



Long Island Rail Road

Financial and Ridership Reports – September 2022

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Financial Report Highlights

Year-to-Date Budget Performance Summary

- Total revenue of \$707.8 million was \$27.6 million higher than the forecast. This was primarily due to higher farebox revenue and the timing of reimbursements for capital activity.
- Through September ridership was 38.1 million, 62.2% above 2021 and (44.1)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 2.0% above the forecast. Commutation ridership of 15.1 million was 131.4% above 2021 and (15.8)% below the forecast. Non-Commutation ridership of 23.0 million was 35.7% above 2021 and 18.4% above the forecast. Consequently, farebox revenue of \$332.4 million was \$15.6 million higher than the forecast.
- Total expenses before non-cash liability adjustments of \$1,544.8 million were \$88.5 million or 5.4% favorable to the forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, lower overtime, OPEB Current, the timing of pension payments, maintenance contracts, electric power, and materials, partially offset by higher FELA indemnity reserves, fuel costs, and the timing of professional service contracts.
- September end-of-month total headcount was 7,512 which was 263 positions lower than the forecast. Non-reimbursable was 111 positions lower than the forecast and reimbursable was 152 positions lower than the forecast.
- September YTD non-reimbursable operating results were favorable to the forecast by \$106.5 million or 8.1%. Non-reimbursable revenues through September were \$15.9 million favorable to the forecast primarily due to farebox revenue. Total non-reimbursable expenses were \$90.6 favorable primarily due to lower labor costs, the timing of maintenance contracts, professional service contracts, and material usage, partially offset by higher FELA indemnity reserves, depreciation, and fuel costs.

2022 Operating Revenue & Expenses, September Year-to-Date

In \$ Millions	Long Island Rail Road		
	Forecast	Actual	Variance
Total Revenues	\$339.2	\$355.1	\$15.9
Farebox Revenue	\$316.8	\$332.4	\$15.6
Other Revenue	\$22.5	\$22.7	\$0.3
Total Expenses	\$1,292.3	\$1,192.0	\$100.2
Labor Expenses	\$954.1	\$891.2	\$62.9
Non Labor Expenses	\$338.1	\$300.8	\$37.3
Non Cash Liabilities	\$354.3	\$363.9	(\$9.6)
Net Surplus/(Deficit) - Accrued	(\$1,307.4)	(\$1,200.9)	\$106.5

Staffing Levels

In Full-Time Equivalents	Long Island Rail Road		
	Forecast	Actual	Variance
Non-Reimbursable	6,467	6,357	111
Reimbursable	1,307	1,155	152
Total Positions	7,775	7,512	263

Revenues

- **Farebox Revenues** were \$15.6 favorable to the forecast due to higher ridership and yield per passenger. Ridership through September was 38.1 million. This was 62.2% higher than 2021 (adjusted for the same number of calendar work days) and 2.0% higher than the forecast.
- **Other Operating Revenues** were \$0.3 favorable to the forecast due to the timing of rental and advertising revenue, partially offset by the timing of miscellaneous revenue.

Expenses

Labor Expenses: \$62.9 favorable.

- **Payroll** expenses were \$17.5 favorable (primarily vacant positions).
- **Overtime** expenses were \$19.8 favorable (primarily due to lower programmatic/routine maintenance, scheduled/unscheduled service, vacancy/absentee coverage, and unscheduled maintenance).
- **Health & Welfare** expenses were \$3.4 favorable (vacant positions).
- **OPEB Current Payments** were \$7.9 favorable (fewer retirees/beneficiaries than projected).
- **Pension** expenses were \$4.7 favorable (primarily timing).
- **Other Fringe** expenses were \$1.0 favorable (primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by higher FELA indemnity reserves).
- **Reimbursable Overhead** expenses were \$8.7 favorable (primarily the timing of capital project activity).

Non-Labor Expenses, \$37.3 favorable.

- **Electric Power** expenses were \$4.4 favorable (lower consumption, partially offset by higher rates).
- **Fuel** expenses were \$(5.2) unfavorable (higher rates and consumption).
- **Insurance** expenses were \$0.5 favorable (primarily lower liability insurance).
- **Claims** expenses were \$(1.4) unfavorable (primarily an increase in corporate reserves).
- **Maintenance and Other Operating Contracts** were \$19.0 favorable (primarily due to the timing of maintenance and repair expenses, janitorial and custodial expenses, security system maintenance, Moynihan Train Hall payments, parking garage maintenance, hazardous waste clean-up, lower scheduled bussing, and real estate rental costs).
- **Professional Services** were \$1.5 favorable (primarily due to the timing of fiber optic network expenses, IT hardware purchases, and lower MTA chargebacks, partially offset by a higher write-off of third quarter project work expenses that are not capital-eligible and higher legal fees).
- **Materials and Supplies** were \$14.6 favorable (primarily due to the timing of modifications and RCM activity for the revenue fleet).

- **Other Business Expenses** were \$3.9 favorable (primarily due to a reduction of bad debt reserves, lower debit card processing fees, office supplies, travel meetings and conventions, and other miscellaneous expenses, partially offset by higher credit card fees).

Depreciation and Other were \$(9.6) unfavorable (Primarily depreciation).

Overtime

- Total overtime was \$22.0 million favorable. Non-reimbursable was \$19.8 million favorable and reimbursable was \$2.2 million favorable.
- Favorable non-reimbursable overtime was primarily driven by the Maintenance of Equipment Department due to lower fleet maintenance and cleaning expenses, in the Transportation Department due to lower vacancy/absentee coverage and unscheduled service, and the Maintenance of Way Department due to lower programmatic routine maintenance.

Staffing Levels

- Total headcount at the end of September was 7,512, 263 positions lower than the forecast.
- The vacancies were primarily in Transportation, Maintenance of Equipment, and various administrative departments, partially offset by the timing of Maintenance of Way and Stations hiring for Grand Central Madison.
- Roughly sixty percent of total vacancies are in the Managers/Supervisor category.

Financial Metrics

- The year-to-date September Adjusted Farebox Operating Ratio was 32.0%, which is above the forecast due to higher farebox revenue and lower expenses.
- The year-to-date September Adjusted Cost per Passenger was \$29.15, which is lower than the forecast due to higher ridership and lower expenses.
- The year-to-date September Revenue per Passenger was \$8.73, which was above the forecast due to a higher yield per passenger.

TABLE 1

MTA LONG ISLAND RAIL ROAD
 SEPTEMBER FINANCIAL PLAN - 2022 MID-YEAR FORECAST
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 SEPTEMBER 2022
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$39,866	\$43,915	\$4,049	10.2	\$0,000	\$0,000	\$0,000	-	\$39,866	\$43,915	\$4,049	10.2
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	2,480	0,043	(2,437)	(98.3)	0,000	0,000	0,000	-	2,480	0,043	(2,437)	(98.3)
Capital & Other Reimbursements	0,000	0,000	0,000	-	37,500	43,983	6,483	17.3	37,500	43,983	6,483	17.3
Total Revenue	\$42,346	\$43,958	\$1,612	3.8	\$37,500	\$43,983	\$6,483	17.3	\$79,847	\$87,942	\$8,095	10.1
Expenses												
Labor												
Payroll	\$55,965	\$53,128	\$2,837	5.1	\$12,546	\$11,923	\$0,623	5.0	\$68,511	\$65,051	\$3,460	5.1
Overtime	13,970	10,768	3,202	22.9	5,454	6,299	(845)	(15.5)	19,424	17,067	2,357	12.1
Health and Welfare	11,393	10,031	1,362	11.9	3,360	3,276	84	2.5	14,753	13,307	1,446	9.8
OP&E Current Payment	6,908	5,573	1,335	19.3	0,000	0,000	0,000	-	6,908	5,573	1,335	19.3
Pensions	13,945	12,680	1,265	9.1	5,460	6,108	(648)	(11.9)	19,405	18,788	617	3.2
Other Fringe Benefits	12,704	13,860	(1,156)	(9.1)	3,436	3,403	33	1.0	16,141	17,263	(1,123)	(7.0)
Reimbursable Overhead	(2,666)	(4,264)	1,598	60.0	2,666	4,264	(1,598)	(60.0)	0,000	0,000	0,000	-
Total Labor Expenses	\$112,220	\$101,776	\$10,444	9.3	\$32,923	\$35,272	(\$2,349)	(7.1)	\$145,143	\$137,048	\$8,094	5.6
Non-Labor												
Electric Power	\$10,716	\$5,351	\$5,365	50.1	\$0,030	(\$0,030)	\$0,060	*	\$10,746	\$5,321	\$5,425	50.5
Fuel	2,677	3,132	(455)	(17.0)	0,000	0,000	0,000	-	2,677	3,132	(455)	(17.0)
Insurance	1,865	1,801	64	3.5	0,686	0,740	(54)	(7.9)	2,551	2,541	10	0.4
Claims	0,382	0,409	(27)	(7.1)	0,000	0,000	0,000	-	0,382	0,409	(27)	(7.1)
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	10,116	6,156	3,960	39.1	1,495	3,276	(1,781)	*	11,610	9,432	2,178	18.8
Professional Service Contracts	3,832	6,867	(3,034)	(79.2)	0,074	0,594	(520)	(80.7)	3,906	7,460	(3,554)	(91.0)
Materials & Supplies	13,250	7,038	6,212	46.9	2,247	4,062	(1,814)	*	15,497	11,100	4,397	28.4
Other Business Expenses	2,425	0,259	2,166	89.3	0,046	0,069	(0,023)	(50.7)	2,471	0,328	2,143	86.7
Total Non-Labor Expenses	\$45,263	\$31,012	\$14,251	31.5	\$4,577	\$8,711	(\$4,133)	(90.3)	\$49,840	\$39,723	\$10,117	20.3
Other Expense Adjustments:												
Other	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$157,482	\$132,788	\$24,695	15.7	\$37,500	\$43,983	(\$6,483)	(17.3)	\$194,983	\$176,771	\$18,212	9.3
Depreciation												
GASB 75 OP&E Expense Adjustment	\$37,759	\$38,676	(\$917)	(2.4)	\$0,000	\$0,000	\$0,000	-	\$37,759	\$38,676	(\$917)	(2.4)
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	0,101	0,293	(0,192)	*	0,000	0,000	0,000	-	0,101	0,293	(0,192)	*
Total Expenses	\$195,342	\$171,757	\$23,585	12.1	\$37,500	\$43,983	(\$6,483)	(17.3)	\$232,842	\$215,740	\$17,102	7.3
Net Surplus/(Deficit)	(\$152,995)	(\$127,798)	\$25,197	16.5	(\$0,000)	\$0,000	\$0,000	-	(\$152,995)	(\$127,798)	\$25,197	16.5
Cash Conversion Adjustments												
Depreciation	\$37,759	\$38,676	\$917	2.4	\$0,000	\$0,000	\$0,000	-	37,759	\$38,676	\$917	2.4
Operating/Capital	(0,804)	(0,813)	9	(1.2)	0,000	0,000	0,000	-	(0,804)	(0,813)	9	(1.2)
Other Cash Adjustments	(19,289)	25,861	(45,150)	*	0,000	0,000	0,000	-	(19,289)	25,861	(45,150)	*
Total Cash Conversion Adjustments	\$17,666	\$63,723	\$46,057	*	0,000	\$0,000	\$0,000	-	\$17,666	\$63,723	\$46,057	*
Net Cash Surplus/(Deficit)	(\$135,329)	(\$64,075)	\$71,254	52.7	(\$0,000)	\$0,000	\$0,000	0.0	(\$135,329)	(\$64,075)	\$71,254	52.7

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD
SEPTEMBER FINANCIAL PLAN - 2022 MID-YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
SEPTEMBER Year-To-Date**

(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Forecast	Actual	Percent	Forecast	Actual	Percent	Forecast	Actual	Percent
Revenue									
Farebox Revenue	\$316.757	\$332.369	4.9	\$0.000	\$0.000	-	\$316.757	\$332.369	4.9
Vehicle Toll Revenue	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
Other Operating Revenue	22.450	22.703	1.1	0.000	0.000	-	22.450	22.703	1.1
Capital & Other Reimbursements	0.000	0.000	-	341.035	352.772	3.4	341.035	352.772	3.4
Total Revenue	\$339.207	\$355.072	4.7	\$341.035	\$352.772	3.4	\$680.242	\$707.845	4.1
Expenses									
Labor:									
Payroll	\$446.342	\$428.876	3.9	\$114.139	\$104.422	8.5	\$560.481	\$533.298	4.8
Overtime	124.100	104.301	16.0	45.031	42.856	4.8	169.131	147.158	13.0
Health and Welfare	97.134	93.760	3.5	29.728	26.993	9.2	126.862	120.753	4.8
OPEB Current Payment	58.175	50.273	13.6	0.000	0.000	-	58.175	50.273	13.6
Pensions	121.939	117.207	4.7	50.868	51.389	(0.520)	172.807	168.595	2.4
Other Fringe Benefits	134.262	133.277	0.986	30.474	28.008	8.1	164.737	161.284	2.1
Reimbursable Overhead	(27.807)	(36.481)	31.2	27.807	36.481	(31.2)	0.000	0.000	-
Total Labor Expenses	\$954.145	\$891.213	6.6	\$298.048	\$290.149	2.7	\$1,252.192	\$1,181.362	5.7
Non-Labor:									
Electric Power	\$78.860	\$74.433	5.6	\$0.232	\$0.220	5.2	\$79.092	\$74.653	5.6
Fuel	22.193	27.424	(23.6)	0.000	0.000	-	22.193	\$27.424	(23.6)
Insurance	16.516	16.023	0.493	5.299	5.052	4.7	21.815	\$21.075	3.4
Claims	3.528	4.961	(1.433)	0.000	0.000	-	3.528	\$4.961	(40.6)
Paratransit Service Contracts	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
Maintenance and Other Operating Contracts	70.174	51.176	18.997	12.065	20.025	(66.0)	82.239	\$71.201	13.4
Professional Service Contracts	32.501	30.983	1.518	0.773	3.662	(2.890)	33.274	\$34.646	(4.1)
Materials & Supplies	102.316	87.708	14.608	24.153	33.013	(8.860)	126.468	\$120.720	5.748
Other Business Expenses	12.031	8.111	3.920	0.466	0.652	(0.186)	12.497	\$8.764	29.9
Total Non-Labor Expenses	\$356.119	\$300.820	11.0	\$42.987	\$62.624	(45.7)	\$381.106	\$363.444	4.6
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,292.264	\$1,192.033	7.8	\$341.035	\$352.772	(3.4)	\$1,633.298	\$1,544.805	5.4
Depreciation	\$352.627	\$361.665	(9.039)	\$0.000	\$0.000	-	\$352.627	\$361.665	(9.039)
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	1.698	2.272	(0.574)	0.000	0.000	-	1.698	2.272	(0.574)
Total Expenses	\$1,646.589	\$1,555.970	\$90.618	\$341.035	\$352.772	(3.4)	\$1,987.623	\$1,906.743	4.0
Net Surplus/(Deficit)	(\$1,307.382)	(\$1,200.898)	8.1	\$0.000	\$0.000	-	(\$1,307.382)	(\$1,200.898)	8.1
Cash Conversion Adjustments									
Depreciation	\$352.627	\$361.665	2.6	\$0.000	\$0.000	-	352.627	\$361.665	2.6
Operating/Capital	(6.741)	(6.816)	(0.075)	0.000	0.000	-	(6.741)	(6.816)	(0.075)
Other Cash Adjustments	84.963	113.402	28.439	0.000	0.000	-	84.963	113.402	33.5
Total Cash Conversion Adjustments	\$430.849	\$468.251	\$37.403	\$0.000	\$0.000	-	\$430.849	\$468.251	8.7
Net Cash Surplus/(Deficit)	(\$876.533)	(\$732.647)	\$143.886	\$0.000	\$0.000	0.0	(\$876.533)	(\$732.647)	\$143.886

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 4

MTA LONG ISLAND RAIL ROAD SEPTEMBER FINANCIAL PLAN - 2022 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES SEPTEMBER 2022 (\$ in millions)								
	Month			Year-to-Date				
	Forecast	Actual	Variance (Unfavorable)	Percent	Forecast	Actual	Variance (Unfavorable)	Percent
Receipts								
Farebox Revenue	\$40.438	\$44.326	\$3.888	9.6	\$319.453	\$335.118	\$15.665	4.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.086	2.542	0.456	21.9	116.564	119.791	3.227	2.8
Capital & Other Reimbursements	36.146	58.945	22.799	63.1	335.477	272.117	(63.360)	(18.9)
Total Receipts	\$78.670	\$105.813	\$27.143	34.5	\$771.495	\$727.026	(\$44.468)	(5.8)
Expenditures								
<i>Labor:</i>								
Payroll	\$74.333	\$64.805	\$9.528	12.8	\$552.422	\$517.206	\$35.217	6.4
Overtime	23.734	19.016	4.719	19.9	171.398	138.726	32.672	19.1
Health and Welfare	14.948	12.196	2.752	18.4	126.401	114.873	11.529	9.1
OPEB Current Payment	6.970	5.511	1.459	20.9	57.989	49.738	8.251	14.2
Pensions	19.376	18.021	1.355	7.0	172.896	167.365	5.531	3.2
Other Fringe Benefits	19.738	15.626	4.112	20.8	161.662	146.065	15.597	9.6
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$159.099	\$135.173	\$23.926	15.0	\$1,242.770	\$1,133.973	\$108.797	8.8
<i>Non-Labor:</i>								
Electric Power	\$10.953	\$5.978	\$4.975	45.4	\$78.507	\$69.084	\$9.423	12.0
Fuel	2.733	0.520	2.213	81.0	21.941	21.042	0.900	4.1
Insurance	4.251	7.114	(2.863)	(67.4)	18.079	11.641	6.438	35.6
Claims	0.159	0.186	(0.026)	(16.6)	1.366	0.942	0.424	31.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.671	6.130	5.541	47.5	91.923	70.610	21.313	23.2
Professional Service Contracts	5.107	2.141	2.966	58.1	26.154	20.953	5.201	19.9
Materials & Supplies	16.648	11.106	5.542	33.3	146.628	115.872	30.756	21.0
Other Business Expenses	2.515	1.067	1.449	57.6	15.070	11.783	3.287	21.8
Total Non-Labor Expenditures	\$54.037	\$34.241	\$19.796	36.6	\$399.668	\$321.927	\$77.741	19.5
<i>Other Expenditure Adjustments:</i>								
Other	\$0.863	\$0.473	\$0.390	45.2	\$5.590	\$3.773	\$1.816	32.5
Total Other Expenditure Adjustments	\$0.863	\$0.473	\$0.390	45.2	\$5.590	\$3.773	\$1.816	32.5
Total Expenditures	\$213.999	\$169.888	\$44.111	20.6	\$1,648.028	\$1,459.673	\$188.354	11.4
Net Cash Surplus/(Deficit)	(\$135.329)	(\$64.075)	\$71.254	52.7	(\$876.533)	(\$732.647)	\$143.886	16.4
MTA Subsidy	135.329	107.867	(27.461)	(20.3)	876.533	333.162	(543.371)	(62.0)
Cash Timing and Availability Adjustment	0.000	0.287	0.287	-	0.000	(1.824)	(1.824)	-

Note: Totals may not add due to rounding

Table 6

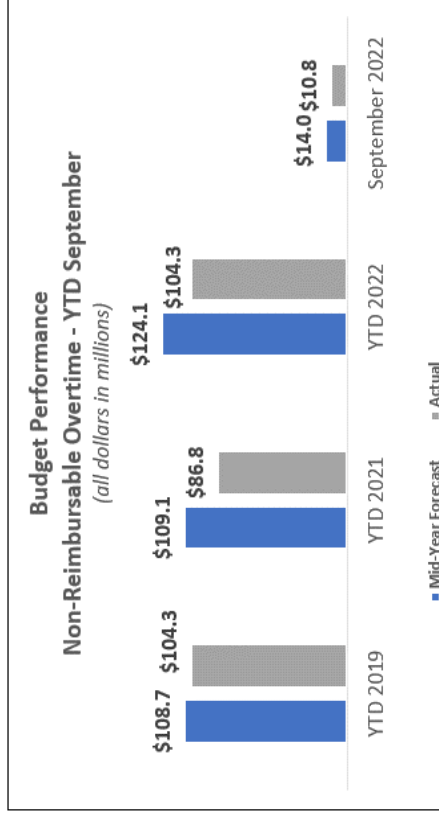
MTA LONG ISLAND RAIL ROAD SEPTEMBER FINANCIAL PLAN - 2022 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) SEPTEMBER 2022 (\$ in millions)											
	Month			Year-to-Date							
	Favorable (Unfavorable)			Favorable (Unfavorable)							
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent			
Receipts											
Farebox Revenue	\$0.572	\$0.411	(\$0.161)	(28.2)	\$2.696	\$2.749	\$0.053	2.0			
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-			
Other Operating Revenue	(0.394)	2.499	2.893	*	94.114	97.088	2.974	3.2			
Capital & Other Reimbursements	(1.354)	14.962	16.316	*	(5.557)	(80.656)	(75.098)	*			
Total Receipts	(\$1.177)	\$17.871	\$19.048	*	\$91.253	\$19.181	(\$72.071)	(79.0)			
Expenditures											
Labor:											
Payroll	(\$5.822)	\$0.246	\$6.068	*	\$8.058	\$16.093	\$8.034	99.7			
Overtime	(4.310)	(1.949)	2.361	54.8	(2.267)	8.432	10.699	*			
Health and Welfare	(0.195)	1.111	1.306	*	0.461	5.880	5.419	*			
OPEB Current Payment	(0.062)	0.062	0.124	*	0.185	0.535	0.350	*			
Pensions	0.030	0.767	0.737	*	(0.089)	1.230	1.319	*			
Other Fringe Benefits	(3.597)	1.638	5.235	*	3.074	15.219	12.145	*			
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	(\$13.956)	\$1.875	\$15.831	*	\$9.423	\$47.389	\$37.966	*			
Non-Labor:											
Electric Power	(\$0.207)	(\$0.657)	(\$0.450)	*	\$0.585	\$5.569	\$4.985	*			
Fuel	(0.056)	2.612	2.668	*	0.251	6.382	6.131	*			
Insurance	(1.700)	(4.573)	(2.874)	*	3.736	9.434	5.698	*			
Claims	0.223	0.223	0.001	0.2	2.162	4.019	1.857	85.9			
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-			
Maintenance and Other Operating Contracts	(0.061)	3.302	3.363	*	(9.684)	0.591	10.276	*			
Professional Service Contracts	(1.201)	5.320	6.521	*	7.120	13.692	6.572	92.3			
Materials & Supplies	(1.151)	(0.007)	1.144	99.4	(20.160)	4.848	25.008	*			
Other Business Expenses	(0.044)	(0.739)	(0.695)	*	(2.573)	(3.019)	(0.446)	(17.4)			
Total Non-Labor Expenditures	(\$4.197)	\$5.481	\$9.678	*	(\$18.563)	\$41.517	\$60.079	*			
Other Expenditure Adjustments:											
Other	(\$0.863)	(\$0.473)	\$0.390	45.2	(\$5.590)	(\$3.773)	\$1.816	32.5			
Total Other Expenditure Adjustments	(\$0.863)	(\$0.473)	\$0.390	45.2	(\$5.590)	(\$3.773)	\$1.816	32.5			
Total Expenditures	(\$19.016)	\$6.883	\$25.899	*	(\$14.729)	\$85.132	\$99.861	*			
Depreciation Adjustment	\$37.759	\$38.676	\$0.917	2.4	\$352.627	\$361.665	\$9.039	2.6			
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	0.101	0.293	0.192	*	1.698	2.272	0.574	33.8			
Total Expenditures After Non-Cash Liabilities	\$18.843	\$45.852	\$27.009	*	\$339.596	\$449.070	\$109.474	32.2			
Total Cash Conversion Adjustments	\$17.666	\$63.723	\$46.057	*	\$430.849	\$468.251	\$37.403	8.7			

LONG ISLAND RAIL ROAD

NON-REIMBURSABLE OVERTIME

THE BIG PICTURE

- YTD September overtime underspending of \$19.8M 16% vs Mid-Year Forecast due to continued efficiencies with Fleet maintenance, Right of Way maintenance, Vacancy/Absentee coverage, Unscheduled/Scheduled Train Service and sanitizing/cleaning.
- YTD September overtime was flat vs YTD 2019 and 20% higher than YTD 2021 mainly due to Fleet & Right of Way maintenance, Vacancy/Absentee coverage and Scheduled Train Service, partially offset by lower sanitizing/cleaning.
- Total non-reimbursable labor expenses were \$63M or 6.6% below Mid-Year Forecast



• AGENCY DETAIL

Maintenance of Equipment:

- Maintenance of Equipment Overtime of \$57.1M is 55% of 2022 YTD Actuals.
- \$8.6M favorable vs YTD Mid-Year Forecast driven by lower Fleet maintenance, sanitizing/cleaning and vacancy/absentee coverage.

• Maintenance of Way (MOW):

- MOW of \$15.7M is 15% of 2022 YTD Actuals.
- \$3.8M favorable vs YTD Mid-Year Forecast driven by lower Right of Way Maintenance.

• Transportation:

- Transportation Overtime of \$26.3M is 25% of 2022 YTD Actuals.
- \$4.3M favorable vs YTD Mid-Year Forecast driven by lower unscheduled service as a result of less incidents and vacancy/absentee coverage related to current train service plan.

• Stations:

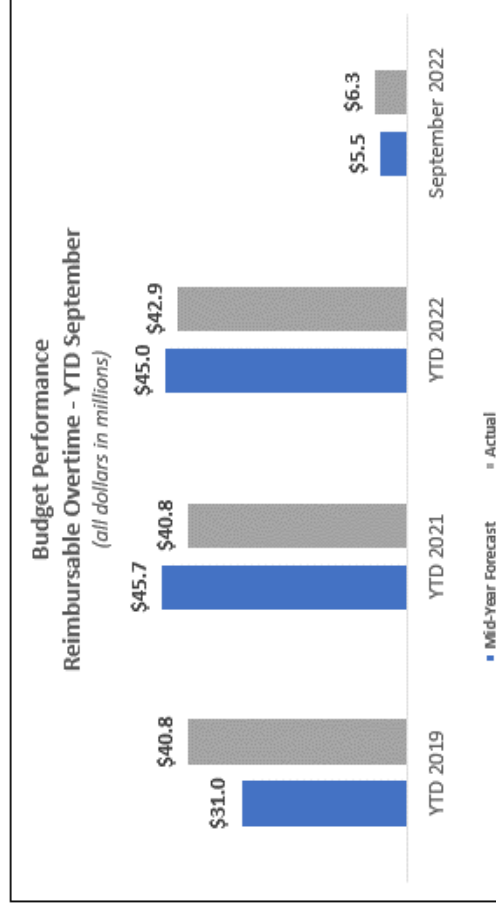
- Stations Overtime of \$3.5M is 3% of 2022 YTD Actuals.
- \$0.2M favorable vs YTD Mid-Year Forecast driven by lower accrual & pay rate differences, partially offset by higher vacancy/absentee coverage
- Note that September YTD overtime actuals may be impacted by the Kronos timekeeping system outage.

LONG ISLAND RAIL ROAD

REIMBURSABLE OVERTIME

THE BIG PICTURE

- YTD overtime is 4.8% below the 2022 Mid-Year Forecast.
- YTD overtime is 5.1% higher than 2019 and 5.1% higher than 2021 mainly due to various capital projects and other reimbursements.
- Total reimbursable labor expenses were \$7.9M or 2.7% below the Mid-Year Forecast



Agency Detail

- **MOW:**
 - MOW Overtime of \$32.2M is 75% of 2022 YTD Actuals.
 - \$2.4M favorable vs YTD Mid-Year Forecast driven by various capital project and other reimbursements.
- **Transportation:**
 - Transportation Overtime of \$8.5M is 20% of 2022 YTD Actuals.
 - \$0.8M favorable vs YTD Mid-Year Forecast driven by various capital project and other reimbursements related to flagging needs.
- **MOE**
 - MOE Overtime of \$1.2M is 3% of 2022 YTD Actuals.
 - \$0.6M unfavorable vs YTD Mid-Year Forecast.
- **Stations**
 - Station Overtime of \$0.8M is 2% of 2022 YTD Actuals.
 - \$0.4M unfavorable vs YTD Mid-Year Forecast.

- Note that September YTD overtime actuals may be impacted by the Kronos timekeeping system outage.

MTA LONG ISLAND RAIL ROAD
SEPTEMBER FINANCIAL PLAN - 2022 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH SEPTEMBER 2022

	Forecast	Actual	Favorable/ (Unfavorable)	Variance
Administration				
Enterprise Asset Management	9	8		1
Labor Relations	14	12		2
Procurement & Logistics (excl. Stores)	46	35		11
Human Resources	35	26		9
Sr VP Administration	2	2		0
Strategic Investments	25	16		9
President	10	4		6
VP & CFO	2	-		2
Controller	40	36		4
Management & Budget	13	10		3
BPM, Controls & Compliance	4	3		1
Market Dev. & Public Affairs	71	67		4
Gen. Counsel & Secretary	29	20		9
Diversity Management	3	-		3
Security	15	12		3
System Safety	46	44		2
Training	74	67		7
Service Planning	31	31		0
Rolling Stock Programs	17	8		9
Sr Vice President - Operations	5	3		2
Total Administration	491	404		87
Operations				
Transportation Services - Train Operations	2,334	2,187		147
Customer Services	491	517		(26)
Total Operations	2,825	2,704		121
Maintenance				
Engineering	1,948	2,072		(124)
Equipment	2,179	2,084		95
Procurement (Stores)	111	86		25
Total Maintenance	4,238	4,242		(4)
Engineering/Capital				
Department of Program Management	112	77		35
Special Projects	59	45		14
Operational Support Group	50	40		10
Total Engineering/Capital	221	162		59
Baseline Total Positions	7,775	7,512		263
<i>Non-Reimbursable</i>	6,467	6,357		111
<i>Reimbursable</i>	1,307	1,155		152
Total Full-Time	7,775	7,512		263
Total Full-Time-Equivalents				

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
 SEPTEMBER FINANCIAL PLAN - 2022 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH SEPTEMBER 2022

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	271	226	45
Professional, Technical, Clerical	197	158	38
Operational Hourlies	23	20	3
Total Administration	491	404	87
Operations			
Managers/Supervisors	370	329	41
Professional, Technical, Clerical	128	110	18
Operational Hourlies	2,328	2,265	63
Total Operations	2,825	2,704	121
Maintenance			
Managers/Supervisors	855	811	44
Professional, Technical, Clerical	297	264	33
Operational Hourlies	3,086	3,167	(81)
Total Maintenance	4,238	4,242	(4)
Engineering/Capital			
Managers/Supervisors	153	128	25
Professional, Technical, Clerical	68	34	34
Operational Hourlies	0	0	0
Total Engineering/Capital	221	162	59
Total Positions			
Managers/Supervisors	1,649	1,494	155
Professional, Technical, Clerical	689	566	124
Operational Hourlies	5,437	5,452	(16)
Total Positions	7,775	7,512	263

Note: Totals may not add due to rounding

Farebox Revenue Report Highlights

Month of September

LIRR revenue totaled \$43.9 million in September 2022, which was \$4.0 million or 10.2% higher than the forecast.

- Commutation revenue of \$15.2 million was \$(4.1) or (21.0)% lower than the forecast.
- Non-commutation revenue of \$28.7 million was \$8.1 million or 39.4% higher than the forecast.

Year-to-Date

LIRR revenue totaled \$332.4 million through September 2022, which was \$15.6 million or 4.9% higher than the forecast.

- Commutation revenue of \$112.5 million was \$(21.7) or (16.2)% lower than the forecast.
- Non-commutation revenue of \$219.8 million was \$37.4 or 20.5% higher than the forecast.

September 2022 Ridership vs. Forecast - (In Millions)									
	<u>September</u>				<u>September Year-to-Date</u>				
			<u>More/(Less)</u>				<u>More/(Less)</u>		
	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	
Commutation	2.514	2.020	(0.495)	-19.7%	17.869	15.054	(2.815)	-15.8%	
Non-Commutation	2.133	2.978	0.844	39.6%	19.432	23.004	3.572	18.4%	
Total	4.648	4.997	0.350	7.5%	37.300	38.058	0.757	2.0%	

September 2022 Farebox Revenue vs. Forecast - (In \$ Millions)									
	<u>September</u>				<u>September Year-to-Date</u>				
			<u>Fav/(Unfav)</u>				<u>Fav/(Unfav)</u>		
	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	
Commutation	\$19.3	\$15.2	(\$4.1)	-21.0%	\$134.3	\$112.5	(\$21.7)	-16.2%	
Non-Commutation	\$20.6	\$28.7	\$8.1	39.4%	\$182.5	\$219.8	\$37.4	20.5%	
Total	\$39.9	\$43.9	\$4.0	10.2%	\$316.8	\$332.4	\$15.6	4.9%	