD performance is slightly below goal at 93.5%. The Pascack Valley Line was at 94.2% for the month and YTD is 93.4%. The Port Jervis Line was at 94.3% for the month and YTD is 93.6%. Four trains were canceled or terminated West of Hudson. Pascack Valley had three and Port Jervis had one due to mechanical issues.

For Metro-North so far this year, Maintenance of Way forces have installed 6696 ties and 8.2 miles of rail, surfaced 24 miles of track, replaced nine switches, and welded 384 rail joints. Crews continued with the switch replacement at one of the critical interlockings on the Harlem Line between Crestwood and Scarsdale and also continue with the replacement of obsolete miter rails with new thick web miter rails on the Saugatuck River movable bridge in Westport. Positive train control ("PTC") testing and qualification of the M8s for Shore Line East service is complete and ready for service beginning today. After today's Committee meeting, President Rinaldi is headed up to New Haven for an event celebrating this improvement to Connecticut's Shore Line East service.

Turning to LIRR, OTP for the month of April closed at 97.1%, which is above the monthly goal of 94%. 2022 YTD OTP is 96.2%, which is an increase of 0.1% as compared to the same period last year. Eleven out of eleven branches on LIRR operated at or above goal for the month of April as well as YTD. 100% of its trains met established consist compliance requirements during peak periods for the month of April. There were six incidents in the month of April that resulted in ten or more late/canceled/terminated trains, the most significant of which was an Amtrak related switch trouble at F interlocking on April 11. The incident affected 34 trains, delayed customers an average of 16.1 minutes, and reduced monthly OTP by 0.2%.

For LIRR through April of this year, it performed significant maintenance and state of good repair track work across its system, in addition to the capital program, project support provided for the Main Line Expansion, Queens Interlocking renewals, Elmont and Belmont stations projects, and in the East Side Access (“ESA”)/Harold corridor. YTD the team has installed 2047 hand ties, 3458 mechanized wood ties, 12,606 mechanized concrete ties, 82,090 linear feet of track surfacing, 216 field welds, 5400 linear feet of continuous welded rail, 21,860 linear feet of third rail protection board, and 18,806 linear feet of aluminum composite rail. On Saturday, June 18, 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. This project is in support of the Great Neck Pocket Track project, where 1200 linear feet of surfacing of Neck 3 interlocking will be taking place. Additionally, mud spot remediation will be piggybacking on this work to remediate approximately 800 linear feet of track at multiple locations between Manhasset station and Port Washington Yard.

LIRR has a new timetable in effect starting today. LIRR asks that its customers check the LIRR TrainTime app or mta.info for updated schedule information. LIRR is pleased to announce the official launch of summer fun on Long Island, supported by the new MTA Away discount offers for riders who want to visit all that the island has to offer by train. Special offers include popular packages to the beaches (Long Beach, Jones Beach, and Fire Island), Splish Splash, escorted tours (which include cruises, wineries, mansions, and breweries), and everything in between. This summer is expected to be one of the best ever and LIRR is ready whenever its customers are. Please visit MTAaway.com for more information.

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. 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, there will be some service changes on the Hempstead Branch. Hempstead Branch service will be reduced from hourly to two hourly service in the afternoon and evening of June 11 to allow for 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.

Earlier this month, President Rinaldi was happy to join MTA Construction and Development (“C&D”) President Jamie Torres-Springer and local elected officials at an event celebrating the opening of a brand new parking garage steps from the Mineola LIRR station. This garage, which sits west of Mineola Boulevard between Harrison Avenue and First Street, holds 551 parking spaces and will be managed by the Village of Mineola. The site was formerly a surface

lot, so with this new use of space they are increasing the amount of commuter parking at this station by a net of 446 parking spaces. The garage is fully ADA accessible with an elevator making it easy to get up and down toward the station platforms. As the LIRR Third Track Expansion Project draws to a close, the focus turns from building tracks and stations to improving the customer and community experience. With the completion of this garage, there is now more access to the Mineola station, which will help the areas around the stations turn into vibrant destinations. This is exactly what LIRR needs as it looks to attract more and more riders back into the system.

LIRR is also celebrating the completion of the new Denton Avenue bridge in Garden City. This bridge marked the final of seven that were replaced or upgraded as part of the Expansion Project. This new bridge carries the LIRR Main Line over Denton Avenue/Tanners Pond Road. The structure was completely rebuilt with a third bay for a third track and was raised from 12'9" to a national standard height of 14 feet, consistent with bridges along the Main Line corridor. There will be greater service flexibility because the third track eliminates old bottlenecks and where there is an issue on the Main Line west of Hicksville, LIRR will be able to route around it, reducing delays and increasing customer comfort. Bridge replacements are a big part of this project. The LIRR Expansion Project will be transformative for Long Islanders by creating new stations, eliminating inconvenient grade crossings that delay traffic, raising bridges that were constantly hit by trucks causing delays, cutting down noise and air pollution, and creating a much more robust reverse commute. A more detailed report regarding Third Track will be provided at the Capital Program Oversight Committee ("CPOC") meeting today.

President Rinaldi is very pleased to announce the opening of Metro-North's Breakneck Ridge station after over two years. The station is the gateway to one of the most popular and iconic hiking destinations in the region. Scenic Hudson is currently planning the three phase Hudson Highland Fjord trail, a 7.5 mile trail which will connect Metro-North's Beacon, Breakneck Ridge, and Cold Spring stations. The Breakneck Ridge station is located within Phase 1, the Breakneck Connector and Bridge Project. In December of 2019, Metro-North temporarily closed the station so that it could make important safety upgrades to the station. These improvements were undertaken in partnership with Scenic Hudson, NYS Parks and Recreation, and NYSDOT. Scenic Hudson accelerated the installation of permanent safety fencing to separate the active right of way from the project area, from Breakneck Tunnel to the existing Breakneck Ridge station overpass. Metro-North contributed \$200,000 in MTA Capital Reserve funding secured by State Assemblywoman Sandy Galef towards the security fencing. Metro-North forces constructed a clear pathway between the inbound and outbound platforms with design collaboration with NYSDOT, which has created a much improved path of travel for customers who used to have to walk along 9D. Metro-North forces also installed anti-trespass panels at existing low-level platforms (both inbound and outbound) to provide a visual and physical deterrent to people from crossing the tracks at unauthorized areas. Additional safety signage has already been installed and more will be installed as well. It has really been a team effort and President Rinaldi would like to thank Metro-North's governmental partners, the Metro-North departments that have worked on this project for two years (especially Maintenance of Way), and the former Metro-North project team, which now work over at C&D, for their continued support.

Both railroads held Connect with Us events in the month of April. President Rinaldi was really excited to restart that series. Events were held in Stamford on April 26 and Hicksville on

April 28. President Rinaldi was joined by senior staff at both railroads as they met with customers and discussed their concerns and answered questions about their commutes. President Rinaldi looks forward to continuing these events, hopefully outside during the warm weather months.

At the request of MTAPD, and in an effort to tamp down on crimes of opportunity on board the trains, both Metro-North and LIRR will begin making announcements regarding safeguarding personal belongings. The announcements will go something as follows, “Don’t become a target of opportunity. Stay alert and keep your personal belongings in sight at all times. Safeguard your stuff.”

Finally, in partnership with the People Organization, LIRR and Metro-North will be holding job fairs on June 14 and June 11 respectively. Interested parties are required to submit resumes in advance of these fairs. The resumes will be screened and possible applicants invited to the fairs to learn more about the union positions at both railroads that will be featured at the events. This is one of the many efforts that we have underway to engage interested applicants to the MTA.

Board Member Zuckerman thanked President Rinaldi for her support of the Breakneck Ridge Station reopening but noted that it would be an emerging safety matter. He said that it has the benefit of being the most popular day hike in North America and the unfortunate situation of being the most popular day hike in North America. It is a small fairly rural area with a narrow highway where people drive incredibly fast and park poorly, creating a bit of mayhem. He noted that people hike unprepared. He asked for President Rinaldi’s partnership in observing whether they need to reintervene. President Rinaldi responded that they have been working closely with the NYS Parks Commissioner, who has been engaging directly with local officials. NYS Parks brings on seasonal staffing and are aware of the challenges.

Board Member Zuckerman also said that they should continue to be mindful of the challenge of returning to pre-COVID ridership. He referred to pages 97 and 135, which are the ridership pages of the Committee book, and asked for an insertion of 2019 data by month and YTD. He also asked for a breakdown between weekend and weekday ridership.

SAFETY REPORT:

Metro-North Vice President of System Safety Shelley Prettyman stated that Metro-North’s Safety report can be found starting on page 27 of the Committee Book. The FRA reportable customer injury rate for the 12 months ending March 2022 was 1.93 per one million customers, which was down from 2.44 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 Kronos timekeeping system, so the affected rate will be updated after the working hours are finalized.

Metro-North continues to increase in-person community safety education outreach through its TRACKS (Together Railroads and Communities Keeping Safe) program. A few recent events were the Ossining Earth Day festival, presentations at the Dobbs Ferry, Harrison, and Yonkers

public libraries, the Niantic Children's Museum, and the Railroad Museum of New England. Vice President Prettyman also mentioned Metro-North's track and yard cleanups throughout its territory to dispose of debris and improve safety for its employees. It had cleanups in GCT and Croton Harmon Yard in April and is scheduling them for other work locations in the coming months. Metro-North's next safety focus week will be June 6-12, in which interactive discussions with employees will be held throughout the territory on seasonal and trending safety topics.

LIRR Deputy Chief Safety Officer Donald Eccleston stated that LIRR's Safety Report begins on page 23 of the Committee Book, reporting on safety through the end of March 2022. Deputy Chief Safety Officer Eccleston also noted that LIRR emergency responder training division within the corporate safety department fire marshal's office provides training to Nassau, Suffolk, and New York City emergency response organizations. Responders face unique hazards responding to incidents, including 750 volts DC third rail and onboard equipment, rolling stock characteristics, and the movement of trains and track cars. LIRR also works closely with the Nassau and Suffolk County fire academies. Both academies have mockups of equipment for emergency responders to safely practice the skills they learn in the classroom. In partnership with Suffolk County, LIRR recently completed installation of a third rail mockup at the Suffolk County Fire Academy, which serves 110 fire departments as well as EMS and law enforcement agencies in Suffolk County. LIRR would like to give special thanks to the Suffolk County Fire Academy, Suffolk County Vocational Education and Extension Board, Dan Meehan from the Engineering Power Department, Dan Quinn in the Maintenance of Equipment Department, Greg James and Ken Klein in the Training Department, and Chief Lee Sorensen and the Fire Marshal team for their leadership and support with this critical training. Additionally, LIRR's TRACKS program, in partnership with MTAPD, continues weekly outreach at stations.

Finally, for the reporting period ending March 2022, the average reportable customer injury rate was 2.53 injuries per million customers. During the same reporting period, the average reportable employee lost time injury rate was 4.09 injuries per 200,000 hours worked.

In response to a question from Board Member Bringmann as to how the Railroads were doing in the schools with the TRACKS program, LIRR Deputy Chief Safety Officer Eccleston said LIRR was increasing efforts. President Rinaldi said that they could provide Board Member Bringmann with the numbers.

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 Deputy Chief Safety Officer Eccleston's presentations.

MTAPD REPORT:

MTAPD Acting Chief of Police Sean Montgomery stated that the police report begins on page 30 of the Committee Book.

With regard to LIRR for April 2022 as compared to April 2021, MTA Police saw an increase in two index crimes – robbery and grand larceny. Robberies increased from one to two, grand larcenies increased from three to six, felony assaults remained the same at one each, and

total major felonies increased from nine to ten. Arrests for that same time period increased from 15 to 24. YTD saw the same category increases, with robberies increasing from three to seven, grand larcenies from seven to sixteen, and felony assaults from six to eight. Some of the increase in numbers may be based upon prior numbers from the pandemic era. Looking back to 2019 pre-pandemic figures, robberies increased from three to seven, grand larcenies increased from fourteen to sixteen, and felony assaults increased from three to eight. YTD total major felonies increased from 23 to 33 compared to last year at the same time and arrests YTD went up from 74 to 143. Some notable instances were robberies at Patchogue station and Penn Station, a grand larceny at Babylon station, three railroad related larcenies, and a Penn Station grand larceny.

With regard to Metro-North for April 2022 as compared to April 2021, MTA Police saw increases in felony assaults from two to six, grand larcenies from one to four, and total major felonies from three to ten, with arrests increasing from 21 to 24. YTD saw increases in grand larcenies from two to nineteen. As there was an increase in grand larcenies on both Railroads, Chief Montgomery thanked President Rinaldi and her office for assisting in making announcements on both Railroads about people paying attention to their belongings. Looking back to 2019 pre-pandemic figures, grand larcenies increased from 17 to 19 rather than from two to 19. YTD total major felonies increased from 17 to 36 compared to last year at the same time. Chief Montgomery noted that there is one enterprise that saw the spike in grand larcenies and MTAPD has been working operations at that location to bring that down. Arrests YTD have increased from 89 to 116. Outside of GCT, there were grand larcenies at Woodlawn and New Rochelle. Most felony assaults were against law enforcement officers, and MTAPD will work during their training to make sure their officers do not get injured.

There was one hate crime at Metro-North and five at LIRR. Five involved graffiti and one involved aggravated harassment. Four were anti-Jewish, one anti-Black, and one anti-gay.

On May 4 and May 25, MTAPD started its community engagement programs at LIRR, with one out of Jamaica station and one out of Forest Hills station. They have worked closely with LIRR. They will continue that effort.

Chief Montgomery concluded by noting that, on April 6, two MTAPD officers – while off duty and on vacation separately in Orlando – saw a man go into cardiac arrest. With an anesthesiologist who was also there, the officers immediately performed chest compressions, called for and used a defibrillator, had someone call 911, and were able to have the man come around. The officers were reunited with the man at a press conference in Ronkonkoma.

In response to a request from Board Member Bringmann that MTAPD send a memo to its officers to remind them of the proper way to wear a mask, Chief Montgomery said they will try to fix that.

In response to a request from Board Member Zuckerman for insertion of 2019 data in the MTAPD reports, Chief Montgomery said that they would do so.

In response to another question from Board Member Zuckerman as to how MTAPD is deploying officers to ensure that the riding public is seeing their presence, Chief Montgomery said

that officers in uniform have been asked to step up to make their presence known, including having officers that are usually in trucks be on platforms so that commuters see them and engaging in the community outreach that he had mentioned earlier in his presentation. President Rinaldi further said that MTAPD has stepped up their train patrols with step-ons and step-offs and walking up and down the trains. In response to a question from Board Member Zuckerman as to what data MTAPD could provide about the number of train patrols, with Board Member Zuckerman noting that he did not want to compromise security, Chief Montgomery said that they will look to see what they could provide.

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 information items:

Joint information item - LIRR/Metro-North PTC implementation update.

LIRR information item - Summer service and trackwork programs.

Metro-North information item – Track program quarterly update.

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

PROCUREMENTS:

There were no procurement items for LIRR or Metro-North.

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

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

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

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>June 2022</u>	
Progress on Way Ahead Strategic Plan	Operations Support & Organizational Resiliency
Diversity/EEO Report – 1 st Quarter 2022	Diversity and EEO
<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	Finance
2023 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd Quarter 2022	Diversity and EEO
Review of Committee Charter	Committee Chair & Members

January 2023

Approval of 2023 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering

February 2023

Adopted Budget/Financial Plan 2022	Finance
2022 Annual Operating Results	Operations

March 2023

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

April 2023

Final Review of 2022 Operating Budget Results	Finance
2022 Annual Ridership Report	Operations Planning & Analysis

May 2022

Track Program Quarterly Update	Engineering
LIRR/MNR PTC Implementation Update	Presidents

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

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.

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.

JULY 2022

Grand Central Terminal Retail Development

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

Track Program Quarterly Update

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

SEPTEMBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Budget.

2022 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2022

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

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Budget.

LIRR/MNR PTC Project Update

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

Track Program Quarterly Update

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

NOVEMBER 2022

Progress on Way Ahead Strategic Plan

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

DECEMBER 2022

2023 Final Proposed Budget

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

2023 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2022

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

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

JANUARY 2023

Approval of 2023 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2023 that will address initiatives to be reported on throughout the year.

Track Program Quarterly Update

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

FEBRUARY 2023

Adopted Budget/Financial Plan 2023

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

2022 Annual Operating Results

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

MARCH 2023

Annual Elevator/Escalator Report

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

Diversity & EEO Report– 4th Quarter 2022

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

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.

MAY 2023

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.

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

	<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. SPECIFIC AGENDA ITEMS

Responsibility

June 2022

Summer Track Work Programs	Service Planning
Diversity/EEO Report – 1 st Quarter 2022	Administration/Diversity

July 2022

September Timetable Change & Trackwork Programs	Service Planning
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September 2022

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

October 2022

2022 Preliminary Budget (Public Comment)	
LIRR/MNR PTC Implementation Update	President
November Timetable Change & Trackwork Programs	Service Planning

November 2022

East Side Access Support Projects Update	President/Sr. Staff
Thanksgiving & Event Service	Service Planning

December 2022

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
Review of Committee Charter	Committee Chair & Members

January 2023

Approval of 2023 Committee Work Plan
Winter Trackwork Schedules

Committee Chairs & Members
Service Planning

February 2023

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

Management & Budget
Operations
Administration/Diversity
Service Planning

March 2023

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

Engineering
Service Planning
Administration/Diversity

April 2023

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

Management & Budget
Finance/Marketing
Service Planning

May 2023

Summer Service & Trackwork Programs
LIRR/MNR PTC Implementation Update

Service Planning
President

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

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

Diversity & EEO Report-- 1st Quarter 2022

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

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.

MAY 2023

Summer Service & Trackwork Programs

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

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.

**International Level Crossing Awareness Day (ILCAD)
June 9, 2022**



Hudson Avenue
Peekskill, NY

Jay Street
Katonah, NY



Shelley Prettyman
Vice President
System Safety

Safety Report Highlights

For the current 12-month reporting period (May 2021 – April 2022), the reportable customer injury rate decreased from 2.41 to 1.90 per one million customers, compared to the prior reporting period (May 2020 – April 2021).

The reportable employee lost time injury rate increased from 2.00 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 part of the current reporting period. The affected employee injury rates will be updated when the working hours are finalized.

Metro-North's second quarter Safety Focus Week was held June 6-12. Throughout the week, managers held interactive discussions with employees on seasonal and trending safety topics. This quarter's topics included:

- New Work Site Job Safety Briefing Form and Revised Roadway Worker Safety Briefing Form
- Roadway Worker Safety Reminders
- Motor Vehicle Safety
- Warm Weather Safety Tips
- Reasonable Suspicion Testing – When to Make the Call
- Opportunities for QPR Gatekeeper Suicide Prevention Training

In addition, International Level Crossing Awareness Day (ILCAD) took place on Thursday, June 9. Over 40 countries worldwide participate in this effort to raise community awareness about safe behaviors at grade crossings. On June 9, Metro-North, in partnership with the MTA Police, Connecticut Department of Transportation, and Federal Railroad Administration, conducted outreach on site at grade crossings in Peekskill, NY, Katonah, NY, and Norwalk, CT, to provide safety information to drivers and pedestrians. Metro-North has participated in ILCAD since 2016 as part of its TRACKS (Together Railroads and Communities Keeping Safe) community safety outreach program.

Shelley Prettyman
Vice President
System Safety

April 2022 Safety Report

Performance				
Performance Indicator	12-Month Average			
	May 2019 - April 2020	May 2020 - April 2021	May 2021 - April 2022	
FRA Reportable Customer Injury Rate per Million Customers	1.01	2.41	1.90	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	1.83	2.00	2.04	
	2021		2022	
	April	Year to Date	April	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 December 2021 - April 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	
	April	Year to Date	April	Year to Date
First Responders Trained	148	350	142	666
Employee Safety Training Courses	124	177	156	271
Employees Trained	1,140	3,153	1,289	3,321
Employee Safety Training Hours	15,453	54,556	27,317	113,025
Customer and Community: Focus on Grade Crossings				
Broken Gates	1	3	5	9
MTA Police Details	20	99	45	181
Summonses	44	207	154	561
Warnings	17	66	58	202
Community Education and Outreach (Events)	1,050	1,650	7,760	11,166
Community Education and Outreach (Web/Social Media)	6,733	18,480	24,574	101,869

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.



Long Island Rail Road

Safety Report Highlights International Level Crossing Awareness Day





Long Island Rail Road

In support of International Level Crossing Awareness Day, staff from the Long Island Rail Road and the MTA Police Department, with support from the Federal Railroad Administration and the New York State Department of Transportation Public Transportation Safety Board, hosted Operation Lifesaver events on June 9th. Staff were at the following stations from 6:30am to 9:00am engaging over 650 customers and the public in conversations about safe behaviors at grade crossings:

Central Islip

Syosset

Hewlett

Oceanside

Island Park

Year to date, our community education and outreach programs have reached over 13,000 participants through in person and virtual classroom training in addition to weekly Operation LifeSaver events at crossings and stations.

On Wednesday, June 29th, LIRR along with our MTA partners, NJ Transit, and Amtrak will again be hosting our Customer Safety Day Event at Penn Station in the West End Concourse from 3p.m. to 7p.m. Team members will be available to discuss safety initiatives and reinforce customer safety.



For the reporting period ending April 2022, the average Reportable Customer Injury Rate was 2.48 injuries per million customers as compared to 4.52 injuries per million customers over the same period last year. Slips, trips, and falls continue to result in the most injuries. The type of injury the majority of customers sustain are bruises and contusions followed closely by lacerations and abrasions.

During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 3.60 injuries per 200,000 hours worked to 3.99 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President and Chief Safety Officer
Corporate Safety

April Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	May 2019 - April 2020	May 2020 - April 2021	May 2021 - April 2022		
FRA Reportable Customer Accident Rate per Million Customers	2.47	4.52	2.48		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.39	3.6	3.99		
		2021		2022	
		April	Year to Date	April	Year to Date
Grade Crossing Incidents ¹	0	3		0	5
Mainline FRA Reportable Train Derailments	0	0		0	0
Mainline FRA Reportable Train Collisions	1	1		0	0

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

* One event resulted in 2 FRA required reports.

Leading Indicators				
Focus on Safety Training	2021		2022	
	April	Year to Date	April	Year to Date
First Responders Trained	129	183	109	285
Employee Safety Training Courses	68	233	86	389
Employees Trained	869	2,457	794	6,834
Employee Safety Training Hours	11,471	34,434	19,314	77,216
Customer and Community: Focus on Grade Crossings	April	Year to Date	April	Year to Date
Broken Gates	5	26	3	25
MTA Police Details	75	340	29	101
Summons	252	1,023	127	472
Warnings	111	485	43	118
Arrests	0	1	0	0
Community Education and Outreach	2,098	10,359	2,646	13,417
Community Education and Outreach via Social Media	65,704	302,131	41,330	191,753

Definitions:

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

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

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

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

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

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

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

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

Community Education and Outreach - The number of participants who participated in live or virtual TRACKS Events.

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



Police Report



Metro-North Railroad

May 2022 Highlights: MTA Police Report

- Metro-North Railroad experienced an equal amount of major felonies (5 vs 5) for the month of May compared to the same period last year.
- Year to date Metro-North Railroad is up 18 crimes (40 vs 22).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of May.

Sean K. Montgomery
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

May 2022 vs. 2021

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

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	11	6	5	83%
Burglary	4	7	-3	-43%
Grand Larceny	22	4	18	450%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	40	22	18	82%



Long Island Rail Road

May 2022 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (12 vs 4) for the month of May compared to the same period last year.
- Year to date Long Island Rail Road is up 17 crimes (44 vs 27).
- There was one (1) Hate Crime on Long Island Rail Road for the month of May.

Sean K. Montgomery
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

May 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	5	3	2	67%
Burglary	1	0	1	100%
Grand Larceny	4	1	3	300%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	4	8	200%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	8	3	5	167%
Felony Assault	13	9	4	44%
Burglary	2	6	-4	-67%
Grand Larceny	20	8	12	150%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	44	27	17	63%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

May 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	6	4	2	50%
Burglary	1	2	-1	-50%
Grand Larceny	8	3	5	167%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	9	8	89%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	14	7	7	100%
Felony Assault	24	15	9	60%
Burglary	6	13	-7	-54%
Grand Larceny	44	12	32	267%
Grand Larceny Auto	0	2	-2	-100%
Total Major Felonies	89	49	40	82%



MTA Police Department Arrest Summary: Department Totals

1/1/2022 to 5/31/2022

Arrest Classification	Total Arrests	
	2022	2021
Robbery	22	7
Felony Assault	24	16
Burglary	3	6
Grand Larceny	16	10
Grand Larceny Auto	0	2
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	0	2
Assault-Misdemeanor	46	26
Breach of Peace	5	2
Child Endangerment	2	2
Criminal Contempt	3	2
Criminal Impersonation	0	1
Criminal Mischief	35	21
Criminal Possession Stolen Property	3	0
Criminal Tampering	3	2
Criminal Trespass	17	7
Drug Offenses	3	8
DUI Offenses	2	3
Falsely Reporting an Incident	1	1
Forgery	6	3
Graffiti	31	32
Harassment	1	1
Menacing	16	8
Obstruct Government	1	3
Petit Larceny	46	18
Public Lewdness	12	12
Reckless Endangerment	5	3
Resisting Arrest	11	8
Sex Offenses	3	2
Theft of Services	30	13
Warrant Arrest	9	9
Weapons Offenses	1	3
Total Arrests	361	236

INDEX CRIME REPORT
Per Day Average
May 2022

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	2	0	0
Fel. Assault	6	5	1	0
Burglary	1	1	0	0
Grand Larceny	8	4	4	0
GLA	0	0	0	0
Total	17	12	5	0
Crimes Per Day	0.57	0.40	0.17	0.00



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - May 2022)

Motivation	2022	2021	Diff	% Change
Asian	0	0	0	0 %
Black	2	2	0	0 %
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	3	6	200 %
Sexual Orientation	2	0	2	0 %
White	2	1	1	100 %
Motivation Total	16	6	10	166 %

Crime Name	2022	2021	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	3	1	2	200 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	1	0	1	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	11	5	6	120 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	1	0	1	0 %
Robbery #2	0	0	0	0 %
Crime Total	16	6	10	166 %



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Metro North Railroad

May 2022 vs. 2019

	2022	2019	Diff	%
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	4	7	-3	-43%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	9	-4	-44%

Year to Date 2022 vs. 2019

	2022	2019	Diff	%
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	4	-1	-25%
Felony Assault	11	8	3	37%
Burglary	4	5	-1	-20%
Grand Larceny	22	24	-2	-8%
Grand Larceny Auto	0	3	-3	-100%
Total Major Felonies	40	44	-4	-9%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Long Island Rail Road

May 2022 vs. 2019

	2022	2019	Diff	%
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	5	2	3	150%
Burglary	1	0	1	0%
Grand Larceny	4	4	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	7	5	71%

Year to Date 2022 vs. 2019

	2022	2019	Diff	%
Murder	1	0	1	0%
Rape	0	0	0	0%
Robbery	8	4	4	100%
Felony Assault	13	6	7	117%
Burglary	2	3	-1	-33%
Grand Larceny	20	18	2	11%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	44	32	12	37%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

May 2022 vs. 2019

	2022	2019	Diff	%
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	6	3	3	100%
Burglary	1	0	1	0%
Grand Larceny	8	11	-3	-27%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	17	0	0%

Year to Date 2022 vs. 2019

	2022	2019	Diff	%
Murder	1	0	1	0%
Rape	0	0	0	0%
Robbery	14	10	4	40%
Felony Assault	24	15	9	60%
Burglary	6	8	-2	-25%
Grand Larceny	44	43	1	2%
Grand Larceny Auto	0	4	-4	-100%
Total Major Felonies	89	80	9	11%



Metro-North Railroad

Information Items

Way Ahead – Moving Forward Strategic Plan Progress Update “Getting Our Riders Back”

Metro-North Railroad Committee
June 27, 2022



WAY AHEAD

MOVING FORWARD



We continue to:

Focus on these 3 priorities:

Our Customers

who are
the reason
Metro-North exists

Our People

who are
Metro-North's
greatest resource

Our Infrastructure

including trains, stations,
track, structures, bridges
communications, signals,
power, shops & yards

while upholding these 3 core principles:

Safety

which rests at the
heart of all our
actions and
initiatives

Integrity

to maintain
the public's
confidence in
our decisions

Innovation

to encourage
new ways of
thinking and
doing business

Provide safe, responsive, and reliable services to meet changing customer needs



Welcome and encourage customers to return and develop strategies to attract new riders

EXPRESS YOURSELF!



**Shorter trips, done safely.
New Metro-North schedules start March 27.**

See mta.info/schedules



**20 rides
20% less**

20-trip tickets for LIRR and Metro-North are 20% off at ticket offices and on MTA eTix, starting Feb 25.



mta.info/save



Increase customer and employee safety awareness



**Attract,
hire,
promote
and retain
employees
to ensure
all critical
positions
are filled**



**MTA Metro-North Railroad's
Job Fair**

- We're hiring**
- C&S Gang Lineman
 - Machinist
 - Radio Maintainer
 - Railcar Electrical Mechanic
 - Sheet Metal Worker
 - Substation Electrician

Send resume to
mnrjobs@mnr.org
by May 25.

List the position in
the subject line.

 **Metro-North Railroad**

#MetroNorth #WayAhead



Metro-North Railroad

WAY AHEAD

MOVING FORWARD

See our
updated plan
new.mta.info/MNR-WayAhead



MTA METRO-NORTH RAILROAD

EEO Report – 1st Quarter 2022

June 27, 2022



Executive Summary

■ EEO

As of **March 31, 2022**, MTA MNR's workforce consisted of 5,832 employees of which females represented 11% (640) and minorities represented 39% (2,296) of the total workforce.

- MNR's workforce decreased by 444 employees in comparison with the first quarter 2021 (1Q21) workforce.
- Female percentage of representation decreased by 2% and the percentage of Minority representation remained constant.
- The net change for female employees during the 1st Quarter 2022 was a **negative three employees**.
- The net change for minority employees during the 1st Quarter 2022 was a **positive thirteen employees**.
- There were 5 veterans hired and 6 separated during 1st Quarter 2022.

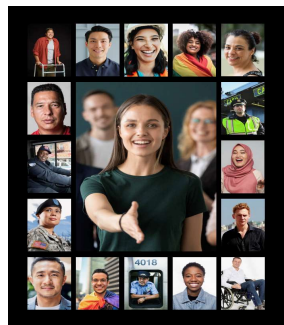


Executive Summary Cont.

■ D&I in Motion – All Agency Employee Resource Groups

MTA Employee Resource Groups (ERGs) help foster a diverse and inclusive workplace aligned with our mission, values and goals, and offer a sense of community and belonging for all MTA employees.

ERGs are led by employees. All ERGs have Executive Sponsors who reinforce MNR's commitment to **inclusion at all levels** and serve as champions for the group. This ensures we have both leadership and grassroots support for MNR's diversity and inclusion efforts. Catherine Rinaldi and Craig Cipriano are the Executive Sponsors for the B.E.G.I.N (Black Employee Group for Inclusion and Networking) Employee Resource Group.



“Craig and I look forward to working with B.E.G.I.N and our allies in engaging the MTA workforce and providing opportunities for mentoring, professional growth, collaboration with the community, participation in cultural, enlightening and enriching events championing our Black employees and promoting the MTA as the leading employer of choice for African Americans.”

As President of MNR and Acting President of LIRR, I look forward to having Railroad employees be an active part of MTA's ERGs.

MTA Strategic Priority – Revive Talent and Culture



MTA MNR

Workforce

as of March 31, 2022



MTA MNR Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	574		212	37%	362	63%	80	14%	54	9%	38	7%	3	1%	1	0%	36	6%	43	7%	11	2%
F	110	19%	61	11%	49	9%	20	3%	18	3%	13	2%	2	0%	0	0%	8	1%	5	12%	1	9%
M	464	81%	151	26%	313	55%	60	10%	36	6%	25	4%	1	0%	1	0%	28	5%	38	88%	10	91%
Professionals	146		69	47%	77	53%	22	15%	20	14%	16	11%	1	1%	0	0%	10	7%	5	3%	1	1%
F	27	18%	19	13%	8	5%	9	6%	6	4%	2	1%	1	1%	0	0%	1	1%	0	0%	0	0%
M	119	82%	50	34%	69	47%	13	9%	14	10%	14	10%	0	0%	0	0%	9	6%	5	100%	1	100%
Technicians	134		57	43%	77	57%	25	19%	12	9%	11	8%	1	1%	0	0%	8	6%	17	13%	3	2%
F	12	9%	9	7%	3	2%	5	4%	3	2%	0	0%	0	0%	0	0%	1	1%	1	6%	1	33%
M	122	91%	48	36%	74	55%	20	15%	9	7%	11	8%	1	1%	0	0%	7	5%	16	94%	2	67%
Protective Services																						
F																						
M																						
Paraprofessionals	10		3	30%	7	70%	1	10%	1	10%	0	0%	0	0%	0	0%	1	10%	0	0%	0	0%
F	5	50%	2	20%	3	30%	1	10%	1	10%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	5	50%	1	10%	4	40%	0	0%	0	0%	0	0%	0	0%	0	0%	1	10%	0	0%	0	0%
Administrative Support	229		148	65%	81	35%	87	38%	35	15%	7	3%	2	1%	1	0%	16	7%	14	6%	4	2%
F	93	41%	78	34%	15	7%	49	21%	15	7%	3	1%	1	0%	1	0%	9	4%	2	14%	1	25%
M	136	59%	70	31%	66	29%	38	17%	20	9%	4	2%	1	0%	0	0%	7	3%	12	86%	3	75%
Skilled Craft	3,151		1076	34%	2,075	66%	525	17%	335	11%	52	2%	13	0%	0	0%	151	5%	295	9%	32	1%
F	61	2%	40	1%	21	1%	29	1%	6	0%	1	0%	0	0%	0	0%	4	0%	4	1%	2	6%
M	3,090	98%	1036	33%	2,054	65%	496	16%	329	10%	51	2%	13	0%	0	0%	147	5%	291	99%	30	94%
Service Maintenance	1,588		731	46%	857	54%	408	26%	209	13%	30	2%	5	0%	1	0%	78	5%	68	4%	12	1%
F	332	21%	209	13%	123	8%	135	9%	45	3%	5	0%	2	0%	1	0%	21	1%	7	10%	6	50%
M	1,256	79%	522	33%	734	46%	273	17%	164	10%	25	2%	3	0%	0	0%	57	4%	61	90%	6	50%
Total	5,832		2,296	39%	3,536	61%	1,148	20%	666	11%	154	3%	25	0%	3	0%	300	5%	442	8%	63	1%

Due to employee movements, resulting from the transformation, all utilization goals will require recalculation to be provided later.

* American Indian/Alaskan Native

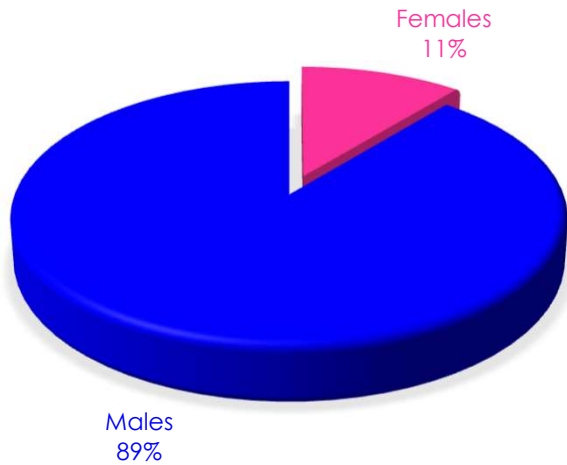
**Native Hawaiian Other Pacific Islander

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

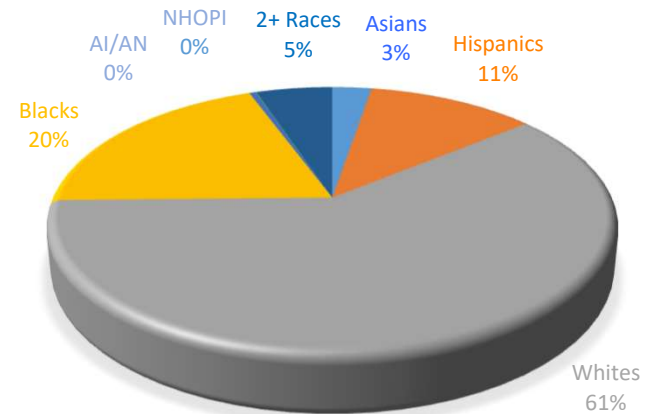


MNR Workforce as of March 31, 2022

Workforce By Gender



Workforce By Race/Ethnicity



MTA MNR employed **5,832** employees: **11%** of the workforce were females, **39%** minorities, and veterans comprised **8%**.

- ❑ The percentage of females employed in the workforce has **decreased** by two percent when compared to First Quarter 2021.
- ❑ The percentage of minorities in the workforce has remained constant when compared to First Quarter 2021.



MTA MNR

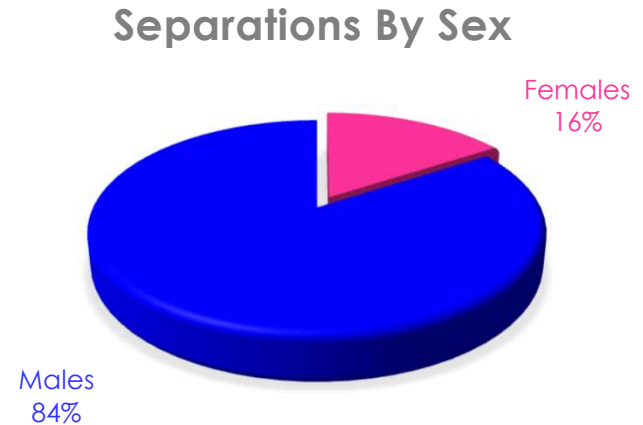
New Hires and Separation

January 1, 2022 – March 31, 2022



MTA MNR

New Hires and Separations by Sex



During the first quarter 2022, MNR **hired 64** employees, 6 females and 58 males. During this same time period **57** employees **separated** from MNR, 9 females and 48 males.

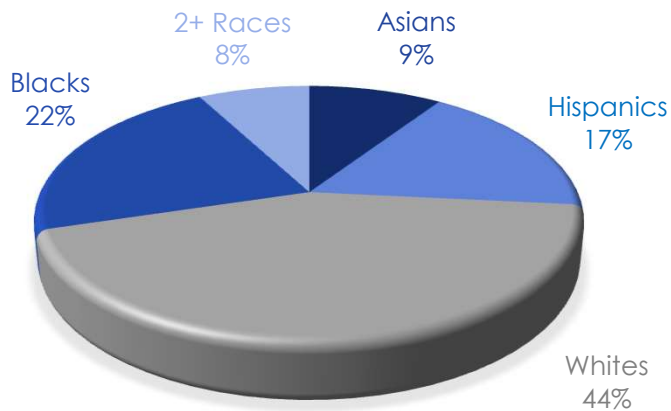
- The net change for female employees during the 1st Quarter 2022 was a **negative three employees.**
- There was one female veterans hired and no female veterans separated during First Quarter 2022.



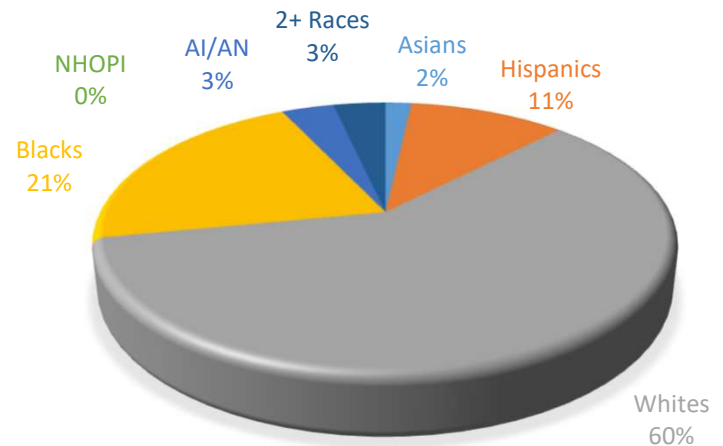
MTA MNR

New Hires and Separations by Race/Ethnicity

New Hires By Race/Ethnicity



Separations By Race/Ethnicity



During the first quarter 2022, MNR **hired 64** employees, 36 minorities and 28 non-minorities. During this same time period **57** employees **separated** from MNR, 23 minorities and 34 non-minorities.

- ❑ The net change for minority employees during the 1st Quarter 2022 was a **positive thirteen employees**.
- ❑ There were five veterans hired and six separated during 1st Quarter 2022









Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject SUMMER TRACKWORK PROGRAMS						Date June 3, 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	6/27/22				3	VP – Corp Comm 	1	President 
						2	CTO		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules for Trackwork Programs supporting Concrete Tie Installation on The Main Line and Atlantic Branches, Switch Maintenance on the Montauk Branch, A Signal Cutover on the Hempstead Branch, and a Switch Installation on the Hempstead Branch

TRACK WORK PROGRAMS

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

- **Main Line – Concrete Tie Replacement** – On the weekend of July 9-10, both main tracks on the Main Line will be out of service between New Hyde Park and Hicksville for approximately 48 hours while new concrete ties are installed, and the existing rail is replaced between Mineola and Carle Place. Installing the new concrete ties will offer greater reliability versus traditional wooden ties, and a longer lifespan, thus reducing the need for future outages.
 - **Temporary Service Adjustments:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.

- Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
 - *Bus service will also be provided between Mineola and Hicksville.*
 - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between Mineola and Hempstead for connections to and from points west.*
 - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*

- **Montauk Branch – Switch Maintenance** – On Monday, July 11th through Thursday, July 14th, one of two main tracks will be out of service between Valley Stream and Freeport during the overnight period as maintenance is performed to track switches in the vicinity on Rockville Centre.
 - **Temporary Service Adjustments:** With one of two main tracks out of service between Valley Stream and Freeport, trains will operate on adjusted schedules between Penn Station and Babylon. Additionally, one eastbound and two westbound trains will be cancelled.

- **Atlantic Branch – Jamaica to Valley Stream – Concrete Tie and Rail Replacement** – On the weekends of July 16-17 and July 23-24, both main tracks will be out of service on the Atlantic Branch between Jamaica and Valley Stream for approximately for 48 hours while new concrete ties are installed, and the existing rail is replaced. Installing the new concrete ties will offer greater reliability versus traditional wooden ties, and a longer lifespan, thus reducing the need for future outages.
 - **Temporary Service Adjustments:** With both main tracks out of service on the Atlantic Branch between Jamaica and Valley Stream, bus service will replace train service between Jamaica and Locust Manor, Laurelton, and Rosedale. Additionally, schedule adjustments will

be required on the West Hempstead, Far Rockaway, Long Beach and Babylon Branches, with connecting Montauk Branch service adjusted accordingly.

- **Hempstead Branch – Signal Cutover & Switch Installation** – On the weekend of July 16-17 both main tracks on the Hempstead Branch will be out of service for approximately 48 hours in support of a signal cutover. On the weekend on July 23-24 both main tracks on the Hempstead Branch will be out of service for approximately 48 hours in support of a switch installation.
 - **Temporary Service Adjustments:** On the weekends of July 16-17 and July 23-24, buses will replace train service at Bellerose Station and also between Stewart Manor and Hempstead on the Hempstead Branch. Regularly scheduled Hempstead Branch Trains will depart Atlantic Terminal making stops at Nostrand Avenue, East New York and Jamaica. Customers for stations Hollis through Hempstead will be accommodated by Ronkonkoma trains that will make added stops at Hollis, Queens Village, Floral Park and Mineola. Hempstead Branch customers will detrain at Mineola for bus service to all stations between Stewart Manor and Hempstead. Customers at Bellerose Station will be accommodated by buses to/from Queens Village Station.

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

IMPACT ON FUNDING

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

Long Island Rail Road (LIRR)

EEO Report – 1st Quarter 2022

June 27, 2022



Executive Summary

■ EEO

As of **March 31, 2022**, Long Island Rail Road's workforce consisted of **7,013** employees of which females represented **13%** (**917**) and minorities represented **38%** (**2,655**) of the total workforce.

- LIRR's workforce **decreased** by **305** employees in comparison with the first quarter 2021 (1Q21) workforce.
- Female percentage of representation **decreased** by **1.6%** and the percentage of Minority representation **decreased** by **1.1%**.
- There were **9** veterans hired and **4** veterans separated during 1st Quarter 2022

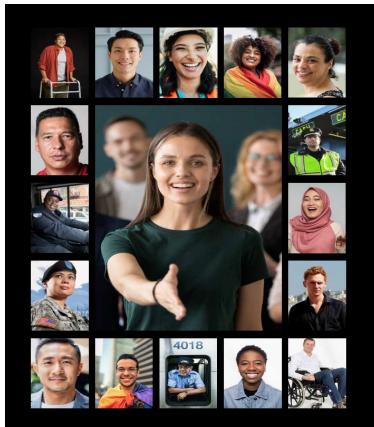


Executive Summary Cont.

□ D&I in Motion – All Agency Employee Resource Groups

MTA Employee Resource Groups (ERGs) help foster a diverse and inclusive workplace aligned with our mission, values and goals, and offer a sense of community and belonging for all MTA employees.

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"Craig and I look forward to working with B.E.G.I.N and our allies in engaging the MTA workforce and providing opportunities for mentoring, professional growth, collaboration with the community, participation in cultural, enlightening and enriching events championing our Black employees and promoting the MTA as the leading employer of choice for African Americans."

As President of MNR and Acting President of LIRR, I look forward to having Railroad employees be an active part of MTA's ERGs.

MTA Strategic Priority – Revive Talent and Culture



Long Island Rail Road (LIRR)

Workforce

as of March 31, 2022



LIRR Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	1,173		440	38%	733	62%	152	13%	147	13%	70	6%	6	1%	0	0%	65	6%	90	8%	0	0%
F	185	16%	94	8%	91	8%	43	4%	25	2%	16	1%	0	0%	0	0%	10	1%	6	7%	0	0%
M	988	84%	346	29%	642	55%	109	9%	122	10%	54	5%	6	1%	0	0%	55	5%	84	93%	0	0%
Professionals	240		113	47%	127	53%	35	15%	30	13%	39	16%	0	0%	0	0%	9	4%	11	5%	0	0%
F	29	12%	15	6%	14	6%	1	0%	1	0%	10	4%	0	0%	0	0%	3	1%	0	0%	0	0%
M	211	88%	98	41%	113	47%	34	14%	29	12%	29	12%	0	0%	0	0%	6	3%	11	100%	0	0%
Technicians	12		8	67%	4	33%	2	17%	2	17%	1	8%	1	8%	0	0%	2	17%	1	8%	0	0%
F	1	8%	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	11	92%	7	58%	4	33%	1	8%	2	17%	1	8%	1	8%	0	0%	2	17%	1	100%	0	0%
Protective Services	0		0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#####	0	#####	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!
F	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#####	0	#####	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!
M	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#####	0	#####	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!
Paraprofessionals	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	265		144	54%	121	46%	86	32%	34	13%	10	4%	0	0%	0	0%	14	5%	10	4%	0	0%
F	134	51%	89	34%	45	17%	52	20%	24	9%	6	2%	0	0%	0	0%	7	3%	2	20%	0	0%
M	131	49%	55	21%	76	29%	34	13%	10	4%	4	2%	0	0%	0	0%	7	3%	8	80%	0	0%
Skilled Craft	4,437		1507	34%	2,930	66%	666	15%	507	11%	157	4%	9	0%	3	0%	165	4%	311	7%	0	0%
F	409	9%	188	4%	221	5%	125	3%	34	1%	16	0%	0	0%	0	0%	13	0%	10	3%	0	0%
M	4,028	91%	1319	30%	2,709	61%	541	12%	473	11%	141	3%	9	0%	3	0%	152	3%	301	97%	0	0%
Service Maintenance	886		443	50%	443	50%	253	29%	134	15%	18	2%	5	1%	0	0%	33	4%	29	3%	0	0%
F	159	18%	111	13%	48	5%	72	8%	30	3%	0	0%	1	0%	0	0%	8	1%	2	7%	0	0%
M	727	82%	332	37%	395	45%	181	20%	104	12%	18	2%	4	0%	0	0%	25	3%	27	93%	0	0%
Total	7,013		2,655	38%	4,358	62%	1,194	17%	854	12%	295	4%	21	0%	3	0%	288	4%	452	6%	0	0%

Due to employee movements, resulting from the transformation, all utilization goals will require recalculation to be provided later.

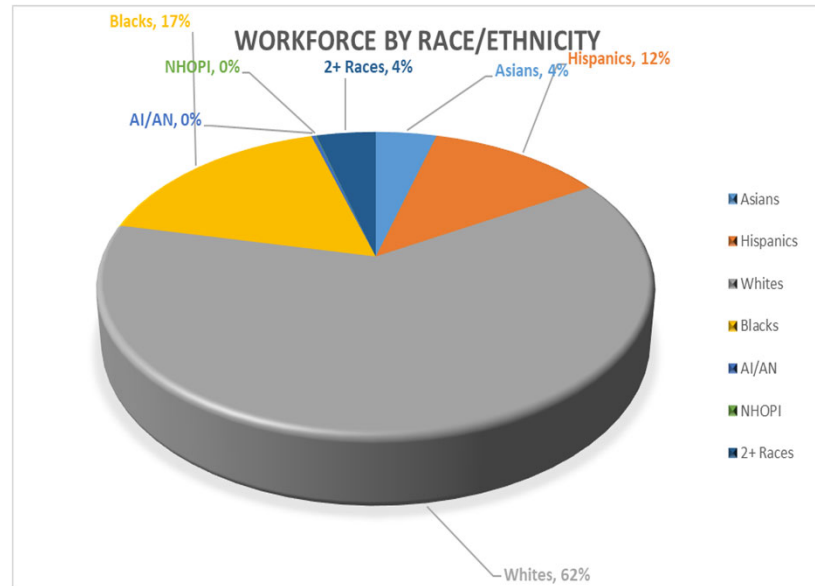
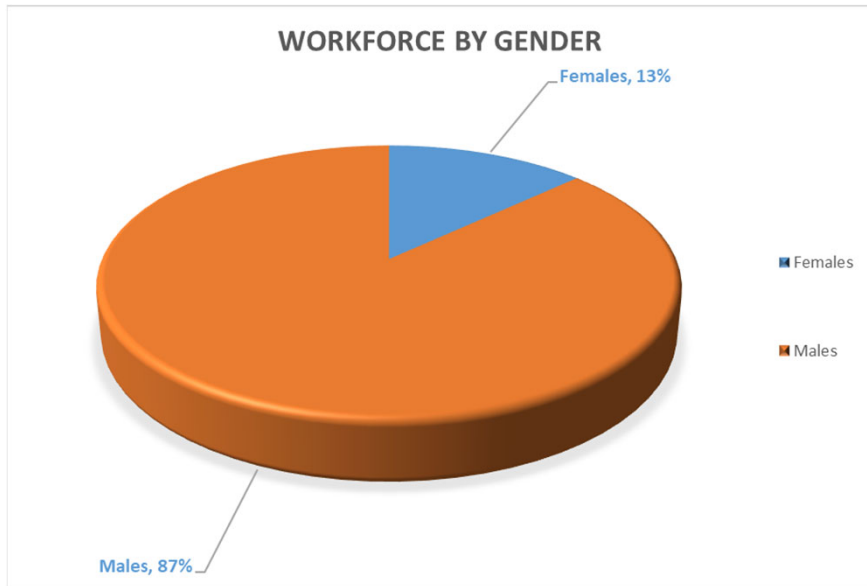
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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



LIRR Workforce as of March 31, 2022



LIRR employed 7,013 employees, 13% of the workforce were females, 38% minorities, and veterans comprised 6%.

- ❑ The percentage of females employed in the workforce has decreased by 1.6% when compared to First Quarter 2021.
- ❑ The percentage of minorities in the workforce has decreased by 1.1% when compared to First Quarter 2021.



MTA LIRR

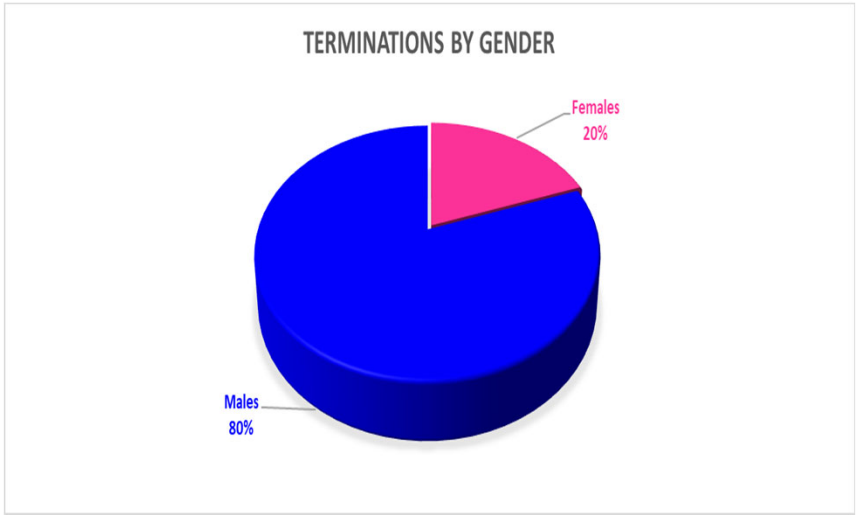
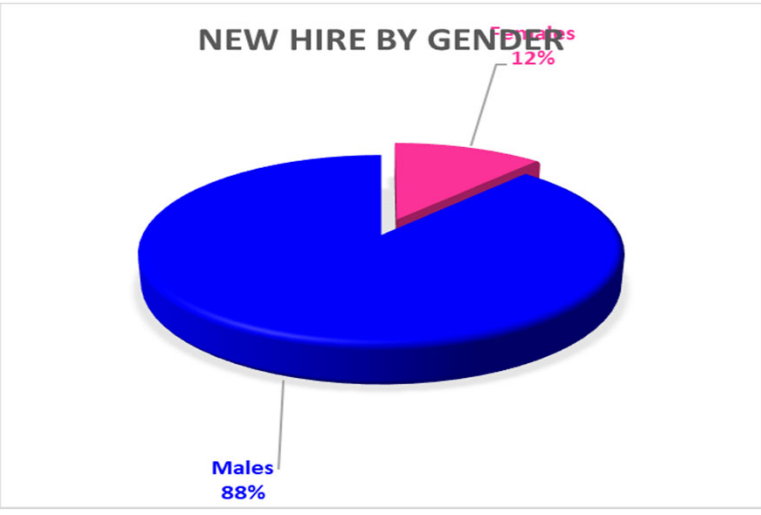
New Hires and Separation

January 1, 2022 – March 31, 2022



LIRR

New Hires and Separations by Sex



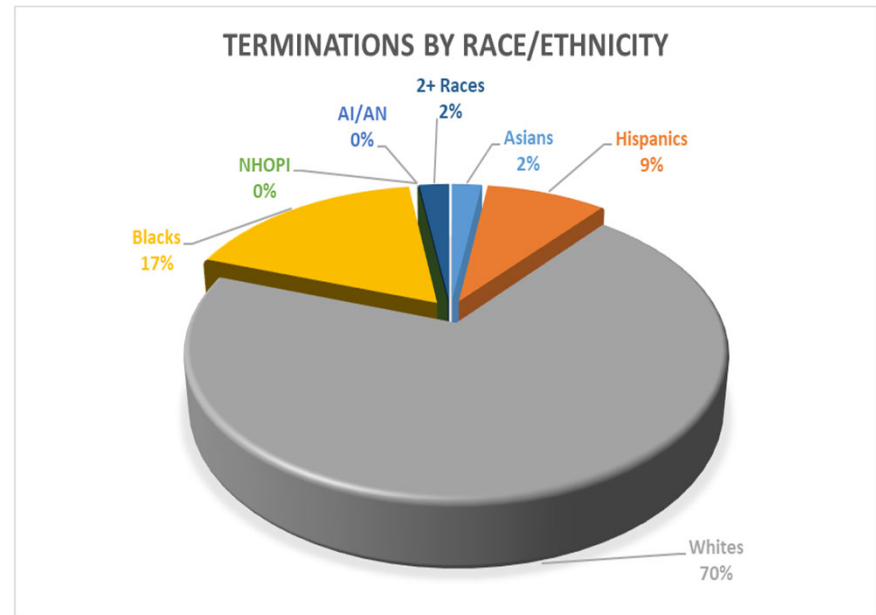
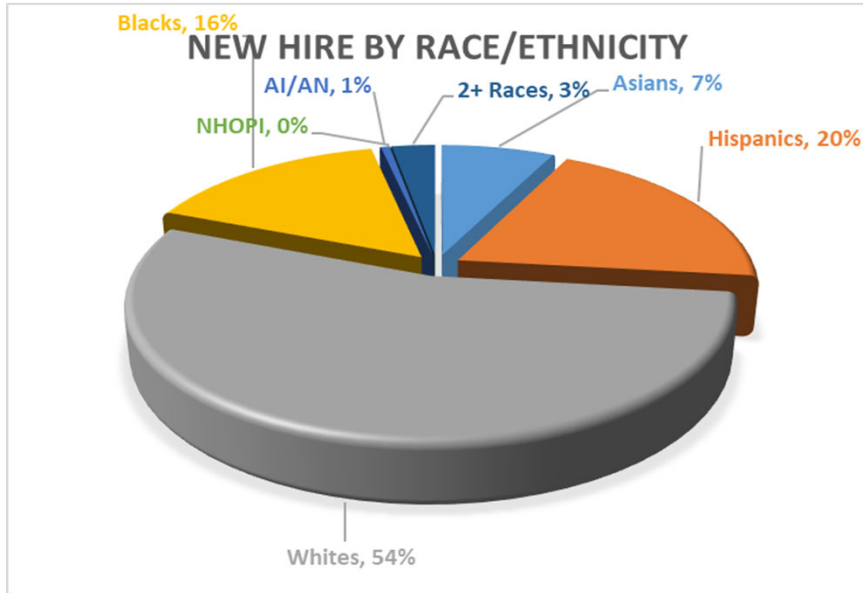
During the first quarter 2022, LIRR hired 179 employees, 21 females and 158 males. During this same time period 46 employees separated from LIRR, 9 females and 37 males.

- There was 1 female veteran hired and 0 female veterans separated during 1st Quarter 2022.



LIRR

New Hires and Separations by Race/Ethnicity



During the first quarter 2022, LIRR hired 179 employees, 82 minorities and 97 non-minorities. During this same time period 46 employees separated from LIRR, 14 minorities and 32 non-minorities.

- There were 2 minority veterans hired and 0 minority veterans separated during 1st Quarter 2022.



Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

May 2022 Highlights: Operations Report

East of Hudson

May East of Hudson service operated above the annual 94% OTP goal at 96.5% OTP, and YTD performance was above goal at 97.5%. All three main lines performed above goal.

Major Incidents: Five major incidents resulting in 163 delays.

- On May 4th, a trespasser strike incident in the vicinity of Cos Cob Bridge on the New Haven line resulted in 57 delays.
- On May 12th, a track circuit issue between Grand Central and Harlem-125th Street disrupted service. This incident resulted in 51 delays.
- On May 18th, police activity at Harlem-125th Station resulted in 18 delays.
- On May 21st, a catenary issue between CP 217 and 223 on the New Haven Line disrupted service. This incident resulted in 25 delays.
- On May 29th, a trespasser strike incident in the vicinity of Pirate Canoe Crossing south of Poughkeepsie on the Hudson line resulted in 12 delays.

West of Hudson

May West of Hudson service operated above the annual 94% OTP goal at 94.8% OTP, and YTD performance is slightly below goal at 93.8%.

Equipment

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

In April, Fleet Mean Distance Between Failures was 229,152 miles, 31% higher than the goal of 175,000 miles.

Performance Summary			2022 Data			2021 Data		
			Annual Goal	May	YTD thru May	May	YTD thru May	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	96.5%	97.5%	98.0%	98.1%	
		AM Peak	94.0%	95.3%	96.4%			
		AM Reverse Peak	94.0%	98.0%	98.5%			
		PM Peak	94.0%	96.5%	97.2%			
		Total Peak	94.0%	96.2%	97.0%			
		Off Peak Weekday	94.0%	96.9%	97.6%	97.8%	98.0%	
		Weekend	94.0%	96.3%	97.8%	98.4%	98.4%	
		Hudson Line	Overall	94.0%	95.0%	97.3%	98.9%	98.8%
			AM Peak	94.0%	93.1%	96.1%		
			AM Reverse Peak	94.0%	95.8%	97.2%		
			PM Peak	94.0%	97.9%	97.7%		
			Total Peak	94.0%	95.4%	96.9%		
			Off Peak Weekday	94.0%	95.3%	97.6%	99.1%	98.9%
			Weekend	94.0%	93.9%	97.0%	98.1%	98.2%
		Harlem Line	Overall	94.0%	97.4%	97.8%	98.7%	99.0%
			AM Peak	94.0%	96.1%	96.8%		
			AM Reverse Peak	94.0%	98.2%	98.6%		
			PM Peak	94.0%	96.7%	96.7%		
			Total Peak	94.0%	96.7%	97.0%		
			Off Peak Weekday	94.0%	98.2%	97.9%	98.4%	98.9%
			Weekend	94.0%	97.1%	98.6%	99.6%	99.4%
	New Haven Line	Overall	94.0%	96.8%	97.4%	96.9%	97.0%	
		AM Peak	94.0%	96.2%	96.3%			
		AM Reverse Peak	94.0%	99.4%	99.3%			
		PM Peak	94.0%	95.4%	97.3%			
		Total Peak	94.0%	96.3%	97.2%			
		Off Peak Weekday	94.0%	96.8%	97.3%	96.6%	96.7%	
		Weekend	94.0%	97.3%	97.8%	97.7%	97.9%	
Operating Statistics	Trains Scheduled			18,263	84,213	12,881	62,139	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			13.5	13.8	11.9	13.3	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	130	501	54	273	
	Trains Canceled		230	14	26	0	13	
	Trains Terminated		230	25	60	3	40	
	Percent of Scheduled Trips Completed		99.8%	99.8%	99.9%	100.0%	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%		

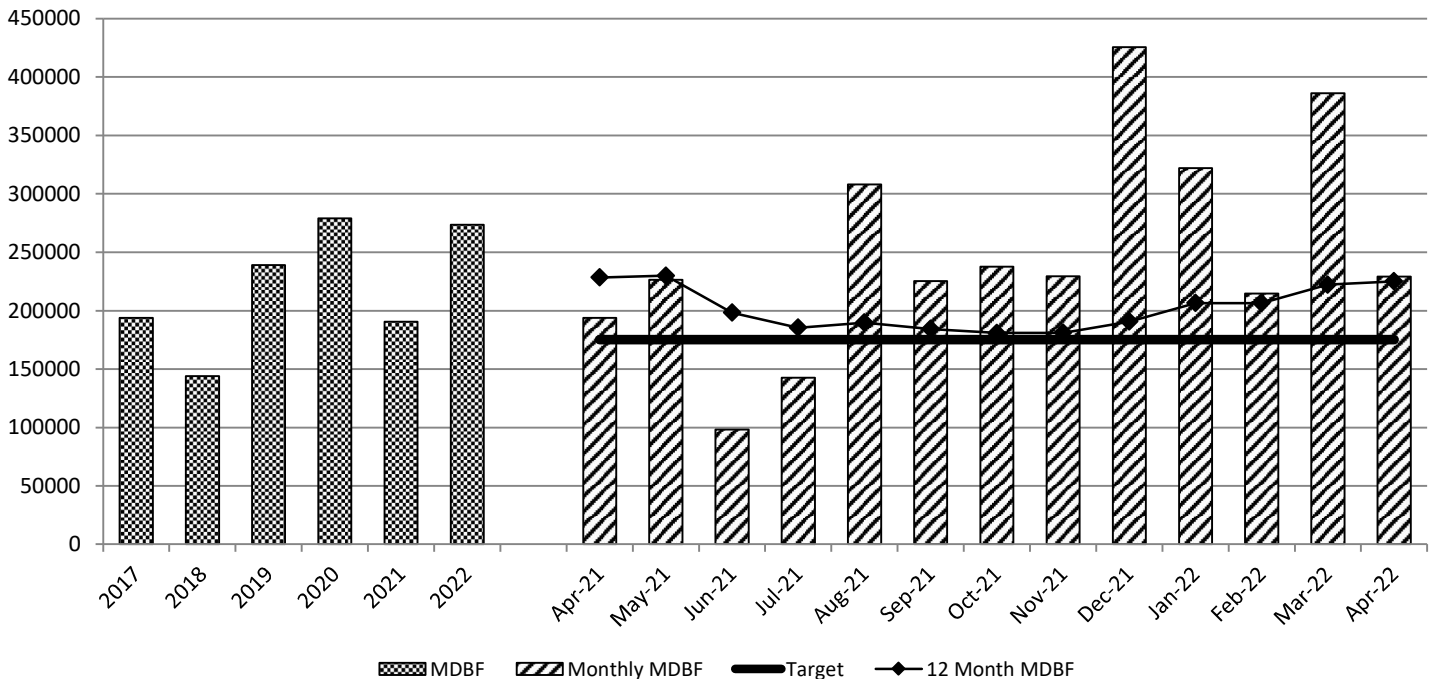
SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	April	2022 Data		2021 Data		YTD 2022 Vs 2021
			May	YTD thru May	May	YTD thru May	
Engineering (Scheduled)	4.7%	61	67	179	87	243	-64
Engineering (Unscheduled)	29.8%	347	422	1,590	115	440	1,150
Maintenance of Equipment	16.1%	247	227	1,184	127	913	271
Transportation	6.1%	140	87	351	41	152	199
Capital Projects	4.3%	16	61	81	6	42	39
Weather and Environmental	8.2%	26	116	520	42	251	269
Police	23.6%	155	335	965	67	414	551
Customers	4.4%	74	62	201	11	60	140
Other	2.7%	38	38	150	65	226	-76
3rd Party Operations	0.1%	1	1	110	0	0	110
TOTAL	100.0%	1,104	1,416	5,330	559	2,741	2,590
HUDSON LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2022 Vs 2021
Engineering (Scheduled)	12.0%	24	50	81	5	15	66
Engineering (Unscheduled)	24.5%	31	102	204	19	62	142
Maintenance of Equipment	18.2%	84	76	280	18	120	160
Transportation	4.6%	28	19	61	5	13	48
Capital Projects	11.5%	10	48	60	1	17	43
Weather and Environmental	6.5%	13	27	107	0	86	21
Police	16.3%	126	68	314	26	141	173
Customers	3.8%	30	16	56	1	8	48
Other	2.6%	7	11	51	12	38	13
3rd Party Operations	0.0%	0	0	23	0	0	23
TOTAL	100.0%	353	417	1,237	87	500	737
HARLEM LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2022 Vs 2021
Engineering (Scheduled)	1.0%	22	3	42	30	50	-8
Engineering (Unscheduled)	32.7%	161	102	386	23	57	329
Maintenance of Equipment	12.8%	80	40	248	8	81	167
Transportation	7.7%	54	24	113	13	38	75
Capital Projects	1.9%	5	6	10	2	7	3
Weather and Environmental	22.1%	10	69	215	15	82	133
Police	10.9%	15	34	84	12	86	-2
Customers	6.1%	10	19	45	3	10	35
Other	4.8%	6	15	28	0	38	-10
3rd Party Operations	0.0%	0	0	42	0	0	42
TOTAL	100.0%	363	312	1,213	106	449	764
NEW HAVEN LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2022 Vs 2021
Engineering (Scheduled)	1.3%	12	8	42	51	155	-113
Engineering (Unscheduled)	31.3%	154	192	922	68	253	669
Maintenance of Equipment	14.7%	74	90	458	65	590	-132
Transportation	5.5%	58	34	151	22	101	50
Capital Projects	1.1%	1	7	10	3	18	-8
Weather and Environmental	2.9%	3	18	166	27	82	84
Police	36.9%	13	226	462	29	181	281
Customers	4.6%	34	28	90	7	34	56
Other	1.6%	25	10	68	52	138	-70
3rd Party Operations	0.0%	0	0	43	0	0	43
TOTAL	100.0%	374	613	2,412	324	1,552	860

	2022 Data							2021 Data			
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
Mean Distance Between Failures	M8	415	290,000	802,106	5	3	704,766	307,491	182,289	9	111,588
	M3	138	80,000	194,100	2	2	99,594	115,270	87,660	2	110,015
	M7	334	340,000	288,321	5	6	450,409	471,671	340,150	4	537,014
	Coach	207	210,000	159,012	5	9	345,526	310,761	546,777	2	391,477
	P-32	31	21,000	26,312	6	7	35,911	32,477	26,871	5	33,656
	BL-20	12	13,000	47,376	3	0	17,021	15,257	51,752	1	26,089
	Fleet	1137	175,000	229,152	26	27	273,605	225,118	193,747	23	163,269
	M8		290,000	802,106	5	3	704,766	307,491	182,289	9	111,588
M3/7		235,000	264,766	7	8	294,491	324,917	255,987	6	376,890	
Diesel/Coach		85,000	103,917	14	16	139,497	127,108	159,957	8	147,864	

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



MAY 2022 STANDEE REPORT
East of Hudson

			MAY 2021	YTD 2021	MAY 2022	YTD 2022
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
EAST OF HUDSON TOTAL - AM PEAK			0	0	0	0
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
EAST OF HUDSON TOTAL - PM PEAK			0	0	0	0

West of Hudson

			MAY 2021	YTD 2021	MAY 2022	YTD 2022
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
AM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - AM PEAK			0	0	0	0
Daily Average	Port Jervis Line	Program Standees	0	0	*	*
		Add'l Standees	0	0	*	*
		Total Standees	0	0	*	*
PM Peak	Pascack Valley Line	Program Standees	0	0	*	*
		Add'l Standees	0	0	*	*
		Total Standees	0	0	*	*
WEST OF HUDSON TOTAL - PM PEAK			0	0	*	*

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

Definitions

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs 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	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	99.91%	100.00%	99.40%
Harlem	99.93%	99.97%	99.97%	99.98%
Hudson	99.96%	99.97%	99.95%	99.97%
New Haven	99.94%	99.95%	99.95%	99.96%
Overall Average	99.96%	99.95%	99.97%	99.83%

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	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	100.00%	100.00%	99.71%
White Plains	100.00%	99.99%	100.00%	100.00%
Overall Average	100.00%	99.99%	100.00%	99.86%

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	May	YTD thru May	May	YTD thru May
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%	94.8%	93.8%	95.9%	94.0%
		AM Peak	94.0%	99.0%	96.3%	95.4%	94.1%
		PM Peak	94.0%	97.6%	95.9%	97.3%	97.1%
		Total Peak	94.0%	98.3%	96.1%	96.3%	95.6%
		Off Peak Weekday	94.0%	96.1%	92.6%	96.9%	92.7%
		Weekend	94.0%	86.4%	92.3%	93.6%	94.0%
	Pascack Line Valley	Overall	94.0%	94.6%	93.9%	97.9%	94.4%
		AM Peak	94.0%	98.9%	97.4%	100.0%	97.2%
		PM Peak	94.0%	98.1%	96.5%	97.9%	98.1%
		Total Peak	94.0%	98.5%	97.0%	98.9%	97.6%
		Off Peak Weekday	94.0%	96.2%	91.5%	98.3%	92.0%
		Weekend	94.0%	85.9%	93.1%	96.3%	94.5%
	Port Jervis Line	Overall	94.0%	95.1%	93.7%	93.1%	93.4%
		AM Peak	94.0%	99.1%	94.5%	90.0%	90.5%
		PM Peak	94.0%	97.0%	95.3%	96.7%	96.0%
		Total Peak	94.0%	97.9%	94.9%	93.3%	93.2%
		Off Peak Weekday	94.0%	96.0%	93.9%	95.0%	93.7%
	Weekend	94.0%	87.3%	91.0%	89.0%	93.2%	
Operating Statistics	Trains Scheduled		1,688	8,197	1,642	8,135	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		20.0	20.9	23.8	19.3	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	44	256	36	214	
	Trains Canceled	60	4	29	3	21	
	Trains Terminated	60	1	22	4	16	
	Percent of Scheduled Trips Completed	99.4%	99.7%	99.4%	99.6%	99.5%	
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	95.6%	94.5%	93.1%	93.7%
	Pascack Valley - AM		99.0%	97.7%	96.8%	93.1%	90.3%
	Port Jervis - AM		99.0%	93.3%	93.9%	93.2%	92.3%

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



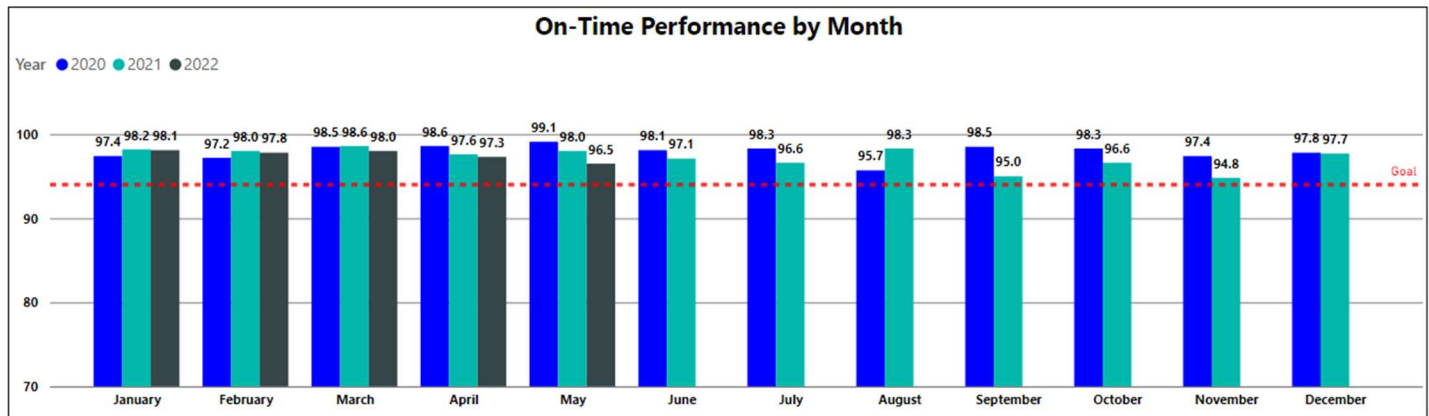
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2022		2021	
Goal	May	YTD	May	YTD
94.0%	96.5%	97.5%	98.0%	98.1%



Short Trains

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

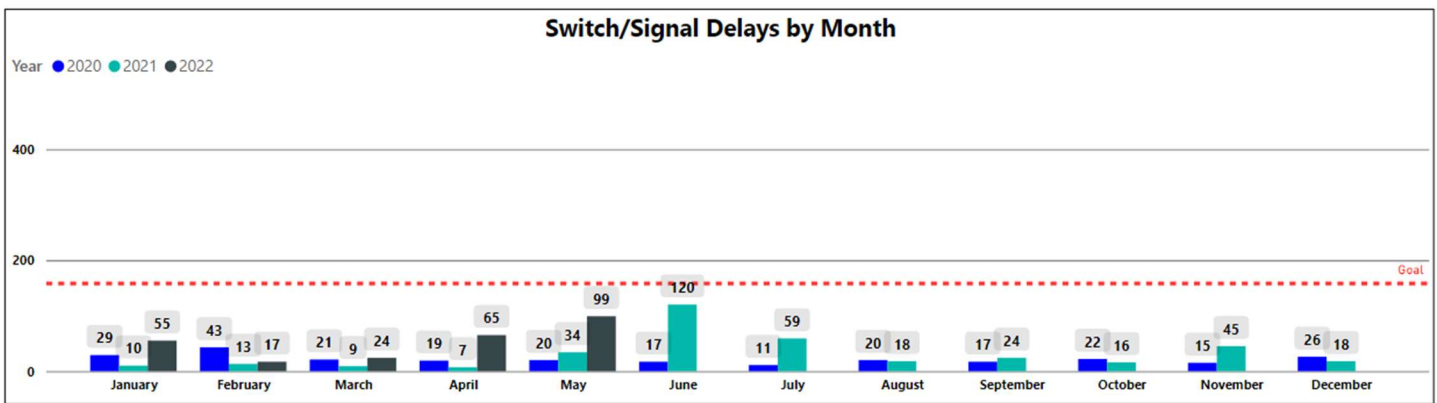
	2022		2021	
Goal	May	YTD	May	YTD
1138	0	0	0	0



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	May	YTD	May	YTD
158	99	260	34	73





Metro-North Railroad

Finance Report

Steven Weiss

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



Nanuet Station



Metro-North Railroad

May 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) May 2022 Financial Results

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

- Ridership of 17.2 million was 99.6% favorable vs. 2021 and 50.7% unfavorable vs. 2019 pre-COVID levels. Ridership was 17.0% unfavorable vs. Budget primarily due to lower commutation ridership. Consequently, farebox revenue of \$153.7 million was \$24.6 million lower than Budget.
- Total revenue of \$169.2 million was \$20.9 million lower vs. Budget primarily due to lower East of Hudson ridership.
- Total expenses of \$576.4 million were \$4.8 million or 0.8% 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) May 2022 are presented in the table below and compared to the Adopted Budget.

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$190.1	\$169.2	(\$20.9)	-11.0%
Total Expenses before Non-Cash Liability Adjs.	581.2	576.4	4.8	0.8%
Operating Surplus/(Deficit)	(391.0)	(407.2)	(16.1)	-4.1%
<i>Other Non-Cash Liabilities</i>	123.6	127.1	(3.5)	-2.8%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(514.7)	(534.3)	(19.6)	-3.8%
<i>Cash Adjustments</i>	195.5	168.7	(26.9)	-13.7%
Net Cash Surplus/(Deficit)	(\$319.2)	(\$365.6)	(\$46.5)	-14.6%

Steven Weiss

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

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

May 2022 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$534.3 million was \$19.6 million or 3.8% unfavorable vs. the Budget.

Major drivers of the May 2022 YTD unfavorable result of \$19.6 million include lower Non-Reimbursable Revenues of \$20.9 million primarily due to lower East of Hudson Revenue.

May 2022 YTD Reimbursable Expenses of \$81.9 million were \$34.7 million favorable vs. the Budget due to the scheduling and timing of several projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$24.6 million lower vs. the Budget primarily due to lower East of Hudson ridership.
 - YTD Ridership of 17.2 million was 17.0% unfavorable vs. the Budget, 99.6% favorable vs 2021 and 50.7% unfavorable vs. pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$3.7 million favorable vs. the Budget primarily due to higher advertising revenue.
- **Capital and Other Reimbursements** – YTD was \$34.7 million or 29.8% 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 \$785.4 million were \$36.1 million or 4.4% favorable vs. the Budget.

Labor Expenses (including fringes and overhead recoveries) of \$476.8 million YTD were \$10.2 million favorable vs. the Budget.

- **Payroll** – YTD was \$16.7 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.
- **Overtime** – YTD was \$0.6 million favorable vs. the Budget.

Non-Labor Expenses of \$181.5 million YTD were \$29.3 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$14.6 million unfavorable vs. the Budget primarily due to higher rates.
- **Fuel** – YTD expenses were \$4.6 million unfavorable vs. the Budget primarily due to higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$5.9 million favorable vs. the Budget due to the timing of Non-Reimbursable expenses for BL-20 Locomotive Overhauls, miscellaneous maintenance and operating contracts, and the timing of Reimbursable project activity.
- **Professional Services** – YTD was \$9.0 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 \$30.8 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 \$1.2 million favorable vs. the Budget primarily due to higher Amtrak recoveries, lower credit card processing fees, and the timing of CSX and Norfolk Southern reimbursements partially offset by higher subsidy payments to New Jersey Transit.

Depreciation and Other Non-Cash Liability Adjustments – YTD were \$3.5 million unfavorable vs. Budget.

CASH DEFICIT SUMMARY

May YTD Net Cash Deficit of \$365.6 million was \$46.5 million or 14.6% unfavorable to the Budget primarily due to the timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 32.0% was 2.3 percentage points unfavorable vs. the Budget.
- Adjusted Cost per Passenger of \$32.01 was \$4.27 unfavorable vs. the Budget.
- Revenue per Passenger of \$8.94 was \$0.33 favorable vs. the Budget.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$41,524	\$37,848	(\$3,676)	(8.9)	\$0,000	\$0,000	\$0,000	-	\$41,524	\$37,848	(\$3,676)	(8.9)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	2,412	6,693	4,281	*	0,000	0,000	0,000	-	2,412	6,693	4,281	*
<i>Capital & Other Reimbursements:</i>												
MTA	0,000	0,000	0,000	-	16,444	12,366	(4,078)	(24.8)	16,444	12,366	(4,078)	(24.8)
CDOT	0,000	0,000	0,000	-	9,922	6,591	(3,331)	(33.6)	9,922	6,591	(3,331)	(33.6)
Other	0,000	0,000	0,000	-	0,909	1,319	0,410	45.1	0,909	1,319	0,410	45.1
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	27,275	20,276	(6,999)	(25.7)	27,275	20,276	(6,999)	(25.7)
Total Revenue	\$43,936	\$44,541	\$0,605	1.4	\$27,275	\$20,276	(\$6,999)	(25.7)	\$71,211	\$64,817	(\$6,394)	(9.0)
Expenses												
<i>Labor:</i>												
Payroll	\$45,475	\$44,427	\$1,048	2.3	\$5,194	\$4,144	\$1,050	20.2	\$50,669	\$48,572	\$2,098	4.1
Overtime	7,344	7,704	(0,360)	(4.9)	3,523	2,644	0,878	24.9	10,867	10,349	0,518	4.8
Health and Welfare	9,038	8,766	0,272	3.0	1,871	1,568	0,303	16.2	10,908	10,334	0,574	5.3
OPEB Current Payment	3,333	3,904	(0,571)	(17.1)	0,000	0,000	0,000	-	3,333	3,904	(0,571)	(17.1)
Pensions	10,324	12,908	(2,584)	(25.0)	1,553	1,179	0,375	24.1	11,877	14,087	(2,210)	(18.6)
Other Fringe Benefits	10,934	13,033	(2,099)	(19.2)	1,501	1,213	0,289	19.2	12,435	14,246	(1,811)	(14.6)
Reimbursable Overhead	(5,788)	(6,382)	0,594	10.3	5,509	6,461	(0,952)	(17.3)	(0,278)	0,079	(0,358)	*
Total Labor	\$80,660	\$84,361	(\$3,701)	(4.6)	\$19,152	\$17,209	\$1,942	10.1	\$99,812	\$101,570	(\$1,759)	(1.8)
<i>Non-Labor:</i>												
Electric Power	\$4,910	\$5,467	(\$0,557)	(11.3)	\$0,000	\$0,109	(\$0,109)	-	\$4,910	\$5,576	(\$0,666)	(13.6)
Fuel	1,574	3,663	(2,089)	*	0,000	0,000	0,000	-	1,574	3,663	(2,089)	*
Insurance	1,802	1,550	0,252	14.0	0,241	0,142	0,099	41.1	2,042	1,692	0,351	17.2
Claims	0,096	0,107	(0,012)	(12.4)	0,000	0,000	0,000	-	0,096	0,107	(0,012)	(12.4)
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	10,457	11,048	(0,591)	(5.6)	0,732	1,268	(0,536)	(73.3)	11,189	12,316	(1,127)	(10.1)
Professional Service Contracts	3,659	3,232	0,427	11.7	1,803	0,527	1,275	70.7	5,462	3,759	1,702	31.2
Materials & Supplies	11,683	6,155	5,528	47.3	5,348	0,996	4,352	81.4	17,032	7,152	9,880	58.0
Other Business Expenses	2,079	1,497	0,582	28.0	0,000	0,024	(0,024)	-	2,079	1,521	0,558	26.9
Total Non-Labor	\$36,260	\$32,720	\$3,541	9.8	\$8,123	\$3,067	\$5,056	62.2	\$44,383	\$35,786	\$8,597	19.4
<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.	\$116,920	\$117,081	(\$0,161)	(0.1)	\$27,275	\$20,276	\$6,999	25.7	\$144,195	\$137,357	\$6,838	4.7
Depreciation	23,200	17,739	5,461	23.5	0,000	0,000	0,000	-	23,200	17,739	5,461	23.5
OPEB Obligation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
GASB68 Pension Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,333	0,044	0,289	86.8	0,000	0,000	0,000	-	0,333	0,044	0,289	86.8
GASB75 Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$140,453	\$134,863	\$5,590	4.0	\$27,275	\$20,276	\$6,999	25.7	\$167,728	\$155,140	\$12,589	7.5
Net Surplus/(Deficit)	(\$96,518)	(\$90,322)	\$6,195	6.4	\$0,000	\$0,000	\$0,000	-	(\$96,518)	(\$90,322)	\$6,195	6.4
<i>Cash Conversion Adjustments:</i>												
Depreciation	23,200	17,739	(5,461)	(23.5)	0,000	0,000	0,000	-	23,200	17,739	(5,461)	(23.5)
Operating/Capital	(4,314)	(1,402)	2,912	67.5	0,000	0,000	0,000	-	(4,314)	(1,402)	2,912	67.5
Other Cash Adjustments	15,242	(1,266)	(16,508)	*	0,000	0,000	0,000	-	15,242	(1,266)	(16,508)	*
Total Cash Conversion Adjustments	\$34,129	\$15,070	(\$19,058)	(55.8)	\$0,000	\$0,000	\$0,000	-	\$34,129	\$15,070	(\$19,058)	(55.8)
Net Cash Surplus/(Deficit)	(\$62,389)	(\$75,252)	(\$12,863)	(20.6)	\$0,000	\$0,000	\$0,000	-	(\$62,389)	(\$75,252)	(\$12,863)	(20.6)

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 MAY YEAR-TO-DATE (\$ in millions)												
SCHEDULE I - B												
	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$178,262	\$153,694	(\$24,568)	(13.8)	\$0,000	\$0,000	\$0,000	-	\$178,262	\$153,694	(\$24,568)	(13.8)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	11,864	15,519	3,655	30.8	0,000	0,000	0,000	-	11,864	15,519	3,655	30.8
<i>Capital & Other Reimbursements:</i>												
MTA	0,000	0,000	0,000	-	69,377	43,779	(25,598)	(36.9)	69,377	43,779	(25,598)	(36.9)
CDOT	0,000	0,000	0,000	-	43,022	31,924	(11,098)	(25.8)	43,022	31,924	(11,098)	(25.8)
Other	0,000	0,000	0,000	-	4,246	6,199	1,953	46.0	4,246	6,199	1,953	46.0
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	116,645	81,902	(34,743)	(29.8)	116,645	81,902	(34,743)	(29.8)
Total Revenue/Receipts	\$190,126	\$169,213	(\$20,913)	(11.0)	\$116,645	\$81,902	(\$34,743)	(29.8)	\$306,771	\$251,116	(\$55,656)	(18.1)
Expenses												
<i>Labor:</i>												
Payroll	\$222,974	\$209,938	\$13,037	5.8	\$23,260	\$19,583	\$3,677	15.8	\$246,234	\$229,521	\$16,714	6.8
Overtime	38,242	43,353	(5,111)	(13.4)	15,197	9,454	5,744	37.8	53,439	52,806	0,633	1.2
Health and Welfare	44,383	46,475	(2,093)	(4.7)	8,329	6,242	2,087	25.1	52,711	52,717	(0,006)	(0.0)
OPEB Current Payment	16,667	19,075	(2,408)	(14.4)	0,000	0,000	0,000	-	16,667	19,075	(2,408)	(14.4)
Pensions	50,897	53,361	(2,464)	(4.8)	6,872	4,708	2,164	31.5	57,769	58,070	(0,300)	(0.5)
Other Fringe Benefits	54,617	60,110	(5,493)	(10.1)	6,648	4,792	1,856	27.9	61,265	64,902	(3,637)	(5.9)
Reimbursable Overhead	(25,290)	(28,417)	3,126	12.4	24,266	28,161	(3,894)	(16.0)	(1,024)	(0,256)	(0,768)	(75.0)
Total Labor	\$402,490	\$403,895	(\$1,406)	(0.3)	\$84,572	\$72,939	\$11,633	13.8	\$487,062	\$476,834	\$10,228	2.1
<i>Non-Labor:</i>												
Electric Power	\$25,533	\$40,005	(\$14,472)	(56.7)	\$0,000	\$0,112	(\$0,112)	-	\$25,533	\$40,117	(\$14,584)	(57.1)
Fuel	8,544	13,153	(4,609)	(53.9)	0,000	0,000	0,000	-	8,544	13,153	(4,609)	(53.9)
Insurance	8,578	7,757	0,821	9.6	1,115	0,517	0,598	53.6	9,693	8,274	1,419	14.6
Claims	0,478	0,390	0,087	18.3	0,000	0,000	0,000	-	0,478	0,390	0,087	18.3
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	51,177	46,458	4,719	9.2	3,980	2,754	1,226	30.8	55,157	49,212	5,945	10.8
Professional Service Contracts	17,674	16,066	1,607	9.1	8,954	1,565	7,389	82.5	26,628	17,631	8,996	33.8
Materials & Supplies	56,781	40,028	16,753	29.5	18,023	3,939	14,084	78.1	74,804	43,967	30,837	41.2
Other Business Expenses	9,920	8,652	1,268	12.8	0,000	0,075	(0,075)	-	9,920	8,727	1,193	12.0
Total Non-Labor	\$178,683	\$172,509	\$6,175	3.5	\$32,073	\$8,963	\$23,110	72.1	\$210,756	\$181,472	\$29,285	13.9
<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.	\$581,173	\$576,404	\$4,769	0.8	\$116,645	\$81,902	\$34,743	29.8	\$697,818	\$658,306	\$39,512	5.7
Depreciation	116,000	127,030	(11,030)	(9.5)	0,000	0,000	0,000	-	116,000	127,030	(11,030)	(9.5)
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	1,667	0,044	1,623	97.4	0,000	0,000	0,000	-	1,667	0,044	1,623	97.4
GASB75 Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$704,792	\$703,478	\$1,314	0.2	\$116,645	\$81,902	\$34,743	29.8	\$821,437	\$785,381	\$36,057	4.4
Net Surplus/(Deficit)	(\$514,666)	(\$534,265)	(\$19,599)	(3.8)	\$0,000	\$0,000	\$0,000	-	(\$514,666)	(\$534,265)	(\$19,599)	(3.8)
<i>Cash Conversion Adjustments:</i>												
Depreciation	116,000	127,030	11,030	9.5	0,000	0,000	0,000	-	116,000	127,030	11,030	9.5
Operating/Capital	(25,786)	(8,481)	17,305	67.1	0,000	0,000	0,000	-	(25,786)	(8,481)	17,305	67.1
Other Cash Adjustments	105,298	50,109	(55,189)	(52.4)	0,000	0,000	0,000	-	105,298	50,109	(55,189)	(52.4)
Total Cash Conversion Adjustments	\$195,511	\$168,658	(\$26,853)	(13.7)	\$0,000	\$0,000	\$0,000	-	\$195,511	\$168,658	(\$26,853)	(13.7)
Net Cash Surplus/(Deficit)	(\$319,155)	(\$365,607)	(\$46,452)	(14.6)	\$0,000	\$0,000	\$0,000	-	(\$319,155)	(\$365,607)	(\$46,452)	(14.6)

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

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
May 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	(\$3,676)	(8.9%)	Reflects lower commutation ridership partially offset by higher non-commutation ridership on East of Hudson Lines.	(\$24,568)	(13.8%)	Reflects lower commutation ridership partially offset by higher non-commutation ridership.
OTHER OPERATING REVENUE	Non-Reimb	\$4,281	*	Higher advertising, parking, and GCT retail revenue.	\$3,655	30.8%	Higher advertising, parking, and GCT retail revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$6,999)	(25.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$34,743)	(29.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	\$1,048	2.3%	Reflects timing of project activity.	\$13,037	5.8%	Primarily lower train and engine contractual payments as well as delayed hiring.
	Reimb	\$1,050	20.2%		\$3,677	15.8%	
OVERTIME	Non-Reimb	(\$0,360)	(4.9%)	See overtime graphs.	(\$5,111)	(13.4%)	See overtime graphs.
	Reimb	\$0,878	24.9%	See overtime graphs.	\$5,744	37.8%	See overtime graphs.
HEALTH AND WELFARE	Non-Reimb	\$0,272	3.0%	Reflects timing of project activity.	(\$2,093)	(4.7%)	Primarily reflects higher than budgeted rates partially offset by lower labor costs.
	Reimb	\$0,303	16.2%		\$2,087	25.1%	
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,571)	(17.1%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(\$2,408)	(14.4%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.
PENSIONS	Non-Reimb	(\$2,584)	(25.0%)	Primarily reflects higher than budgeted rates.	(\$2,464)	(4.8%)	Primarily reflects higher than budgeted rates partially offset by lower labor costs.
	Reimb	\$0,375	24.1%	Reflects timing of project activity.	\$2,164	31.5%	Reflects timing of project activity.
OTHER FRINGE BENEFITS	Non-Reimb	(\$2,099)	(19.2%)	Primarily reflects a higher employee claim provision than budgeted.	(\$5,493)	(10.1%)	Primarily reflects a higher employee claim provision and rates than budgeted partially offset by lower labor costs.
	Reimb	\$0,289	19.2%	Reflects timing of project activity.	\$1,856	27.9%	Reflects timing of project activity.
REIMBURSABLE OVERHEAD	Non-Reimb	\$0,594	10.3%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.	\$3,126	12.4%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.
	Reimb	(\$0,952)	(17.3%)		(\$3,894)	(16.0%)	
ELECTRIC POWER	Non-Reimb	(\$0,557)	(11.3%)	Primarily higher than budgeted electric rates.	(\$14,472)	(56.7%)	Higher than budgeted electric rates as well as the impact of the March 27th service increase.
FUEL	Non-Reimb	(\$2,089)	*	Primarily higher than budgeted fuel rates.	(\$4,609)	(53.9%)	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
May 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	\$0.252	14.0%	Reflects lower insurance premiums than budgeted.	\$0.821	9.6%	Reflects lower insurance premiums than budgeted.
	Reimb	\$0.099	41.1%	Reflects timing of project activity.	\$0.598	53.6%	Reflects timing of project activity.
CLAIMS	Non-Reimb	(\$0.012)	(12.4%)	Reflects a higher passenger claims provision than budgeted.	\$0.087	18.3%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$0.591)	(5.6%)	Reflects timing of expenses for other miscellaneous maintenance and operating contracts partially offset by timing of the BL-20 locomotive overhaul.	\$4.719	9.2%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts.
	Reimb	(\$0.536)	(73.3%)	Reflects timing of project activity.	\$1.226	30.8%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.427	11.7%	Lower than anticipated consulting and engineering services.	\$1.607	9.1%	Lower than anticipated consulting and engineering services.
	Reimb	\$1.275	70.7%	Reflects timing of project activity.	\$7.389	82.5%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Non-Reimb	\$5.528	47.3%	Timing of rolling stock maintenance events and rolling stock material usage as well as lower obsolete material reserves.	\$16.753	29.5%	Timing of rolling stock maintenance events and rolling stock material usage partially offset by the net impact of various inventory adjustments.
	Reimb	\$4.352	81.4%	Reflects timing of project activity.	\$14.084	78.1%	Reflects timing of project activity.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.582	28.0%	Timing of payments from CSX Corporation and Norfolk Southern Railroad as well as lower miscellaneous expenses partially offset by higher subsidy payments to New Jersey Transit resulting from inflationary adjustments.	\$1.268	12.8%	Higher Amtrak recoveries and lower credit card processing fees as well as timing of payments from CSX Corporation and Norfolk Southern Railroad partially offset by higher subsidy payments to New Jersey Transit resulting from inflationary adjustments.
	Reimb	(\$0.024)	-	Reflects timing of project activity.	(\$0.075)	-	Reflects timing of project activity.
DEPRECIATION	Non-Reimb	\$5.461	23.5%	Primarily reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	(\$11.030)	(9.5%)	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	86.8%	Reflects the timing of adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.289	86.8%	Reflects timing of projects requiring remediation.	\$1.623	97.4%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.000	97.4%	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$2.912	67.5%	Reflects timing of project activity.	\$17.305	67.1%	Reflects timing of project activity.

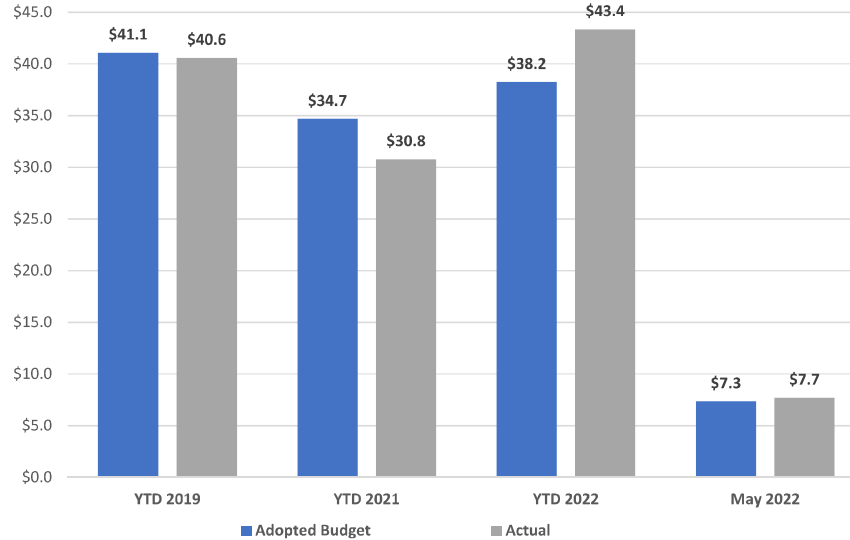
* Variance exceeds 100%.

METRO-NORTH RAILROAD - NON-REIMBURSABLE OVERTIME

Overview

- Increase of \$2.8M vs YTD 2019 due to KRONOS correction entries
- Increase of \$12.6M 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 \$5.1M vs YTD Adopted Budget due to March 2022 Service increase and continuing KRONOS correction entries
- Overspending of \$0.4M vs Adopted Budget May Month only Budget
- **Note – YTD May combined Non-Reimbursable and Reimbursable Overtime is favorable vs. Adopted Budget by \$0.6M**

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



Agency Detail

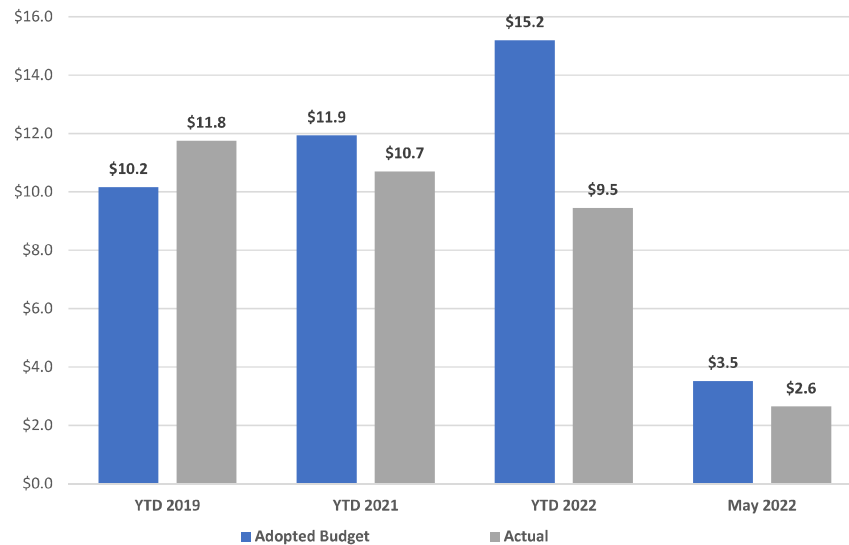
- **Maintenance of Way**
 - Maintenance of Way Overtime of \$18.5M is 42.7% of 2022 YTD Actuals
 - Weather response accounts for \$2.4M of YTD Overtime
 - Under-allocation to Reimbursable Overtime
 - Maintenance of Way is unfavorable to Budget
- **Transportation**
 - Transportation Overtime of \$12.8M is 29.5% of 2022 Actuals
 - Overtime for Service increase at end of March not included in Budget
 - Under-allocation to Reimbursable Overtime
 - Transportation is unfavorable to Budget
- **Maintenance of Equipment**
 - Maintenance of Equipment Overtime of \$8.9M is 20.3% of 2022 YTD Actuals
 - Increased absentee overtime coverage was necessary in early 2022 due to Omicron absences and manual payroll submissions from KRONOS outage
 - Maintenance of Equipment is unfavorable to Budget
- **Stations**
 - Customer Service & Stations Overtime of \$2.6M is 6.0% of 2022 YTD Actuals
 - Stations overtime is driven by vacancy coverage needs
 - 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 \$2.3M vs YTD 2019 due to less reimbursable project work and KRONOS correction entries
- Decrease of \$1.3M vs YTD 2021
- Underspending of \$5.7M vs YTD Adopted Budget due to lower than planned scheduled reimbursable project work and KRONOS correction entries
- Underspending of \$0.9M vs Adopted Budget May Month only Budget due to lower than planned scheduled reimbursable project work and KRONOS correction entries

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



Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$7.7M is 80.6% of 2022 YTD Actuals
 - Under-allocation to Reimbursable Overtime
 - Maintenance of Way is favorable to Budget
- **Transportation**
 - Transportation Overtime of \$1.7M is 18.2% of 2022 YTD Actuals
 - Under-allocation to Reimbursable Overtime
 - 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

	MAY 2022				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$40,788	\$37,336	(\$3,452)	(8.5)	\$175,632	\$147,701	(\$27,931)	(15.9)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	4,662	8,617	3,955	84.8	81,898	90,762	8,864	10.8
<i>Capital & Other Reimbursements:</i>								
MTA	16,444	0,820	(15,624)	(95.0)	69,377	14,694	(54,683)	(78.8)
CDOT	9,922	3,656	(6,266)	(63.2)	43,022	28,405	(14,617)	(34.0)
Other	0,909	1,291	0,382	42.0	4,246	5,012	0,766	18.0
Total Capital and Other Reimbursements	27,275	5,767	(21,508)	(78.9)	116,645	48,111	(68,534)	(58.8)
Total Receipts	\$72,724	\$51,720	(\$21,004)	(28.9)	\$374,175	\$286,574	(\$87,601)	(23.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$45,677	\$42,683	\$2,994	6.6	\$239,825	\$228,244	\$11,581	4.8
Overtime	10,073	9,708	0,365	3.6	52,952	51,012	1,940	3.7
Health and Welfare	11,976	11,470	0,506	4.2	57,775	57,597	0,178	0.3
OPEB Current Payment	3,333	3,921	(0,588)	(17.6)	16,667	19,068	(2,401)	(14.4)
Pensions	11,887	11,807	0,080	0.7	59,427	55,469	3,958	6.7
Other Fringe Benefits	10,979	12,023	(1,044)	(9.5)	57,893	63,942	(6,049)	(10.4)
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	\$93,925	\$91,612	\$2,313	2.5	\$484,539	\$475,332	\$9,207	1.9
<i>Non-Labor:</i>								
Electric Power	\$5,175	\$4,802	\$0,373	7.2	\$26,857	\$41,815	(\$14,958)	(55.7)
Fuel	1,574	3,643	(2,069)	*	8,544	12,899	(4,355)	(51.0)
Insurance	0,084	0,000	0,084	100.0	2,935	0,000	2,935	100.0
Claims	0,096	0,058	0,038	39.3	0,478	0,805	(0,328)	(68.6)
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	11,249	8,786	2,463	21.9	56,946	42,263	14,683	25.8
Professional Service Contracts	3,719	1,922	1,797	48.3	24,665	14,481	10,184	41.3
Materials & Supplies	15,108	9,547	5,561	36.8	66,899	43,695	23,204	34.7
Other Business Expenditures	4,184	6,602	(2,418)	(57.8)	21,468	20,891	0,577	2.7
Total Non-Labor	\$41,188	\$35,360	\$5,828	14.1	\$208,792	\$176,849	\$31,943	15.3
<i>Other Adjustments:</i>								
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$135,113	\$126,972	\$8,141	6.0	\$693,330	\$652,181	\$41,149	5.9
Net Cash Deficit (excludes Opening Cash Balance)	(\$62,389)	(\$75,252)	(\$12,863)	(20.6)	(\$319,155)	(\$365,607)	(\$46,452)	(14.6)
Subsidies								
MTA	44,051	8,916	(35,135)	(79.8)	217,472	35,977	(181,495)	(83.5)
CDOT	18,338	0,000	(18,338)	(100.0)	101,683	91,040	(10,643)	(10.5)
Total Subsidies	\$62,389	\$8,916	(\$53,473)	(85.7)	\$319,155	\$127,017	(\$192,138)	(60.2)
Cash Timing and Availability Adjustment	\$0,000	(\$3,934)	(\$3,934)	-	\$0,000	(\$1,682)	(\$1,682)	-

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)

	MAY 2022				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$0,737)	(\$0,512)	\$0,224	30.5	(\$2,630)	(\$5,993)	(\$3,363)	*
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	2,250	1,924	(0,326)	(14.5)	70,034	75,243	5,209	7.4
<i>Capital & Other Reimbursements:</i>								
MTA	0,000	(11,546)	(11,546)	-	0,000	(29,085)	(29,085)	-
CDOT	0,000	(2,935)	(2,935)	-	0,000	(3,519)	(3,519)	-
Other	0,000	(0,028)	(0,028)	-	0,000	(1,187)	(1,187)	-
Total Capital and Other Reimbursements	0,000	(14,509)	(14,509)	-	0,000	(33,791)	(33,791)	-
Total Revenue/Receipts	\$1,514	(\$13,097)	(\$14,611)	*	\$67,404	\$35,458	(\$31,945)	(47.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$4,992	\$5,889	\$0,896	18.0	\$6,410	\$1,277	(\$5,133)	(80.1)
Overtime	0,794	0,641	(0,154)	(19.3)	0,487	1,794	1,308	*
Health and Welfare	(1,068)	(1,136)	(0,068)	(6.4)	(5,064)	(4,880)	0,184	3.6
OPEB Current Payment	0,000	(0,017)	0,000	-	0,000	0,007	0,007	-
Pensions	(0,010)	2,280	2,290	*	(1,658)	2,601	4,258	*
Other Fringe Benefits	1,456	2,223	0,767	52.6	3,373	0,960	(2,412)	(71.5)
GASB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Reimbursable Overhead	(0,278)	0,079	0,358	*	(1,024)	(0,256)	0,768	75.0
Total Labor	\$5,886	\$9,958	\$4,072	69.2	\$2,523	\$1,502	(\$1,021)	(40.5)
<i>Non-Labor:</i>								
Electric Power	(\$0,265)	\$0,774	\$1,039	*	(\$1,323)	(\$1,698)	(\$0,374)	(28.3)
Fuel	0,000	0,020	0,020	-	0,000	0,254	0,254	-
Insurance	1,958	1,692	(0,267)	(13.6)	6,758	8,274	1,516	22.4
Claims	0,000	0,049	0,049	-	0,000	(0,415)	(0,415)	-
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	(0,060)	3,530	3,590	*	(1,789)	6,949	8,738	*
Professional Service Contracts	1,743	1,837	0,095	5.4	1,962	3,150	1,188	60.5
Materials & Supplies	1,924	(2,395)	(4,319)	*	7,905	0,272	(7,633)	(96.6)
Other Business Expenses	(2,105)	(5,081)	(2,976)	*	(11,548)	(12,164)	(0,616)	(5.3)
Total Non-Labor	\$3,195	\$0,426	(\$2,769)	(86.7)	\$1,965	\$4,623	\$2,658	*
<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.	\$9,082	\$10,385	\$1,303	14.4	\$4,488	\$6,125	\$1,637	36.5
Depreciation	23,200	17,739	(5,461)	(23.5)	116,000	127,030	11,030	9.5
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	0,044	(0,289)	(86.8)	1,667	0,044	(1,623)	97.4
GASB75 Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenditures Adjustments	\$32,615	\$28,168	(\$4,447)	(13.6)	\$128,107	\$133,200	\$5,092	4.0
Total Cash Conversion Adjustments	\$34,129	\$15,070	(\$19,058)	(55.8)	\$195,511	\$168,658	(\$26,853)	(13.7)

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	May Month vs Budget			\$ Detail		Year-to-Date as of May 31st, 2022 vs. Budget			\$ Detail	
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance	
	\$	%		\$	%		\$	%		
FARE REVENUE	(3,452)	(8,5%)	Primarily reflects lower commutation ridership partially offset by higher non-commutation ridership on East of Hudson Lines.	(27,931)	(15,9%)	Primarily reflects lower commutation ridership partially offset by higher non-commutation ridership.				
OTHER OPERATING REVENUE	3,955	84,8%	Primarily reflects the timing of net GCT retail, stations and Amtrak revenues.	8,864	10,8%	Primarily reflects higher than budgeted net GCT, Amtrak and station revenues.				
CAPITAL AND OTHER REIMBURSEMENTS:										
MTA	(15,624)	(95,0%)	Primarily reflects lower cash receipts and capital related project activity than budgeted.	(54,683)	(78,8%)	Primarily reflects lower cash receipts and capital related project activity than budgeted.				
CDOT	(6,266)	(63,2%)	Primarily reflects lower capital related project activity and cash receipts than budgeted.	(14,617)	(34,0%)	Primarily reflects lower capital related project activity and cash receipts than budgeted.				
OTHER	0,382	42,0%	Primarily reflects higher reimbursable related project activity than budgeted.	0,766	18,0%	Primarily reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.				
PAYROLL	2,994	6,6%	Primarily reflects the timing of pay periods and RWA payments partially offset by inter-agency payroll.	11,581	4,8%	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	0,365	3,6%	Primarily reflects the timing of project activity.	1,940	3,7%	Primarily reflects the timing of pay periods.				
HEALTH & WELFARE	0,506	4,2%	Primarily reflects the timing of payments for employee health insurance premiums.	0,178	0,3%					
OPEB CURRENT PAYMENT	(0,588)	(17,6%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(2,401)	(14,4%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.				
PENSIONS	0,080	0,7%		3,958	6,7%	Reflects 2021 DB advance payment credit of \$3.6M applied in January.				
OTHER FRINGE BENEFITS	(1,044)	(9,5%)	Primarily reflects higher than budgeted employee claim payments.	(6,049)	(10,4%)	Primarily reflects the timing of payroll taxes and higher than budgeted employee claim payments partially offset by the timing of other employee reimbursements.				
CONTRIBUTION TO GASB ACCOUNT	0,000	0,0%		0,000	0,0%					

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	May Month vs Budget		Reason for Variance	\$ Detail		Year-to-Date as of May 31st, 2022 vs. Budget	Reason for Variance	\$ Detail	
	Variance Fav (Unfav)			Variance Fav (Unfav)					
	\$	%		\$	%				
ELECTRIC POWER	0.373	7.2%	Primarily reflects timing of payments partially offset higher than budgeted electric rates.	(14,958)	(55.7%)	Primarily reflects higher than budgeted electric rates, the impact of the March 27th service increase and the timing of payments.			
FUEL	(2,069)	*	Reflects higher than budgeted fuel rates.	(4,355)	(51.0%)	Primarily reflects higher than budgeted fuel rates partially offset by timing of payments.			
INSURANCE	0,084	100.0%	Primarily reflects the timing of insurance premium payments.	2,935	100.0%	Primarily reflects the timing of insurance premium payments.			
CLAIMS	0,038	39.3%	Reflects lower than budgeted passenger injury settlements.	(0,328)	(68.6%)	Reflects higher than budgeted passenger injury settlements.			
MAINTENANCE & OTHER OPERATING CONTRACTS	2,463	21.9%	Primarily reflects the timing of payments for auto & other vehicle purchases, real estate management services and weed control & clearing partially offset by the timing of project activity and leases & rentals.	14,683	25.8%	Primarily reflects the timing of payments for auto & other vehicle purchases, leases & rentals and real estate management services.			
PROFESSIONAL SERVICE CONTRACTS	1,797	48.3%	Primarily reflects timing of project activity and lower than anticipated consulting and engineering services.	10,184	41.3%	Reflects timing of project activity as well as lower than anticipated consulting and engineering services.			
MATERIALS & SUPPLIES	5,561	36.8%	Primarily reflects the timing of rolling stock maintenance events and rolling stock material usage.	23,204	34.7%	Primarily reflects the timing of rolling stock maintenance events and rolling stock material usage.			
OTHER BUSINESS EXPENSES	(2,418)	(57.8%)	Primarily reflects the timing of NJT subsidy payments partially offset by lower credit card processing fees and other miscellaneous expenses.	0,577	2.7%	Primarily reflects lower credit card processing fees and other miscellaneous expenses partially offset by the timing of NJT subsidy payments.			
MTA SUBSIDY RECEIPTS	(35,135)	(79.8%)	Reflects lower MTA subsidy receipts than budgeted.	(181,495)	(83.5%)	Reflects lower MTA subsidy receipts than budgeted.			
CDOT SUBSIDY RECEIPTS	(18,338)	(100.0%)	Reflects the timing of the receipt of the monthly CDOT subsidy.	(10,643)	(10.5%)	Primarily reflects the timing of the receipt of the monthly CDOT subsidy combined with a lower CDOT share of estimated deficits than budgeted partially offset by the receipt of the estimated 2021 Q4 and 2022 Q1 Administrative Assets invoices.			

* Variance exceeds 100%

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

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2022	2021 ^(A)	ADOPTED BUDGET	2021		ADOPTED BUDGET	2022	2021 ^(A)	ADOPTED BUDGET	2021			
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	6.173	2.731	1.251	(3.442)	-55.8%	1.479	118.2%	27.895	11.405	5.516	(16.490)	-59.1%	5.889	106.8%
<i>Harlem Line - Non-Commutation</i>	5.806	7.764	4.028	1.957	33.7%	3.736	92.7%	23.616	31.948	13.896	8.332	35.3%	18.052	129.9%
TOTAL HARLEM LINE	\$11.980	\$10.494	\$5.279	(\$1.485)	-12.4%	\$5.215	98.8%	\$51.511	\$43.353	\$19.412	(\$8.158)	-15.8%	\$23.941	123.3%
<i>Hudson Line - Commutation</i>	4.138	1.860	0.892	(2.278)	-55.1%	0.968	108.6%	18.855	7.933	3.971	(10.922)	-57.9%	3.962	99.8%
<i>Hudson Line - Non-Commutation</i>	5.184	6.847	3.942	1.663	32.1%	2.905	73.7%	20.385	27.216	13.466	6.831	33.5%	13.749	102.1%
TOTAL HUDSON LINE	\$9.322	\$8.707	\$4.834	(\$0.615)	-6.6%	\$3.873	80.1%	\$39.240	\$35.149	\$17.438	(\$4.092)	-10.4%	\$17.711	101.6%
<i>New Haven Line - Commutation</i>	8.498	3.393	1.444	(5.105)	-60.1%	1.948	134.9%	38.850	13.800	6.041	(25.050)	-64.5%	7.759	128.4%
<i>New Haven Line - Non-Commutation</i>	10.914	14.763	7.384	3.850	35.3%	7.379	99.9%	45.118	58.785	24.326	13.668	30.3%	34.459	141.7%
TOTAL NEW HAVEN LINE	\$19.411	\$18.156	\$8.829	(\$1.255)	-6.5%	\$9.327	105.6%	\$83.968	\$72.586	\$30.367	(\$11.382)	-13.6%	\$42.219	139.0%
All Lines - Commutation	18.809	7.984	3.587	(10.826)	-57.6%	4.396	122.5%	85.601	33.139	15.529	(\$2.462)	-61.3%	17.610	113.4%
All Lines - Non-Commutation	21.904	29.374	15.354	7.471	34.1%	14.020	91.3%	89.118	117.949	51.688	28.831	32.4%	66.261	128.2%
TOTAL EAST OF HUDSON LINES	\$40.713	\$37.358	\$18.942	(\$3.355)	-8.2%	\$18.416	97.2%	\$174.720	\$151.088	\$67.217	(\$23.632)	-13.5%	\$83.871	124.8%
West of Hudson ^(B)	<u>\$0.811</u>	<u>\$0.490</u>	<u>\$0.412</u>	<u>(\$0.321)</u>	<u>-39.6%</u>	<u>\$0.079</u>	<u>19.1%</u>	<u>\$3.542</u>	<u>\$2.606</u>	<u>\$1.639</u>	<u>(0.936)</u>	<u>-26.4%</u>	<u>0.967</u>	<u>59.0%</u>
TOTAL FAREBOX REVENUE	\$41.524	\$37.848	\$19.354	(\$3.676)	-8.9%	\$18.495	95.6%	\$178.262	\$153.694	\$68.856	(\$24.568)	-13.8%	\$84.838	123.2%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	0.915	0.471	0.220	(0.443)	-48.5%	0.251	114.3%	4.094	1.962	0.980	(2.131)	-52.1%	0.982	100.3%
<i>Harlem Line - Non-Commutation</i>	0.597	0.814	0.489	0.216	36.2%	0.325	66.4%	2.527	3.495	1.772	0.968	38.3%	1.724	97.3%
TOTAL HARLEM LINE	1.512	1.285	0.709	(0.227)	-15.0%	0.576	81.3%	6.620	5.458	2.751	(1.163)	-17.6%	2.706	98.4%
<i>Hudson Line - Commutation</i>	0.530	0.257	0.116	(0.273)	-51.5%	0.140	120.5%	2.371	1.071	0.524	(1.301)	-54.8%	0.547	104.2%
<i>Hudson Line - Non-Commutation</i>	0.440	0.587	0.371	0.147	33.5%	0.216	58.0%	1.770	2.402	1.301	0.632	35.7%	1.101	84.6%
TOTAL HUDSON LINE	0.970	0.844	0.488	(0.126)	-13.0%	0.356	72.9%	4.142	3.473	1.825	(0.669)	-16.1%	1.648	90.3%
<i>New Haven Line - Commutation</i>	1.211	0.577	0.261	(0.634)	-52.4%	0.315	120.7%	5.385	2.354	1.102	(3.031)	-56.3%	1.253	113.7%
<i>New Haven Line - Non-Commutation</i>	0.997	1.360	0.787	0.363	36.4%	0.573	72.9%	4.158	5.638	2.750	1.480	35.6%	2.888	105.0%
TOTAL NEW HAVEN LINE	2.209	1.937	1.048	(0.272)	-12.3%	0.889	84.8%	9.543	7.992	3.852	(1.550)	-16.2%	4.141	107.5%
Total Ridership East of Hudson														
All Lines - Commutation	2.656	1.305	0.598	(1.351)	-50.9%	0.707	118.3%	11.850	5.387	2.606	(6.463)	-54.5%	2.782	106.7%
All Lines - Non-Commutation	2.034	2.761	1.647	0.726	35.7%	1.114	67.6%	8.455	11.535	5.823	3.081	36.4%	5.713	98.1%
TOTAL EAST OF HUDSON LINES	4.690	4.066	2.245	(0.624)	-13.3%	1.821	81.1%	20.305	16.923	8.429	(3.382)	-16.7%	8.494	100.8%
West of Hudson ^(B)	<u>0.093</u>	<u>0.049</u>	<u>0.049</u>	<u>(0.044)</u>	<u>-47.6%</u>	<u>(0.001)</u>	<u>-1.4%</u>	<u>0.403</u>	<u>0.271</u>	<u>0.184</u>	<u>(0.132)</u>	<u>-32.8%</u>	<u>0.087</u>	<u>47.0%</u>
TOTAL EAST & WEST OF HUDSON LINES	4.783	4.114	2.294	(0.669)	-14.0%	1.820	79.3%	20.707	17.193	8.613	(3.514)	-17.0%	8.581	99.6%

^(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
May 31, 2022**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	2	3	(1)	
Labor Relations	10	10	0	
Safety	87	63	24	A
Security	23	16	7	
Corporate & Public Affairs	13	11	2	
Customer Service	45	49	(4)	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	35	28	7	
Training	94	78	16	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	0	
Controller	56	49	7	
Budget	16	11	5	
Procurement & Material Mgmt	17	11	6	
Total Administration	453	381	72	
Operations				
Operations Support	52	46	6	
Rolling Stock & EAM	17	12	5	
Transportation	1,651	1,564	87	A, B
Customer Service	395	347	48	A, B
Metro-North West	32	30	2	
Total Operations	2,147	1,999	148	
Maintenance				
Maintenance of Equipment	1,688	1,564	124	A
Maintenance of Way	2,158	1,996	162	A
Procurement & Material Mgmt	108	107	1	
Total Maintenance	3,954	3,667	287	
Engineering/Capital				
Construction Management	18	15	3	
Engineering & Design	54	51	3	
Total Engineering/Capital	72	66	6	
Total Positions	6,626	6,112	514	
Non-Reimbursable	5,847	5,681	166	
Reimbursable	779	431	348	
Total Full-Time	6,625	6,111	514	
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
May 31, 2022

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	147	137	10
Professional, Technical, Clerical	306	244	62
Operational Hourlies	-	-	-
Total Administration	453	381	72
Operations			
Managers/Supervisors	250	237	13
Professional, Technical, Clerical	254	216	38
Operational Hourlies	1,643	1,545	98
Total Operations	2,147	1,999	148
Maintenance			
Managers/Supervisors	679	646	33
Professional, Technical, Clerical	499	446	53
Operational Hourlies	2,776	2,575	201
Total Maintenance	3,954	3,667	287
Engineering/Capital			
Managers/Supervisors	27	28	(1)
Professional, Technical, Clerical	45	38	7
Operational Hourlies	-	-	-
Total Engineering/Capital	72	66	6
Total Positions			
Managers/Supervisors	1,103	1,047	56
Professional, Technical, Clerical	1,104	944	160
Operational Hourlies	4,419	4,121	298
Total Positions	6,626	6,112	514

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

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	453	381	72	
Operations	2,147	1,999	148	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,954	3,667	287	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	72	66	6	
Total Agency-wide Headcount	6,626	6,112	514	
Non-Reimbursable	5,847	5,681	166	
Reimbursable	779	431	348	

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

	MONTH			VARIANCE	
	Fav/(Unfav)				
	BUD	2022	2021*	BUD	2021
Farebox Operating Ratio					
Standard ^(B)	35.3%	33.0%	18.4%	-2.4%	14.6%
Adjusted ^(C)	39.5%	41.2%	21.7%	1.7%	19.5%
Cost per Passenger					
Standard ^(B)	\$24.57	\$27.91	\$46.57	(\$3.34)	\$18.65
Adjusted ^(C)	\$23.98	\$27.10	\$45.18	(\$3.12)	\$18.09
Passenger Revenue/Passenger	\$8.68	\$9.20	\$8.56	\$0.52	\$0.64

	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	BUD	2022	2021*	BUD	2021
Farebox Operating Ratio					
Standard ^(B)	30.3%	27.1%	13.1%	-3.2%	14.0%
Adjusted ^(C)	34.3%	32.0%	16.4%	-2.3%	15.6%
Cost per Passenger					
Standard ^(B)	\$28.42	\$32.94	\$61.29	(\$4.52)	\$28.35
Adjusted ^(C)	\$27.75	\$32.01	\$59.55	(\$4.27)	\$27.54
Passenger Revenue/Passenger	\$8.61	\$8.94	\$8.03	\$0.33	\$0.91

(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



May 2022

Beacon Station (Metro-North Hudson Line)

Photo courtesy of Linda Morris





Metro-North Railroad

May 2022 Highlights: Ridership Report

(Note: May West of Hudson ridership is preliminary)

Ridership continues its strong recovery from the depths of COVID, with May ridership up 79% compared to the same month last year. May ridership was 4.4% higher than the previous month of April 2022.

May 2022 vs. May 2021

East of Hudson ridership increased 81.1% vs. May 2021 and was 13.3% below the budget.

- East of Hudson Commutation ridership increased by 118.3%.
- East of Hudson Non-Commutation ridership increased by 67.6%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 72.9%.
- Harlem Line Ridership increased by 81.3%.
- New Haven Line Ridership increased by 84.8%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 0.5%.
- Pascack Valley Line Ridership decreased by 4.7%.

May 2022 vs. May 2019

Total Rail Ridership was 54.2% of 2019 riders.

- East of Hudson ridership decreased by 45.2%.
- West of Hudson ridership decreased by 70.9%.

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

Ben Cornelius

Director

Operations Planning & Analysis

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

RIDERSHIP SUMMARY

May Ridership and Revenue (millions)

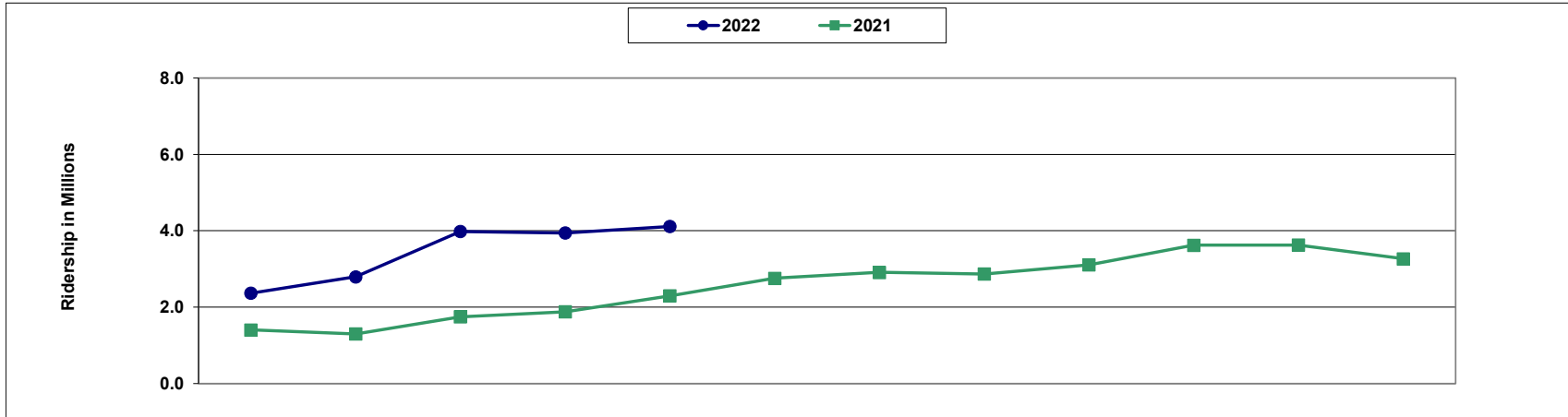
	May 2022	% Change vs. 2021
Total Rail Ridership	4.114	▲ 79.32%
Commutation Ridership	1.315	▲ 116.57%
Non-Commutation Ridership	2.800	▲ 65.92%
Connecting Service Ridership	0.019	▲ 193.36%
Total MNR System Ridership	4.134	▲ 79.65%
Rail Revenue	\$37.85	▲ 95.56%

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

	YTD 2022	% Change vs. 2021	Comparison to Budget
Total Rail Ridership	17.193	▲ 99.63%	▼ -16.97%
Commutation Ridership	5.455	▲ 106.15%	▼ -54.83%
Non-Commutation Ridership	11.739	▲ 96.74%	▲ 35.99%
Connecting Service Ridership	0.077	▲ 188.78%	▲ 29.10%
Total MNR System Ridership	17.271	▲ 99.91%	▼ -16.84%
Rail Revenue	\$153.69	▲ 123.21%	▼ -8.85%

MAY 2022 RAIL RIDERSHIP (1)

- May's Total Rail Ridership was 79.3% above 2021 and -14.0% below budget.

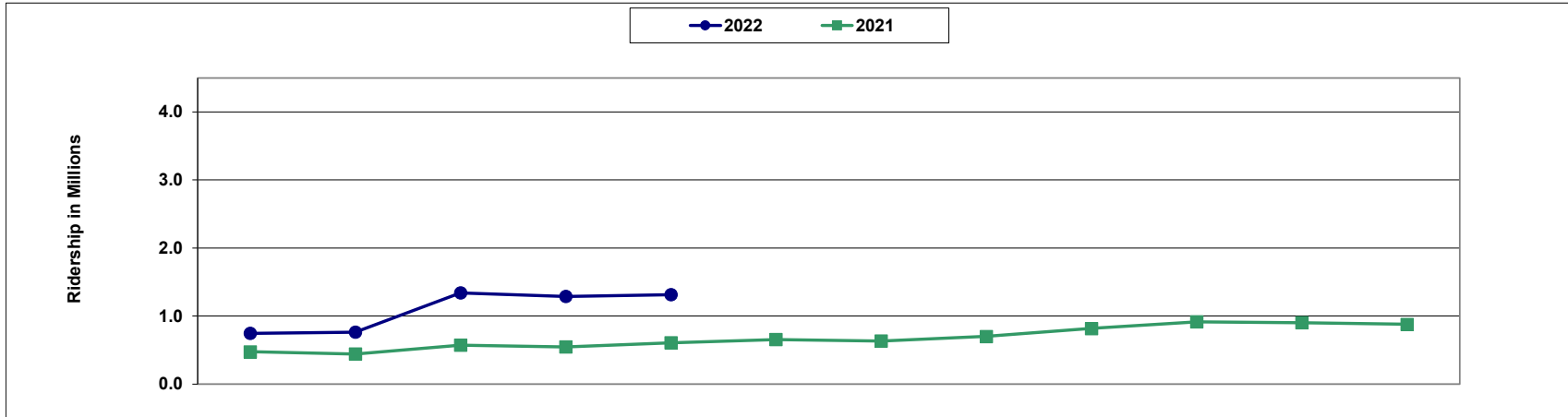


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	2.4	2.8	4.0	3.9	4.1								17.2
2021	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.9	3.1	3.6	3.6	3.3	8.6
PCT CHG.	68.9%	115.2%	128.1%	110.1%	79.3%								99.6%

1) Includes East and West of Hudson.

MAY 2022 RAIL COMMUTATION RIDERSHIP (1)

- May's Rail Commutation Ridership was 116.6% above 2021 and -51.4% below budget.

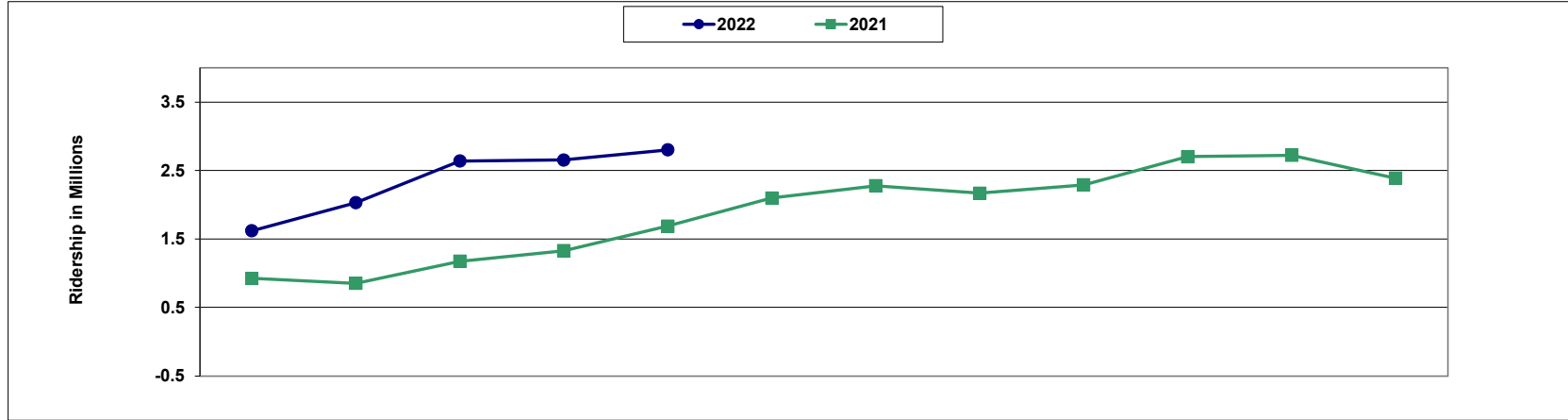


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	0.7	0.8	1.3	1.3	1.3								5.5
2021	0.5	0.4	0.6	0.5	0.6	0.7	0.6	0.7	0.8	0.9	0.9	0.9	2.6
PCT CHG.	57.0%	71.8%	134.8%	135.3%	116.6%								106.2%

1) Includes East and West of Hudson.

MAY 2022 RAIL NON-COMMUTATION RIDERSHIP (1)

- May's Rail Non-Commutation Ridership was 65.9% above 2021 and 34.8% above budget.

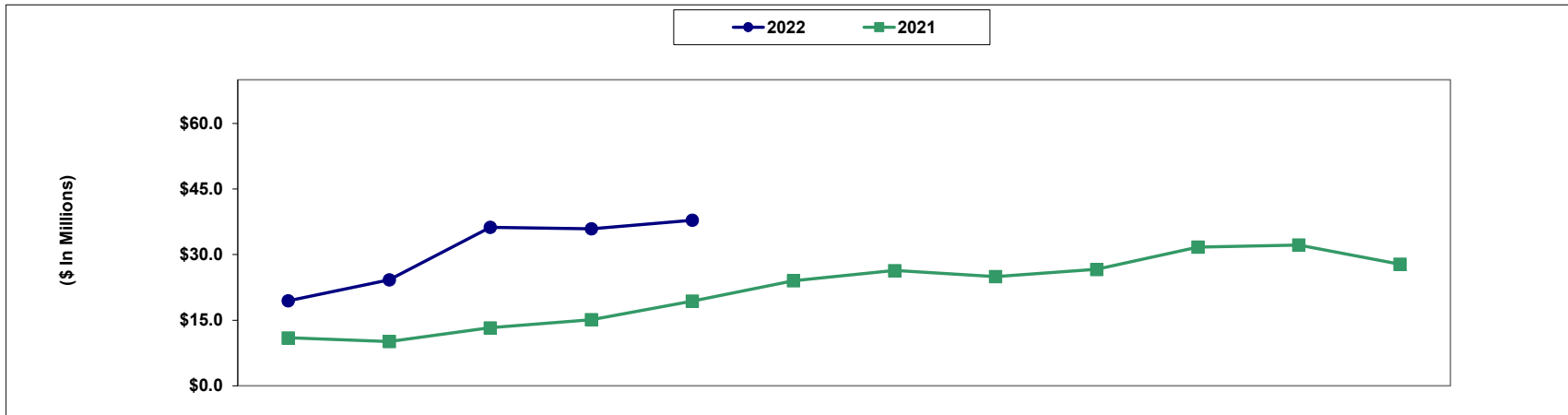


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	1.6	2.0	2.6	2.7	2.8	2.1	2.3	2.2	2.3	2.7	2.7	2.4	2.8
2021	0.9	0.9	1.2	1.3	1.7	2.1	2.3	2.2	2.3	2.7	2.7	2.4	1.7
PCT CHG.	75.0%	137.8%	124.9%	99.8%	65.9%								65.9%

1) Includes East and West of Hudson.

MAY 2022 RAIL REVENUE (1)

- May's Total Rail Revenue was 95.6% above 2021 and -8.9% 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	\$37.8								\$153.7
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	\$68.9
PCT CHG.	77.2%	138.3%	173.3%	137.9%	95.6%								123.2%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MAY 2022

TICKET TYPE/SERVICE	MAY 2022 ACTUAL	MAY 2022 BUDGET	VARIANCE VS. BUDGET		MAY 2021 RESTATE (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	1,304,879	2,655,676	(1,350,797)	-50.9%	597,764	707,115	118.3%
West of Hudson	9,689	51,011	(41,322)	-81.0%	9,235	454	4.9%
Total Rail Commutation Ridership	1,314,568	2,706,687	(1,392,120)	-51.4%	606,999	707,569	116.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,760,698	2,034,333	726,365	35.7%	1,647,192	1,113,506	67.6%
West of Hudson	39,051	42,043	(2,992)	-7.1%	40,189	(1,138)	-2.8%
Total Rail Non-Commutation Ridership	2,799,749	2,076,376	723,373	34.8%	1,687,381	1,112,368	65.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	4,065,577	4,690,009	(624,432)	-13.31%	2,244,956	1,820,621	81.1%
West of Hudson (2)	48,740	93,054	(44,314)	-47.6%	49,424	(684)	-1.4%
TOTAL RAIL RIDERSHIP	4,114,317	4,783,063	(668,746)	-14.0%	2,294,380	1,819,937	79.3%
CONNECTING SERVICES RIDERSHIP	19,224	12,783	6,441	50.4%	6,553	12,671	193.4%
TOTAL MNR SYSTEM RIDERSHIP	4,133,541	4,795,846	(662,305)	-13.8%	2,300,933	1,832,608	79.6%

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 BUDGET	VARIANCE VS. BUDGET		2021 YTD RESTATE (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	5,387,343	11,849,880	(6,462,537)	-54.5%	2,605,734	2,781,609	106.7%
West of Hudson	67,294	224,847	(157,553)	-70.1%	40,170	27,124	67.5%
Total Rail Commutation Ridership	5,454,637	12,074,727	(6,620,090)	-54.8%	2,645,904	2,808,733	106.2%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	11,535,483	8,454,716	3,080,767	36.4%	5,822,790	5,712,693	98.1%
West of Hudson	203,263	177,656	25,607	14.4%	143,851	59,412	41.3%
Total Rail Non-Commutation Ridership	11,738,746	8,632,371	3,106,375	36.0%	5,966,641	5,772,105	96.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	16,922,826	20,304,596	(3,381,770)	-16.66%	8,428,524	8,494,302	100.8%
West of Hudson (2)	270,557	402,502	(131,945)	-32.8%	184,021	86,536	47.0%
TOTAL RAIL RIDERSHIP	17,193,383	20,707,098	(3,513,715)	-17.0%	8,612,545	8,580,838	99.6%
CONNECTING SERVICES RIDERSHIP	77,452	59,996	17,456	29.1%	26,820	50,632	188.8%
TOTAL MNR SYSTEM RIDERSHIP	17,270,835	20,767,094	(3,496,259)	-16.8%	8,639,365	8,631,470	99.9%

Notes:

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

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

TICKET TYPE/SERVICE	MAY 2022 ACTUAL	MAY 2021 RESTATED (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	1,284,892	708,874	576,018	81.3%
Hudson Line	843,628	487,809	355,819	72.9%
New Haven Line	1,937,057	1,048,273	888,784	84.8%
Total East of Hudson	4,065,577	2,244,956	1,820,621	81.1%
WEST OF HUDSON				
Port Jervis Line	31,455	31,296	159	0.5%
Pascack Valley Line	17,285	18,128	(843)	-4.7%
Total West of Hudson (2)	48,740	49,424	(684)	-1.4%
TOTAL RAIL RIDERSHIP	4,114,317	2,294,380	1,819,937	79.3%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	13,395	6,553	6,842	104.4%
Haverstraw-Ossining Ferry	3,651	NA	3,651	NA
Newburgh-Beacon Ferry	2,178	NA	2,178	NA
Total Connecting Services	19,224	6,553	12,671	193.4%
TOTAL MNR SYSTEM	4,133,541	2,300,933	1,832,608	79.6%

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	5,457,530	2,751,417	2,706,113	98.4%
Hudson Line	3,472,943	1,825,254	1,647,689	90.3%
New Haven Line	7,992,353	3,851,853	4,140,500	107.5%
Total East of Hudson	16,922,826	8,428,524	8,494,302	100.8%
WEST OF HUDSON				
Port Jervis Line	161,624	117,207	44,417	37.9%
Pascack Valley Line	108,933	66,814	42,119	63.0%
Total West of Hudson (2)	270,557	184,021	86,536	47.0%
TOTAL RAIL RIDERSHIP	17,193,383	8,612,545	8,580,838	99.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	58,740	26,820	31,920	119.0%
Haverstraw-Ossining Ferry	12,995	NA	12,995	NA
Newburgh-Beacon Ferry	5,717	NA	5,717	NA
Total Connecting Services	77,452	26,820	50,632	188.8%
TOTAL MNR SYSTEM	17,270,835	8,639,365	8,631,470	99.9%

Notes:

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



Long Island Rail Road

May 2022 Performance Summary

Robert Free, Senior Vice President – Operations



Memorial Day Weekend: On Friday May 27, 2022, the Long Island Rail Road kicked off the summer season when the Cannonball left for Montauk. Ridership for the holiday weekend increased by 47% compared to 2021.



Long Island Rail Road

May 2022 Performance Summary

Highlights

On-Time Performance (OTP) for the month of May closed at **96.3%**, 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

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

Delays

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

The most significant event was a track condition between Great Neck and Port Washington on May 21st. The incident affected 20 trains, delayed our customers an average of 6.5 minutes, and reduced our monthly OTP by 0.1%

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated 239,554 in April and exceeded the goal. The year to date performance continued to remain above the goal.

Performance Summary			2022 Data			2021 Data	
			Annual Goal	May	YTD thru May	May	YTD thru May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	96.3%	96.2%	95.8%	96.1%
		AM Peak		97.8%	96.0%	95.6%	96.1%
		PM Peak		96.6%	96.3%	97.6%	97.2%
		Total Peak		97.2%	96.2%	96.5%	96.6%
		Off Peak Weekday		95.8%	96.3%	95.0%	95.4%
		Weekend		96.5%	96.1%	96.6%	97.0%
	Babylon Branch	Overall	93.9%	97.3%	96.9%	98.0%	97.1%
		AM Peak		97.6%	96.5%	99.5%	96.8%
		PM Peak		97.4%	96.8%	100.0%	98.7%
		Total Peak		97.5%	96.7%	99.7%	97.7%
	Off Peak Weekday		97.7%	97.6%	98.3%	97.4%	
	Weekend		96.7%	95.8%	95.7%	96.2%	
Far Rockaway Branch	Overall	96.6%	98.1%	98.1%	98.6%	98.1%	
	AM Peak		95.4%	96.8%	100.0%	98.9%	
	PM Peak		98.6%	98.1%	100.0%	99.3%	
	Total Peak		96.8%	97.4%	100.0%	99.1%	
	Off Peak Weekday		98.4%	98.4%	97.3%	97.3%	
	Weekend		98.5%	98.0%	100.0%	99.2%	
Huntington Branch	Overall	92.5%	93.9%	94.2%	93.8%	95.3%	
	AM Peak		97.4%	95.7%	91.8%	94.8%	
	PM Peak		95.7%	94.7%	96.0%	96.9%	
	Total Peak		96.6%	95.2%	93.8%	95.8%	
	Off Peak Weekday		91.7%	93.3%	92.1%	94.3%	
	Weekend		95.8%	95.3%	97.2%	97.1%	
Hempstead Branch	Overall	96.5%	96.6%	96.6%	96.7%	96.7%	
	AM Peak		98.6%	96.6%	99.3%	98.1%	
	PM Peak		96.8%	94.1%	98.3%	98.1%	
	Total Peak		97.8%	95.5%	98.8%	98.1%	
	Off Peak Weekday		96.8%	96.4%	95.7%	95.1%	
	Weekend		95.8%	97.3%	97.1%	98.2%	
Long Beach Branch	Overall	95.9%	97.9%	97.5%	96.9%	97.4%	
	AM Peak		98.6%	97.9%	100.0%	98.4%	
	PM Peak		98.2%	97.9%	98.1%	98.9%	
	Total Peak		98.4%	97.9%	99.2%	98.6%	
	Off Peak Weekday		97.2%	97.4%	97.8%	96.9%	
	Weekend		98.6%	97.5%	93.8%	97.2%	
Montauk Branch	Overall	90.8%	94.4%	93.9%	94.3%	94.1%	
	AM Peak		99.4%	92.4%	92.1%	94.8%	
	PM Peak		92.3%	94.8%	98.0%	96.8%	
	Total Peak		96.3%	93.4%	94.6%	95.6%	
	Off Peak Weekday		95.0%	95.2%	96.1%	94.0%	
	Weekend		92.8%	92.5%	91.4%	93.3%	
Oyster Bay Branch	Overall	94.1%	96.6%	96.3%	96.3%	96.0%	
	AM Peak		98.4%	97.3%	98.0%	97.0%	
	PM Peak		95.2%	96.6%	98.8%	99.2%	
	Total Peak		97.0%	97.0%	98.3%	98.0%	
	Off Peak Weekday		95.8%	96.2%	94.8%	94.5%	
	Weekend		97.8%	95.6%	97.5%	97.2%	
Port Jefferson Branch	Overall	90.9%	93.9%	93.8%	92.1%	93.7%	
	AM Peak		98.0%	92.8%	92.9%	94.3%	
	PM Peak		94.6%	96.0%	94.3%	94.6%	
	Total Peak		96.3%	94.4%	93.6%	94.5%	
	Off Peak Weekday		91.1%	91.8%	88.9%	92.6%	
	Weekend		96.4%	96.7%	96.6%	95.1%	

Port Washington Branch	Overall	95.3%	96.5%	97.3%	92.9%	94.9%
	AM Peak		99.6%	98.7%	88.3%	92.4%
	PM Peak		95.9%	97.1%	95.0%	93.1%
	Total Peak		97.5%	97.8%	92.0%	92.7%
	Off Peak Weekday		96.5%	97.4%	91.3%	94.2%
	Weekend		95.9%	96.9%	96.7%	98.0%
Ronkonkoma Branch	Overall	91.6%	95.0%	94.6%	94.0%	94.8%
	AM Peak		96.3%	94.2%	91.6%	94.8%
	PM Peak		97.6%	96.2%	96.2%	97.1%
	Total Peak		96.8%	95.0%	93.6%	95.8%
	Off Peak Weekday		92.2%	94.0%	91.6%	93.2%
	Weekend		98.5%	95.4%	98.4%	97.3%
West Hempstead Branch	Overall	95.8%	99.3%	98.5%	99.3%	98.6%
	AM Peak		100.0%	97.6%	100.0%	98.7%
	PM Peak		98.1%	96.4%	100.0%	98.5%
	Total Peak		98.9%	96.9%	100.0%	98.6%
	Off Peak Weekday		99.5%	99.2%	99.2%	98.3%
	Weekend		99.4%	98.9%	99.0%	99.2%
Operating Statistics	Trains Scheduled		19,509	93,800	17,069	87,012
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		-11.3	-12.7	-13.1	-12.7
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		113	695	116	533
	Trains Canceled		8	113	93	273
	Trains Terminated		30	181	45	246
	Percent of Scheduled Trips Completed		99.8%	99.7%	99.2%	99.4%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>						
	AM Peak		100.0%			
	PM Peak		100.0%			
	Total Peak		100.0%			

System Categories Of Delay	% Total	2022	2022 Data		2021 Data		YTD 2022 Vs 2021
		Apr	May	YTD Thru May	May	YTD Thru May	
Engineering (Scheduled)	2.8%	16	20	86	39	186	(100)
Engineering (Unscheduled)	17.1%	79	123	539	72	529	10
Maintenance of Equipment	11.3%	75	81	413	52	335	78
Transportation	4.0%	11	29	98	6	70	28
Capital Projects	10.7%	56	77	302	113	623	(321)
Weather and Environmental	2.9%	9	21	482	12	319	163
Police	11.7%	73	84	489	70	351	138
Customers	21.4%	104	154	546	69	237	309
Special Events	7.2%	26	52	98	7	13	85
Other	6.8%	51	49	251	253	481	(230)
3rd Party Operations	3.9%	65	28	258	25	270	(12)
Total:	100.0%	565	718	3,562	718	3,414	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		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
12-May	Thu	Amtrak related switch trouble in F Interlocking				8			7			15		
20-May	Fri	Track condition east of Woodside Station				6			5			11		
21-May	Sat	Track condition between Great Neck and Port Washington							2	1	17	2	1	17
22-May	Sun	Track condition on Hempstead Branch							8	2	2	8	2	2
TOTAL FOR MONTH			0	0	0	14	0	0	22	3	19	36	3	19
												58		

Long Island Rail Road

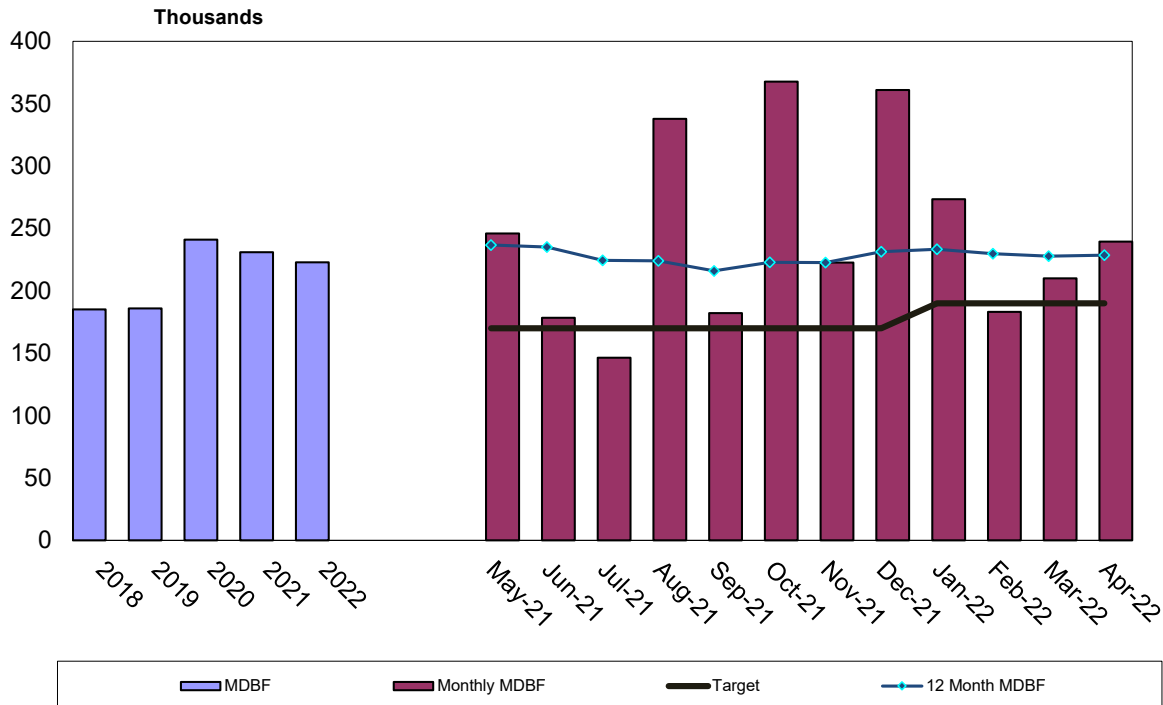
MEAN DISTANCE BETWEEN FAILURES - APRIL 2022

	Equip-ment Type	Total Fleet Owned	2022 Data					2021 Data		
			MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month Rolling Avg MDBF (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
Mean Distance Between Failures	M-3	116	60,000	0	0	0	-	0	0	-
	M-7	836	360,000	498,232	9	414,901	410,453	501,249	8	395,850
	M-9	126	180,000	219,208	3	213,305	251,095	159,759	2	171,744
	C-3	134	103,000	170,292	4	131,654	138,586	306,449	2	181,803
	DE	24	19,000	17,919	5	22,665	20,744	11,460	7	16,949
	DM	21	19,000	19,096	4	20,787	23,251	21,834	3	25,483
	Diesel	179	51,000	65,165	13	66,990	68,741	63,218	12	71,301
	Fleet	1,257	190,000	239,554	25	222,876	228,597	231,279	22	230,570

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

Note: M3 fleet was not used in service during entire last year and this year so far.

ALL FLEETS Mean Distance Between Failure 2018 - 2022





Long Island Rail Road

OPERATING REPORT FOR MONTH OF MAY 2022

Standee Report

East Of Jamaica

		2022 Data	
		May	
		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.



Standee Report

West Of Jamaica

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

Definitions

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

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

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

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

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

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

Elevator Availability		2022		2021	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	99.4%	99.4%	99.5%	99.4%
	Far Rockaway Branch	99.6%	99.4%	99.5%	99.3%
	Hempstead Branch	99.7%	98.7%	98.1%	99.3%
	Long Beach Branch	99.4%	99.5%	98.2%	99.3%
	Port Jefferson Branch	99.0%	98.5%	99.3%	99.2%
	Port Washington Branch	98.0%	98.9%	99.2%	99.0%
	Ronkonkoma Branch	99.1%	99.1%	99.4%	99.3%
	City Terminal Branch	99.0%	99.2%	99.4%	97.0%
	Overall Average	99.0%	99.1%	99.3%	98.7%

Escalator Availability		2022		2021	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	89.6%	91.5%	96.9%	97.3%
	Far Rockaway Branch	84.7%	92.9%	97.9%	87.3%
	Hempstead Branch	98.7%	97.7%	99.2%	99.0%
	Long Beach Branch	98.4%	97.9%	97.7%	98.2%
	Port Jefferson Branch	98.6%	97.7%	93.6%	97.0%
	City Terminal Branch	95.7%	95.2%	92.2%	93.3%
	Overall Average	93.4%	94.0%	95.1%	95.1%

Long Island Rail Road Performance Metrics Report

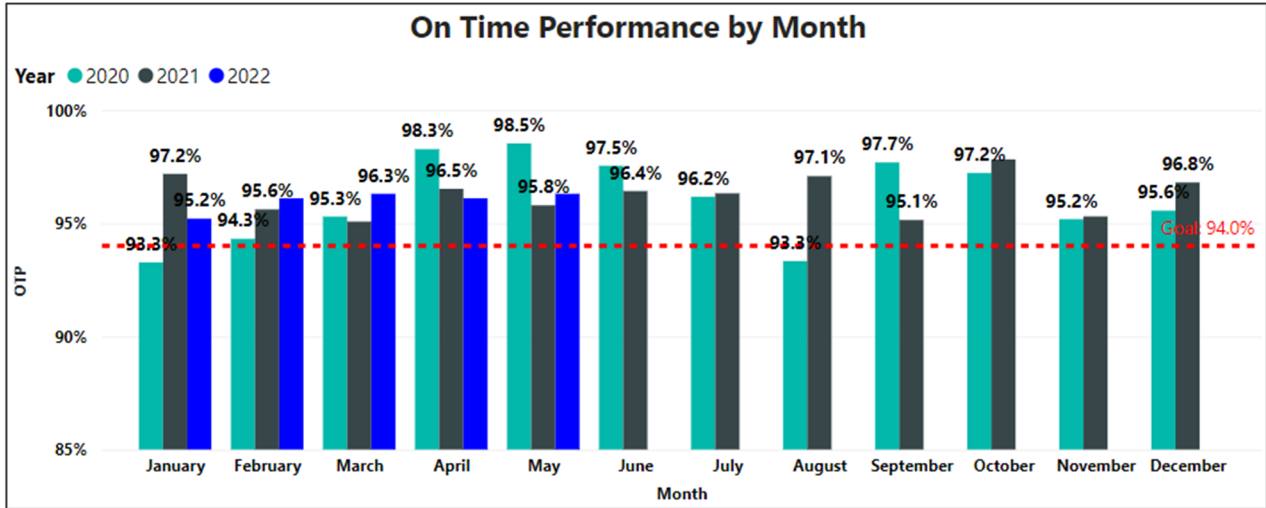




On Time Performance

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

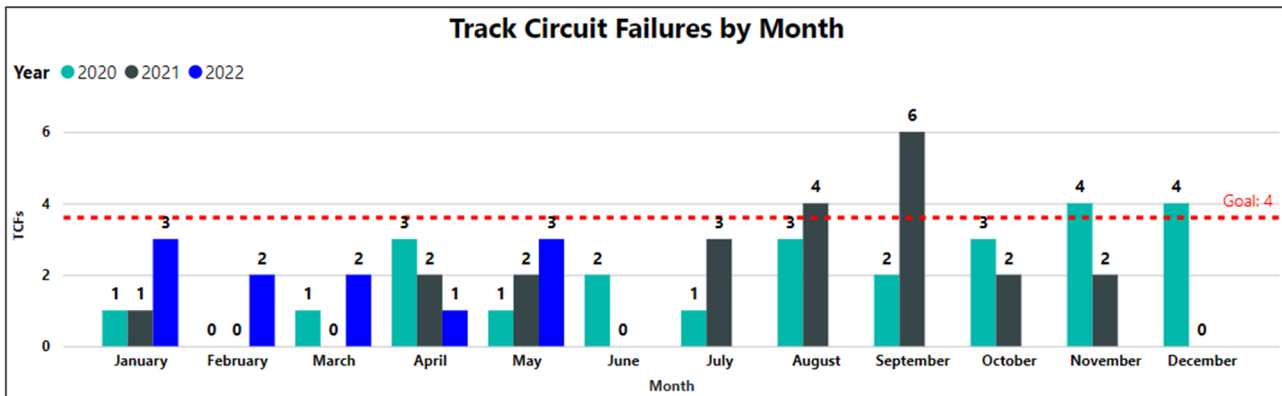
	2022		2021	
Goal	May	YTD	May	YTD
94.0%	96.3%	96.2%	95.8%	96.1%



Number of Track Circuit Failures

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

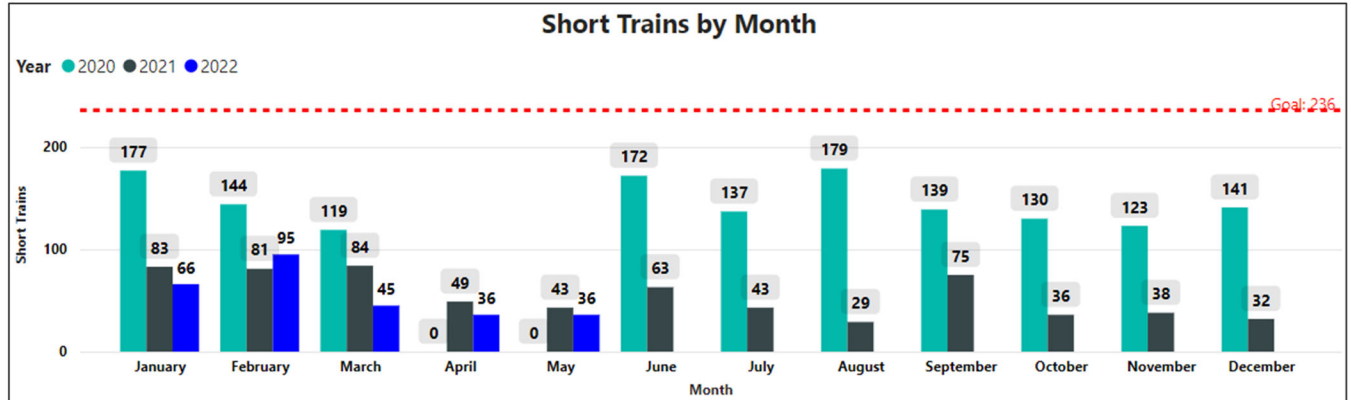
	2022		2021	
Goal	May	YTD	May	YTD
48 annually	3	11	2	5



Number of Short Trains*

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

Goal	2022		2021	
	May	YTD	May	YTD
2,828 annually	36	278	43	340



* The LIRR did not record any short trains in May 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

May 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.

May 2022 Highlights

- Total revenue of \$362.4 million was \$(24.3) million lower than the budget. This was primarily due to lower farebox revenue, partially offset by the timing of capital & other reimbursements, and other operating revenue.
- Through May ridership was 18.9 million, which was 87.1% above 2021 and (48.2)% below 2019 pre-COVID levels (adjusted for the same number of work days), and (18.9)% below the budget. Commutation ridership of 7.6 million was 135.3% above 2021 and (43.4%) below the budget. Non-Commutation ridership of 11.4 million was 64.7% above 2021 and 13.8% below the budget. Consequently, farebox revenue of \$162.1 million was \$(34.9) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$833.9 million were \$51.5 million or 5.8% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, OPEB current, the timing of pension payments, material usage, maintenance contracts, professional service contracts, lower other business expenses, and insurance, partially offset by higher FELA indemnity reserves, fuel, and electric costs.

Financial results for May 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	\$386.7	\$362.4	(\$24.3)
Total Expenses Before Non-Cash Liabilities	885.4	833.9	51.5
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$498.7)	(\$471.5)	\$27.2
Other Non-Cash Liabilities	181.8	206.9	(25.1)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$680.5)	(\$678.4)	\$2.1
Cash Adjustments	226.4	305.5	79.1
Net Cash Surplus/(Deficit)	(\$454.1)	(\$372.9)	\$81.2

NON-REIMBURSABLE SUMMARY

May operating results were favorable by \$2.1 million or 0.3% higher than the budget.

Non-Reimbursable revenues through May were \$(32.7) 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 \$34.7 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.

May capital and other reimbursable expenditures (and reimbursements) were \$8.3 higher than the budget due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

May **Total Revenues** (including Capital and Other Reimbursements) of \$362.4 were \$(24.3) or (6.3)% unfavorable to the budget.

- **Farebox Revenues** were \$(34.9) unfavorable to the budget due to lower ridership, partially offset by higher yield per passenger. Ridership through May was 18.9 million. This was 87.1% higher than 2021 (adjusted for the same number of calendar work days) and (18.9)% lower than the budget.
- **Other Operating Revenues** were \$2.3 favorable to the budget due to higher rental and miscellaneous revenue.
- **Capital and Other Reimbursements** were \$8.3 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

May **Total Expenses** (including depreciation and other) of \$1,040.8 were favorable to the budget by \$26.4 or 2.5%.

Labor Expenses, \$41.5 favorable.

- **Payroll**, \$30.4 favorable (primarily vacant positions).
- **Overtime**, \$0.3 favorable (primarily timing of reimbursable project activity, and lower programmatic/routine maintenance, and unscheduled service, partially offset by higher vacancy/absentee coverage, unscheduled maintenance, weather emergencies, and scheduled service).
- **Health & Welfare**, \$4.1 favorable (vacant positions).
- **OPEB Current Payment**, \$5.6 favorable (fewer retirees/beneficiaries than projected).
- **Pensions**, \$3.6 favorable (timing of pension payments).
- **Other Fringe**, (\$2.4) unfavorable (primarily higher FELA indemnity reserves and Railroad Unemployment Insurance, partially offset by lower Railroad Retirement Taxes due to vacant positions).

Non-Labor Expenses, \$10.0 favorable.

- **Electric Power**, (\$5.8) unfavorable (primarily due to higher rates, partially offset by lower consumption).
- **Fuel**, \$(4.9) unfavorable (primarily higher rates and consumption).
- **Insurance**, \$1.4 favorable (primarily lower force account insurance, and liability insurance).
- **Claims**, \$0.3 favorable (primarily lower reserves).
- **Maintenance and Other Operating Contracts**, \$6.3 favorable (primarily due to the timing of Moynihan Train Hall payments, parking garage invoices, vehicle purchases, uniforms, security system services, lower bussing, and real estate rental costs, partially offset by the timing of capital project activity, higher equipment leases and rentals, and snow removal).

- **Professional Services**, \$1.9 favorable (primarily due to the timing of professional service contracts, and lower MTA chargebacks, partially offset by the timing of capital project activity).
- **Materials and Supplies**, \$8.5 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**, \$2.3 favorable (primarily due to the reduction of bad debt reserves, higher restitution on property damage, lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses).

Depreciation and Other, \$(24.5) unfavorable (primarily depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through May of (\$372.9) was \$81.2 favorable to the budget due to the timing and lower expenditures, partially offset by lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The May Farebox Operating Ratio was 32.3%, 0.2 percentage points above the budget resulting from lower expenses, partially offset by lower farebox revenue.
- The May Adjusted Farebox Operating Ratio was 38.9%, which is above the budget resulting from lower expenses, partially offset by lower farebox revenue.
- The May Adjusted Cost per Passenger was \$24.86, which is lower than the budget due to lower expenses, partially offset by lower ridership.
- The May Revenue per Passenger was \$8.70 which is close to budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
MAY 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	\$44.833	\$38.882	(\$5.950)	(13.3)	\$0.000	\$0.000	\$0.000	-	\$44.833	\$38.882	(\$5.950)	(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	2.233	4.369	2.136	95.7	0.000	0.000	0.000	-	2.233	4.369	2.136	95.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	41.000	47.390	6.390	15.6	41.000	47.390	6.390	15.6
Total Revenue	\$47.066	\$43.251	(\$3.814)	(8.1)	\$41.000	\$47.390	\$6.390	15.6	\$88.066	\$90.642	\$2.576	2.9
Expenses												
<i>Labor:</i>												
Payroll	\$48.674	\$42.013	\$6.661	13.7	\$14.932	\$14.819	\$0.112	0.8	\$63.605	\$56.832	\$6.773	10.6
Overtime	12.923	12.530	0.393	3.0	4.782	4.978	(0.196)	(4.1)	17.705	17.508	0.197	1.1
Health and Welfare	10.203	9.938	0.265	2.6	3.752	3.606	0.146	3.9	13.955	13.543	0.411	2.9
OPEB Current Payment	6.700	5.531	1.169	17.4	0.000	0.000	0.000	-	6.700	5.531	1.169	17.4
Pensions	13.310	11.406	1.904	14.3	6.096	6.886	(0.790)	(13.0)	19.406	18.292	1.114	5.7
Other Fringe Benefits	15.289	13.200	2.089	13.7	3.837	3.758	0.079	2.1	19.126	16.958	2.168	11.3
Reimbursable Overhead	(2.638)	(5.011)	2.373	90.0	2.638	5.011	(2.373)	(90.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$104.462	\$89.608	\$14.854	14.2	\$36.037	\$39.057	(\$3.021)	(8.4)	\$140.498	\$128.665	\$11.833	8.4
<i>Non-Labor:</i>												
Electric Power	\$6.560	\$8.359	(\$1.800)	(27.4)	\$0.021	\$0.032	(\$0.011)	(52.0)	\$6.581	\$8.391	(\$1.810)	(27.5)
Fuel	1.585	3.530	(1.946)	*	0.000	0.000	0.000	-	1.585	3.530	(1.946)	*
Insurance	2.008	1.792	0.216	10.8	0.750	0.785	(0.034)	(4.6)	2.758	2.576	0.182	6.6
Claims	0.390	0.222	0.168	43.1	0.000	0.000	0.000	-	0.390	0.222	0.168	43.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.247	5.071	2.176	30.0	1.412	2.609	(1.197)	(84.7)	8.659	7.680	0.979	11.3
Professional Service Contracts	3.409	2.906	0.503	14.8	0.063	0.187	(0.125)	*	3.472	3.094	0.378	10.9
Materials & Supplies	12.263	7.013	5.250	42.8	2.665	4.655	(1.989)	(74.6)	14.929	11.668	3.261	21.8
Other Business Expenses	1.287	1.154	0.133	10.3	0.052	0.065	(0.013)	(25.9)	1.339	1.219	0.119	8.9
Total Non-Labor Expenses	\$34.748	\$30.047	\$4.701	13.5	\$4.964	\$8.333	(\$3.369)	(67.9)	\$39.712	\$38.380	\$1.332	3.4
<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	\$139.210	\$119.655	\$19.555	14.0	\$41.000	\$47.390	(\$6.390)	(15.6)	\$180.210	\$167.045	\$13.165	7.3
Depreciation	\$35.086	\$55.998	(\$20.912)	(59.6)	\$0.000	\$0.000	\$0.000	-	\$35.086	\$55.998	(\$20.912)	(59.6)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$174.462	\$175.819	(\$1.357)	(0.8)	\$41.000	\$47.390	(\$6.390)	(15.6)	\$215.463	\$223.210	(\$7.747)	(3.6)
Net Surplus/(Deficit)	(\$127.397)	(\$132.568)	(\$5.171)	(4.1)	\$0.000	\$0.000	\$0.000	-	(\$127.397)	(\$132.568)	(\$5.171)	(4.1)
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.086	\$55.998	\$20.912	59.6	\$0.000	\$0.000	\$0.000	-	35.086	\$55.998	\$20.912	59.6
Operating/Capital	(0.612)	(0.768)	(0.156)	(25.4)	0.000	0.000	0.000	-	(0.612)	(0.768)	(0.156)	(25.4)
Other Cash Adjustments	7.732	(21.326)	(29.058)	*	0.000	0.000	0.000	-	7.732	(21.326)	(29.058)	*
Total Cash Conversion Adjustments	\$42.206	\$33.904	(\$8.302)	(19.7)	0.000	\$0.000	\$0.000	-	\$42.206	\$33.904	(\$8.302)	(19.7)
Net Cash Surplus/(Deficit)	(\$85.191)	(\$98.664)	(\$13.474)	(15.8)	\$0.000	\$0.000	\$0.000	-	(\$85.191)	(\$98.664)	(\$13.474)	(15.8)

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$197.011	\$162.071	(\$34.940)	(17.7)	\$0.000	\$0.000	\$0.000	-	\$197.011	\$162.071	(\$34.940)	(17.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	10.926	13.206	2.280	20.9	0.000	0.000	0.000	-	10.926	13.206	2.280	20.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	178.789	187.122	8.333	4.7	178.789	187.122	8.333	4.7
Total Revenue	\$207.937	\$175.277	(\$32.660)	(15.7)	\$178.789	\$187.122	\$8.333	4.7	\$386.726	\$362.399	(\$24.327)	(6.3)
Expenses												
<i>Labor:</i>												
Payroll	\$251.539	\$226.545	\$24.994	9.9	\$63.177	\$57.817	\$5.360	8.5	\$314.716	\$284.362	\$30.354	9.6
Overtime	58.678	59.079	(0.400)	(0.7)	22.355	21.700	0.654	2.9	81.033	80.779	0.254	0.3
Health and Welfare	54.704	52.123	2.581	4.7	16.175	14.613	1.562	9.7	70.878	66.736	4.143	5.8
OPEB Current Payment	33.500	27.872	5.628	16.8	0.000	0.000	0.000	-	33.500	27.872	5.628	16.8
Pensions	70.751	65.247	5.504	7.8	26.280	28.211	(1.932)	(7.4)	97.030	93.458	3.572	3.7
Other Fringe Benefits	71.047	74.829	(3.782)	(5.3)	16.540	15.161	1.379	8.3	87.587	89.990	(2.404)	(2.7)
Reimbursable Overhead	(12.133)	(20.160)	8.027	66.2	12.133	20.160	(8.027)	(66.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$528.087	\$485.535	\$42.551	8.1	\$156.659	\$157.662	(\$1.003)	(0.6)	\$684.745	\$643.197	\$41.548	6.1
<i>Non-Labor:</i>												
Electric Power	\$33.166	\$38.929	(\$5.763)	(17.4)	\$0.104	\$0.123	(\$0.018)	(17.4)	\$33.270	\$39.051	(\$5.781)	(17.4)
Fuel	8.933	13.839	(4.906)	(54.9)	0.000	0.000	0.000	-	8.933	\$13.839	(4.906)	(54.9)
Insurance	9.418	9.032	0.385	4.1	3.186	2.218	0.968	30.4	12.604	\$11.251	1.354	10.7
Claims	1.951	1.671	0.280	14.4	0.000	0.000	0.000	-	1.951	\$1.671	0.280	14.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	36.317	28.206	8.111	22.3	6.365	8.129	(1.764)	(27.7)	42.683	\$36.335	6.347	14.9
Professional Service Contracts	17.826	14.658	3.169	17.8	0.289	1.600	(1.312)	*	18.115	\$16.258	1.857	10.3
Materials & Supplies	64.808	51.205	13.603	21.0	11.962	17.076	(5.114)	(42.8)	76.770	\$68.281	8.489	11.1
Other Business Expenses	6.133	3.726	2.407	39.2	0.224	0.314	(0.090)	(40.1)	6.357	\$4.040	2.317	36.4
Total Non-Labor Expenses	\$178.553	\$161.266	\$17.287	9.7	\$22.130	\$29.460	(\$7.330)	(33.1)	\$200.683	\$190.726	\$9.957	5.0
<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	\$706.639	\$646.801	\$59.839	8.5	\$178.789	\$187.122	(\$8.333)	(4.7)	\$885.429	\$833.923	\$51.505	5.8
<i>Depreciation</i>												
Depreciation	\$180.930	\$205.454	(24.524)	(13.6)	\$0.000	\$0.000	\$0.000	-	\$180.930	\$205.454	(\$24.524)	(13.6)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.833	1.428	(0.595)	(71.4)	0.000	0.000	0.000	-	0.833	1.428	(0.595)	(71.4)
Total Expenses	\$888.403	\$853.684	\$34.719	3.9	\$178.789	\$187.122	(\$8.333)	(4.7)	\$1,067.192	\$1,040.806	\$26.386	2.5
Net Surplus/(Deficit)	(\$680.466)	(\$678.407)	\$2.059	0.3	\$0.000	\$0.000	\$0.000	-	(\$680.466)	(\$678.407)	\$2.059	0.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$180.930	\$205.454	\$24.524	13.6	\$0.000	\$0.000	\$0.000	-	180.930	\$205.454	\$24.524	13.6
Operating/Capital	(2.339)	(2.822)	(0.484)	(20.7)	0.000	0.000	0.000	-	(2.339)	(2.822)	(0.484)	(20.7)
Other Cash Adjustments	47.813	102.868	55.055	*	0.000	0.000	0.000	-	47.813	102.868	55.055	*
Total Cash Conversion Adjustments	\$226.404	\$305.500	\$79.095	34.9	\$0.000	\$0.000	\$0.000	-	\$226.404	\$305.500	\$79.095	34.9
Net Cash Surplus/(Deficit)	(\$454.062)	(\$372.907)	\$81.155	17.9	\$0.000	\$0.000	\$0.000	0.0	(\$454.062)	(\$372.907)	\$81.155	17.9

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)**

MAY 2022				Year-To-Date MAY 2022			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(5.950)	(13.3)	Lower ridership \$(5.966), partially offset by higher yield per passenger \$0.016.	(34.940)	(17.7)	Lower ridership \$(37.298), partially offset by higher yield per passenger \$2.358.
Other Operating Revenue	Non Reimb.	2.136	95.7	Primarily due to the timing of advertising revenue and higher miscellaneous revenue.	2.280	20.9	Primarily due to higher rental and miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	6.390	15.6	Primarily due to the timing of capital project activity and interagency reimbursements.	8.333	4.7	Primarily due to the timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	6.661	13.7	Primarily vacant positions.	24.994	9.9	Primarily vacant positions.
	Reimb.	0.112	0.8	Primarily due to the timing of project activity.	5.360	8.5	Primarily due to the timing of project activity.
Overtime	Non Reimb.	0.393	3.0	Primarily lower programmatic/routine maintenance and unscheduled service, partially offset by higher vacancy/absentee coverage, scheduled service, and unscheduled maintenance.	(0.400)	(0.7)	Primarily higher vacancy/absentee coverage, unscheduled maintenance, weather emergencies, and scheduled service, partially offset by lower programmatic/routine maintenance, and unscheduled service.
	Reimb.	(0.196)	(4.1)	Primarily due to the timing of project activity.	0.654	2.9	Primarily due to the timing of project activity.
Health and Welfare	Non Reimb.	0.265	2.6	Primarily vacant positions, partially offset by higher rates.	2.581	4.7	Primarily vacant positions, partially offset by higher rates.
	Reimb.	0.146	3.9	Primarily due to the timing of project activity.	1.562	9.7	Primarily due to the timing of project activity.
OPEB Current Payment	Non Reimb.	1.169	17.4	Fewer retirees/beneficiaries, partially offset by higher rates.	5.628	16.8	Fewer retirees/beneficiaries, partially offset by higher rates.
Pensions	Non Reimb.	1.904	14.3	Timing of pension payments and the estimated percentage of pension allocated to reimbursable was under-estimated.	5.504	7.8	Timing of pension payments and the estimated percentage of pension allocated to reimbursable was under-estimated.

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	MAY 2022		Reason for Variance	Year-To-Date MAY 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
	Reimb.	(0.790)	(13.0)	The estimated percentage of pension allocated to reimbursable was under-estimated.	(1.932)	(7.4)	The estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	2.089	13.7	Primarily due to lower Railroad Retirement Taxes due to vacant positions, and the timing of FELA indemnity reserves.	(3.782)	(5.3)	Primarily higher FELA indemnity reserves and Railroad Unemployment Insurance, partially offset by lower Railroad Retirement Taxes due to vacant positions.
	Reimb.	0.079	2.1	Primarily due to the timing of project activity.	1.379	8.3	Primarily due to the timing of project activity.
Reimbursable Overhead	Non Reimb.	2.373	90.0	Primarily due to the timing of project activity.	8.027	66.2	Primarily due to the timing of project activity.
	Reimb.	(2.373)	(90.0)	Primarily due to the timing of project activity.	(8.027)	(66.2)	Primarily due to the timing of project activity.
Electric Power	Non Reimb.	(1.800)	(27.4)	Primarily due to higher rates, partially offset by lower consumption.	(5.763)	(17.4)	Primarily due to higher rates, partially offset by lower consumption.
	Reimb.	(0.011)	(52.0)		(0.018)	(17.4)	
Fuel	Non Reimb.	(1.946)	*	Primarily due to higher rates and consumption.	(4.906)	(54.9)	Primarily due to higher rates and consumption.
Insurance	Non Reimb.	0.216	10.8	Primarily due to lower property and liability insurance.	0.385	4.1	Primarily due to lower liability insurance.
	Reimb.	(0.034)	(4.6)	Force Account Insurance associated with project activity.	0.968	30.4	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.168	43.1	Primarily due to lower reserves.	0.280	14.4	Primarily due to lower reserves.

**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.	MAY 2022		Reason for Variance	Year-To-Date MAY 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	2.176	30.0	Primarily due to the timing of maintenance and other repairs, tvn maintenance, parking garage invoices, lower bussing, and real estate rental costs, partially offset by higher escalator & elevator maintenance, and equipment rentals.	8.111	22.3	Primarily due to the timing of Moynihan Train Hall payments, parking garage invoices, vehicle purchases, uniforms, security system services, lower bussing, and real estate rental costs, partially offset by higher equipment leases and rentals, and snow removal.
	Reimb.	(1.197)	(84.7)		(1.764)	(27.7)	
Professional Service Contracts	Non Reimb.	0.503	14.8	Primarily due to the timing of professional service contracts, and lower MTA chargebacks. Primarily due to the timing of project activity.	3.169	17.8	Primarily due to the timing of professional service contracts, and lower MTA chargebacks. Primarily due to the timing of project activity.
	Reimb.	(0.125)	*		(1.312)	*	
Materials & Supplies	Non Reimb.	5.250	42.8	Primarily due to the timing of modifications and RCM activity for revenue fleet, and lower miscellaneous inventory adjustments. Primarily due to the timing of project activity.	13.603	21.0	Primarily due to the timing of modifications and RCM activity for revenue fleet. Primarily due to the timing of project activity.
	Reimb.	(1.989)	(74.6)		(5.114)	(42.8)	
Other Business Expenses	Non Reimb.	0.133	10.3	Primarily due to higher restitution on property damage, and lower travel. Primarily due to the timing of project activity.	2.407	39.2	Primarily due to the reduction of bad debt reserves, higher restitution on property damage, lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses. Primarily due to the timing of project activity.
	Reimb.	(0.013)	(25.9)		(0.090)	(40.1)	
Depreciation	Non Reimb.	(20.912)	(59.6)	Based on certain capital assets being fully depreciated.	(24.524)	(13.6)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	0.000	0.0		(0.595)	(71.4)	

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
MAY 2022								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)	Percent	Budget	Actual	Favorable (Unfavorable)	Percent
Receipts								
Farebox Revenue	\$45.605	\$39.660	(\$5.945)	(13.0)	\$200.405	\$162.770	(\$37.635)	(18.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.505	1.945	0.440	29.2	107.613	113.343	5.730	5.3
Capital & Other Reimbursements	28.235	8.812	(19.423)	(68.8)	135.109	134.214	(0.895)	(0.7)
Total Receipts	\$75.345	\$50.417	(\$24.928)	(33.1)	\$443.127	\$410.327	(\$32.800)	(7.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$48.317	\$50.913	(\$2.596)	(5.4)	\$304.518	\$275.977	\$28.541	9.4
Overtime	13.461	13.376	0.085	0.6	79.927	74.806	5.120	6.4
Health and Welfare	13.955	12.861	1.094	7.8	70.878	63.623	7.255	10.2
OPEB Current Payment	6.700	5.419	1.282	19.1	33.500	26.970	6.531	19.5
Pensions	19.406	18.763	0.643	3.3	97.030	94.197	2.833	2.9
Other Fringe Benefits	16.340	13.855	2.485	15.2	94.193	77.226	16.967	18.0
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$118.179	\$115.186	\$2.993	2.5	\$680.047	\$612.799	\$67.248	9.9
<i>Non-Labor:</i>								
Electric Power	\$6.581	\$7.164	(\$0.583)	(8.9)	\$33.270	\$39.163	(\$5.893)	(17.7)
Fuel	1.585	3.318	(1.733)	*	8.933	14.063	(5.130)	(57.4)
Insurance	0.021	(0.752)	0.773	*	15.621	(2.223)	17.844	*
Claims	0.154	(0.088)	0.243	*	0.772	0.287	0.485	62.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.659	4.626	4.033	46.6	42.683	37.470	5.213	12.2
Professional Service Contracts	1.448	0.287	1.161	80.2	10.655	7.123	3.532	33.1
Materials & Supplies	21.528	17.670	3.858	17.9	94.292	66.664	27.628	29.3
Other Business Expenses	1.608	1.229	0.379	23.5	7.523	6.048	1.474	19.6
Total Non-Labor Expenditures	\$41.584	\$33.454	\$8.130	19.6	\$213.748	\$168.595	\$45.154	21.1
<i>Other Expenditure Adjustments:</i>								
Other	\$0.772	\$0.441	\$0.331	42.9	\$3.394	\$1.840	\$1.554	45.8
Total Other Expenditure Adjustments	\$0.772	\$0.441	\$0.331	42.9	\$3.394	\$1.840	\$1.554	45.8
Total Expenditures	\$160.536	\$149.081	\$11.454	7.1	\$897.189	\$783.234	\$113.955	12.7
Net Cash Surplus/(Deficit)	(\$85.191)	(\$98.664)	(\$13.474)	(15.8)	(\$454.062)	(\$372.907)	\$81.155	17.9
MTA Subsidy	85.191	65.765	(19.426)	(22.8)	454.062	318.736	(135.325)	(29.8)
Cash Timing and Availability Adjustment	0.002	32.899	32.897	*	0.000	54.171	54.171	-

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	MAY 2022			Year-To-Date as of MAY 2022		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(5.945)	(13.0)	Lower ridership \$(5.966), and MetroCard/AirTrain sales \$(0.296), partially offset by higher advance sales impact \$0.301, and higher yields \$0.016.	(37.635)	(18.8)	Lower ridership \$(37.298), MetroCard/AirTrain sales \$(1.497), and advance sales impact \$(1.198), partially offset by higher yields \$2.358.
Other Operating Revenue	0.440	29.2	Primarily due to the timing of freight revenue, partially offset by rental payments.	5.730	5.3	Primarily due to the timing of annual leased line rental revenue, miscellaneous revenue, and freight revenue.
Capital and Other Reimbursements	(19.423)	(68.8)	Timing of activity and reimbursement for capital and other reimbursements.	(0.895)	(0.7)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(2.596)	(5.4)	Primarily due to the timing of payments, partially offset by vacant positions.	28.541	9.4	Primarily due to vacant positions, and pay rates.
Overtime	0.085	0.6	Primarily lower programmatic/routine maintenance and unscheduled service, partially offset by higher vacancy/absentee coverage, project overtime, scheduled service, and unscheduled maintenance.	5.120	6.4	Primarily due to lower project overtime, programmatic/routine maintenance, and unscheduled service, partially offset by higher vacancy/absentee coverage, unscheduled maintenance, and weather-related overtime.
Health and Welfare	1.094	7.8	Primarily due to vacant positions, the timing of payments and intercompany reimbursements, partially offset by higher rates.	7.255	10.2	Primarily due to vacant positions, the timing of payments and intercompany reimbursements, partially offset by higher rates.
OPEB Current Payment	1.282	19.1	Primarily due to fewer retirees/beneficiaries.	6.531	19.5	Primarily due to fewer retirees/beneficiaries.
Pensions	0.643	3.3	Primarily due to the timing of pension payments and intercompany reimbursements.	2.833	2.9	Primarily due to the timing of pension payments and intercompany reimbursements.
Other Fringe Benefits	2.485	15.2	Primarily due to lower Railroad Retirement Tax payments, and the timing of FELA.	16.967	18.0	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments, partially offset by higher Railroad Unemployment Insurance, and meal allowances.
Non-Labor:						

**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	MAY 2022			Year-To-Date as of MAY 2022		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Electric Power	(0.583)	(8.9)	Primarily due to higher rates, partially offset by lower consumption.	(5.893)	(17.7)	Primarily due to higher rates, partially offset by lower consumption.
Fuel	(1.733)	*	Primarily due to higher rates and consumption.	(5.130)	(57.4)	Primarily due to higher rates and consumption.
Insurance	0.773	*	Timing of insurance premium payments.	17.844	*	Timing of insurance premium payments.
Claims	0.243	*	Lower payments for claims.	0.485	62.8	Lower payments for claims.
Maintenance and Other Operating Contracts	4.033	46.6	Timing of payments.	5.213	12.2	Timing of payments.
Professional Service Contracts	1.161	80.2	Timing of payments.	3.532	33.1	Timing of payments.
Materials and Supplies	3.858	17.9	Primarily the timing of program and production plans.	27.628	29.3	Primarily the timing of program and production plans.
Other Business Expenses	0.379	23.5	Primarily due to higher restitution on property damage, and lower travel.	1.474	19.6	Primarily due to higher restitution on property damage, lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses.
Other Expenditure Adjustments	0.331	58.2	Lower MetroCard/AirTrain pass through payments.	1.554	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)
MAY 2022

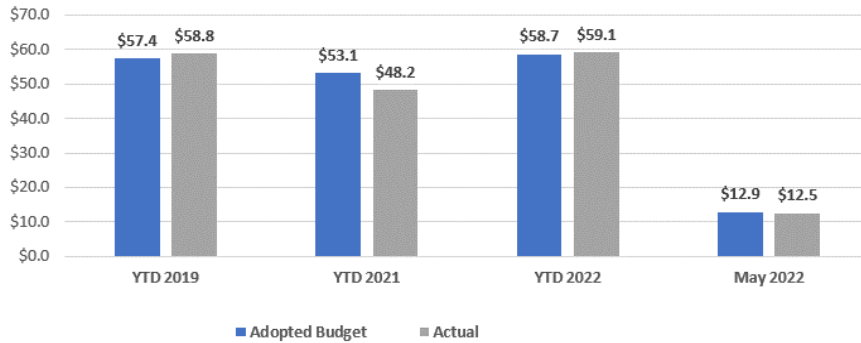
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.772	\$0.778	\$0.006	0.7	\$3.394	\$0.699	(\$2.695)	(79.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.728)	(2.424)	(1.696)	*	96.688	100.138	3.450	3.6
Capital & Other Reimbursements	(12.765)	(38.578)	(25.813)	*	(43.681)	(52.909)	(9.228)	(21.1)
Total Receipts	(\$12.721)	(\$40.225)	(\$27.504)	*	\$56.401	\$47.927	(\$8.474)	(15.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$15.288	\$5.920	(\$9.369)	(61.3)	\$10.198	\$8.385	(\$1.814)	(17.8)
Overtime	4.244	4.132	(0.112)	(2.6)	1.107	5.973	4.866	*
Health and Welfare	0.000	0.682	0.682	*	0.000	3.112	3.112	*
OPEB Current Payment	0.000	0.113	0.113	-	0.000	0.903	0.903	-
Pensions	0.000	(0.471)	(0.471)	*	0.000	(0.739)	(0.739)	-
Other Fringe Benefits	2.787	3.103	0.317	11.4	(6.606)	12.765	19.371	*
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	\$22.319	\$13.479	(\$8.840)	(39.6)	\$4.699	\$30.398	\$25.699	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$1.227	\$1.227	-	\$0.000	(\$0.112)	(\$0.112)	-
Fuel	0.000	0.213	0.213	-	0.000	(0.224)	(0.224)	-
Insurance	2.737	3.328	0.591	21.6	(3.017)	13.474	16.490	*
Claims	0.236	0.310	0.074	31.5	1.179	1.384	0.205	17.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	3.054	3.054	-	0.000	(1.135)	(1.135)	-
Professional Service Contracts	2.024	2.807	0.783	38.7	7.460	9.135	1.675	22.5
Materials & Supplies	(6.600)	(6.002)	0.597	9.1	(17.522)	1.617	19.140	*
Other Business Expenses	(0.269)	(0.010)	0.259	96.2	(1.165)	(2.008)	(0.843)	(72.3)
Total Non-Labor Expenditures	(\$1.872)	\$4.926	\$6.798	*	(\$13.065)	\$22.131	\$35.196	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.772)	(\$0.441)	\$0.331	42.9	(\$3.394)	(\$1.840)	\$1.554	45.8
Total Other Expenditure Adjustments	(\$0.772)	(\$0.441)	\$0.331	42.9	(\$3.394)	(\$1.840)	\$1.554	45.8
Total Expenditures	\$19.674	\$17.964	(\$1.710)	(8.7)	(\$11.760)	\$50.690	\$62.450	*
Depreciation Adjustment	\$35.086	\$55.998	\$20.912	59.6	\$180.930	\$205.454	\$24.524	13.6
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.833	1.428	0.595	71.4
Total Expenditures After Non-Cash Liabilities	\$54.927	\$74.128	\$19.201	35.0	\$170.003	\$257.572	\$87.569	51.5
Total Cash Conversion Adjustments	\$42.206	\$33.904	(\$8.302)	(19.7)	\$226.404	\$305.500	\$79.095	34.9

LONG ISLAND RAIL ROAD - NON-REIMBURSABLE OVERTIME OVERVIEW

- Increase of \$0.3M vs YTD 2019 lower Right of Way & Fleet maintenance and lower scheduled/unscheduled train service, partially offset by higher vacancy/absentee coverage, higher sanitizing/cleaning costs and higher weather overtime.
- Increase of \$10.9M vs YTD 2021 higher Fleet & Right of Way maintenance, higher vacancy/absentee coverage (open vacancies) and higher scheduled service, partially offset by lower sanitizing/cleaning and lower unscheduled service expenses.
- Overspend of \$0.4M 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 unscheduled train service and lower Fleet maintenance.
- Underspend of \$0.4M vs 2022 Adopted Budget - May (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 May Variance
(all dollars in millions)



Agency Detail

- **Maintenance of Equipment:**
 - Maintenance of Equipment Overtime of \$32.2M is 54% of 2022 YTD Actuals.
 - \$3.9M unfavorable vs YTD Adopted Budget driven by higher vacancy/absentee coverage (open vacancies), higher sanitizing/cleaning costs, higher weather-related overtime, partially offset by lower Fleet maintenance.
- **Maintenance of Way (MOW):**
 - MOW of \$10.7M is 18% of 2022 YTD Actuals.
 - \$1.4M unfavorable vs YTD Adopted Budget driven by higher Right of Way Maintenance and higher weather-related overtime, partially offset by lower accrual & pay rate differences.
- **Transportation:**
 - Transportation Overtime of \$13.4M is 22% of 2022 YTD Actuals.
 - \$3.7M 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 and lower accrual & pay rate differences.
- **Stations:**
 - Stations Overtime of \$1.9M is 3% of 2022 YTD Actuals.
 - \$1.2M favorable vs YTD Adopted Budget driven by lower vacancy/absentee coverage and lower accrual & pay rate differences partially offset by higher holiday overtime hours.
- Note that May YTD overtime actuals may be impacted by the Kronos timekeeping system outage.

LONG ISLAND RAIL ROAD - REIMBURSABLE OVERTIME

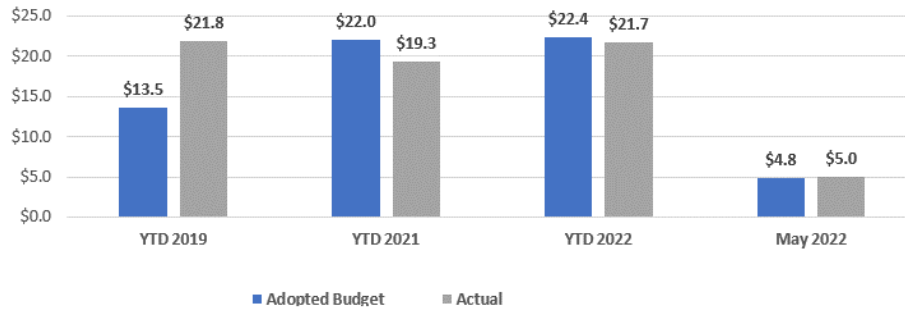
OVERVIEW

- Decrease of \$0.1M vs YTD 2019 mainly due to the reduction in the amount MOW and Transportation reimbursable overtime.
- Increase of \$2.4M vs YTD 2021 mainly due to MOW reimbursable project work required to be completed on overtime.
- Underspend of \$0.7M vs YTD 2022 Adopted Budget due to lower than planned reimbursable project work.
- Overspend of \$0.2M vs 2022 Adopted Budget May (Month only) due to higher than planned reimbursable project work.

Agency Detail

- **MOW:**
 - MOW Overtime of \$15.9M is 73% of 2022 YTD Actuals.
 - \$0.2M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements.
- **Transportation:**
 - Transportation Overtime of \$4.4M is 20% of 2022 YTD Actuals.
 - \$0.9M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements related to flagging needs.

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



- Note that May YTD overtime actuals may be impacted by 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 MAY 2022

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Enterprise Asset Management	9	8	1
Sr. Vice President - Engineering	1	1	0
Labor Relations	14	12	2
Procurement & Logistics (excl. Stores)	46	38	8
Human Resources	35	34	1
Sr VP Administration	2	2	0
Strategic Investments	25	20	5
President	8	3	5
VP & CFO	2	1	1
Controller	40	35	5
Management & Budget	13	10	3
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	63	61	2
Gen. Counsel & Secretary	29	23	6
Diversity Management	3	-	3
Security	15	10	5
System Safety	46	39	7
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	409	64
Operations			
Transportation Services - Train Operations	2,320	2,187	133
Customer Services	473	494	(21)
Total Operations	2,793	2,681	112
Maintenance			
Engineering	1,953	2,043	(90)
Equipment	2,259	2,053	206
Procurement (Stores)	112	90	22
Total Maintenance	4,324	4,186	138
Engineering/Capital			
Department of Program Management	112	83	29
Special Projects	59	44	15
Operational Support Group	45	35	10
Total Engineering/Capital	216	162	54
Baseline Total Positions	7,806	7,438	368
<i>Non-Reimbursable</i>	6,525	6,117	408
<i>Reimbursable</i>	1,281	1,321	(40)
Total Full-Time	7,806	7,438	368
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 MAY 2022

Explanation of Variances
<p>NON-REIMBURSABLE POSITIONS - Favorable 408 positions due to vacancies in Maintenance of Equipment, Transportation, and various administrative departments, partially offset by Engineering and Stations surplus headcount due to the Grand Central Madison hiring plan.</p>
<p>REIMBURSABLE POSITIONS - Unfavorable 40 positions due to increased capital project activity within Transportation and Engineering, partially offset by vacancies in Special Projects, Capital & Development Delivery, and various administrative departments.</p>

**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 MAY 2022**

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	262	234	28
Professional, Technical, Clerical	188	154	34
Operational Hourlies	23	21	2
Total Administration	473	409	64
Operations			
Managers/Supervisors	353	329	24
Professional, Technical, Clerical	131	106	25
Operational Hourlies	2,310	2,246	64
Total Operations	2,793	2,681	112
Maintenance			
Managers/Supervisors	880	783	97
Professional, Technical, Clerical	289	246	43
Operational Hourlies	3,155	3,157	(2)
Total Maintenance	4,324	4,186	138
Engineering/Capital			
Managers/Supervisors	151	129	22
Professional, Technical, Clerical	65	33	32
Operational Hourlies	0	0	0
Total Engineering/Capital	216	162	54
Total Positions			
Managers/Supervisors	1,645	1,475	170
Professional, Technical, Clerical	673	539	134
Operational Hourlies	5,487	5,424	63
Total Positions	7,806	7,438	368

Note: Totals may not add due to rounding

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

	MAY 2022							MAY 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	2.675	1.544	0.665	(1.132)	-42.3%	0.879	132.3%	12.810	6.287	3.017	(6.523)	-50.9%	3.271	108.4%	
Weekly	0.119	0.092	0.045	(0.028)	-23.1%	0.046	102.5%	0.557	0.384	0.199	(0.173)	-31.1%	0.185	93.3%	
20 Trip Ticket	0.000	0.269	0.000	0.269	100.0%	0.269	100.0%	0.000	0.893	0.000	0.893	100.0%	0.893	100.0%	
Total Commutation	2.795	1.904	0.710	(0.890)	-31.9%	1.195	168.3%	13.367	7.565	3.215	(5.803)	-43.4%	4.349	135.3%	
One-Way Full Fare	0.573	0.656	0.183	0.083	14.4%	0.473	258.4%	2.418	2.177	0.718	(0.240)	-9.9%	1.459	203.1%	
One-Way Off-Peak	1.121	1.109	0.994	(0.012)	-1.1%	0.114	11.5%	4.647	5.208	3.590	0.561	12.1%	1.618	45.1%	
All Other	0.666	0.800	0.651	0.134	20.1%	0.149	22.9%	2.932	3.991	2.597	1.059	36.1%	1.394	53.7%	
Total Non-Commutation	2.360	2.564	1.828	0.204	8.7%	0.736	40.3%	9.997	11.376	6.906	1.379	13.8%	4.470	64.7%	
Total	5.155	4.469	2.538	(0.686)	-13.3%	1.931	76.1%	23.364	18.941	10.121	(4.423)	-18.9%	8.820	87.1%	

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

	MONTH			VARIANCE	
	Actual 2022	Budget 2022	Actual 2021	vs. Budget	vs. 2021
Farebox Operating Ratio					
Standard ⁽¹⁾	32.3%	32.1%	17.8%	0.2%	14.5%
Adjusted ⁽²⁾	38.9%	36.6%	21.4%	2.3%	17.5%
Cost Per Passenger					
Standard ⁽¹⁾	\$26.95	\$27.13	\$47.94	\$0.18	\$20.99
Adjusted ⁽²⁾	\$24.86	\$24.97	\$43.97	\$0.11	\$19.11
Passenger Revenue/Passenger ⁽³⁾	\$8.70	\$8.70	\$8.53	\$0.00	\$0.17
	YEAR-TO-DATE			VARIANCE	
	Actual 2022	Budget 2021	Actual 2021	vs. Budget	vs. 2021
Farebox Operating Ratio					
Standard ⁽¹⁾	24.9%	27.8%	13.7%	-2.9%	11.2%
Adjusted ⁽²⁾	29.2%	31.9%	17.1%	-2.7%	12.1%
Cost Per Passenger					
Standard ⁽¹⁾	\$34.30	\$30.34	\$60.20	(\$3.96)	\$25.90
Adjusted ⁽²⁾	\$31.68	\$27.90	\$55.19	(\$3.78)	\$23.51
Passenger Revenue/Passenger ⁽³⁾	\$8.56	\$8.43	\$8.27	\$0.13	\$0.29

(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

May 2022 vs. 2021

- Total ridership increased +76.1% compared to May 2021 (4,468,670 in May 2022 vs. 2,537,929 in May 2021).
 - When compared to May 2019, total ridership decreased -44.0% (4,468,670 passengers in May 2022 vs. 7,974,945 passengers in May 2019)
- Commutation ridership increased +130.4% compared to May 2021
- Non-Commutation ridership increased +55.0% compared to May 2021

2022 vs. 2021 YTD

- Total YTD ridership is +87.1% above 2021 and -18.9% below Budget
 - When compared to YTD 2019, total ridership decreased -48.7% (18.9 million passengers YTD 2022 vs. 36.9 million passengers in YTD 2019)
- YTD Commutation ridership is +107.5% above 2021
- YTD Non-Commutation ridership is +77.7% above 2021

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

May 2022

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

EXECUTIVE SUMMARY

May Ridership and Revenue (millions)

	May 2022	% Change vs. 2021
Total Rail Ridership	4.469	76.1% ▲
Commutation Ridership	1.635	130.4% ▲
Non-Commutation Ridership	2.833	55.0% ▲
Rail Revenue	\$38.9	81.5% ▲

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

	May 2022	% Change vs. 2021	Comparison to 2022 Budget
Total Rail Ridership	18.941	87.1% ▲	-18.9% ▼
Commutation Ridership	6.671	107.5% ▲	-50.1% ▼
Non-Commutation Ridership	12.270	77.7% ▲	22.7% ▲
Rail Revenue	\$162.1	93.7% ▲	-17.7% ▼

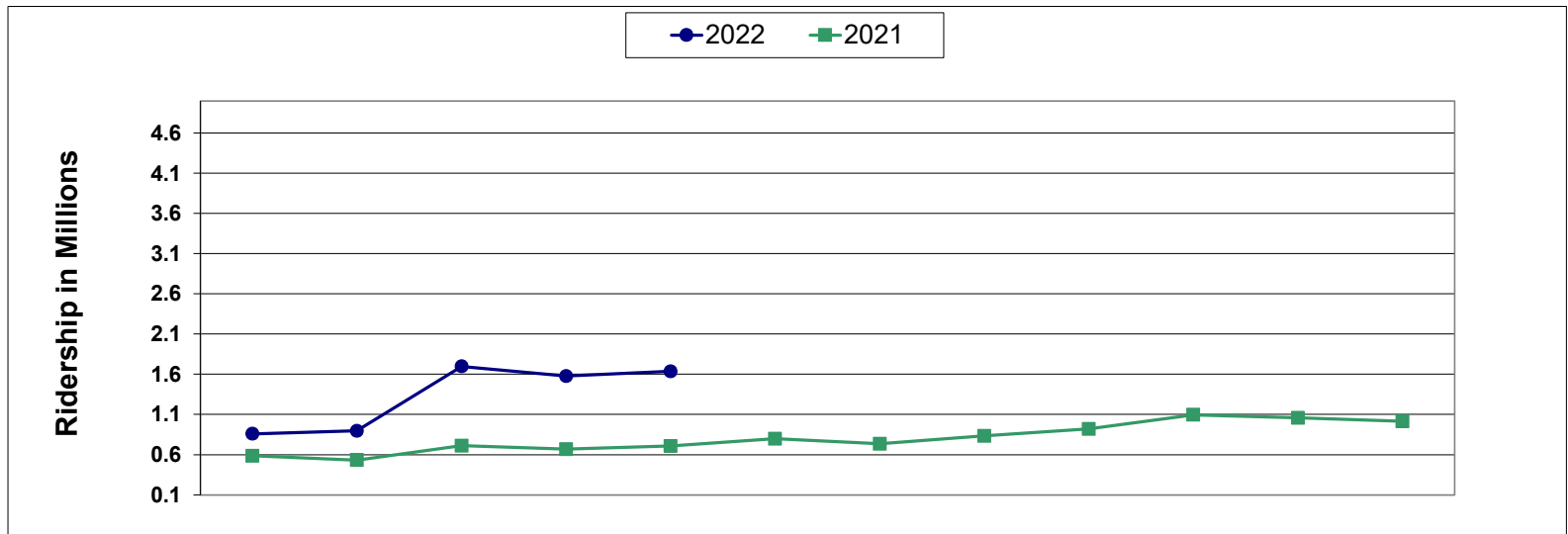
Note:

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

May COMMUTATION RIDERSHIP

- May Commutation Ridership was 130.4% above '21 and -41.5% below 2022 Budget.

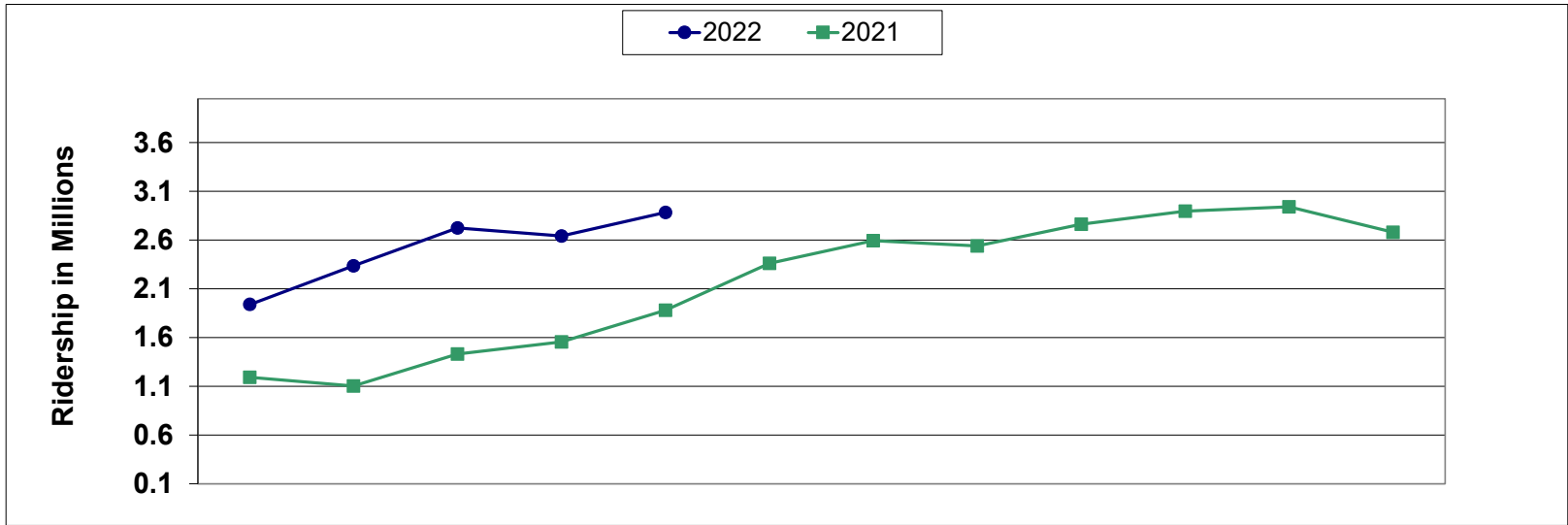


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	0.9	0.9	1.7	1.6	1.6								6.7
2021	0.6	0.5	0.7	0.7	0.7	0.8	0.7	0.8	0.9	1.1	1.1	1.0	3.2
PCT CHG.	46.5%	68.0%	138.2%	135.6%	130.4%								107.5%

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

May NON-COMMUTATION RIDERSHIP

- May Non-Commutation Ridership was 55.0% above '21 and 20.1% 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	2.8								12.3
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	6.9
PCT CHG.	65.4%	116.9%	93.8%	72.3%	55.0%								77.7%

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
May 2022**

TICKET TYPE/SERVICE	May 2022	*May 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,635,320	709,865	925,455	130.4%
NON-COMMUTATION RIDERSHIP	2,833,350	1,828,064	1,005,286	55.0%
TOTAL RIDERSHIP	4,468,670	2,537,929	1,930,741	76.1%

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

TICKET TYPE/SERVICE	May 2022	*May 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	6,671,268	3,215,306	3,455,962	107.5%
NON-COMMUTATION RIDERSHIP	12,269,746	6,905,867	5,363,879	77.7%
TOTAL RIDERSHIP	18,941,014	10,121,173	8,819,841	87.1%

* 2021 ridership numbers were adjusted using 2022 factors.

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

REVENUE	May 2022	May 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$11,132,981	\$5,359,693	\$5,773,288	107.7%
NON-COMMUTATION REVENUE	\$27,749,498	\$16,057,536	\$11,691,963	72.8%
TOTAL REVENUE	\$38,882,479	\$21,417,229	\$17,465,250	81.5%

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

REVENUE	May 2022	May 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$46,802,859	\$24,870,923	\$21,931,936	88.2%
NON-COMMUTATION REVENUE	\$115,268,300	\$58,816,095	\$56,452,205	96.0%
TOTAL REVENUE	\$162,071,159	\$83,687,018	\$78,384,141	93.7%

Note:
Ridership is based on ticket sales data.