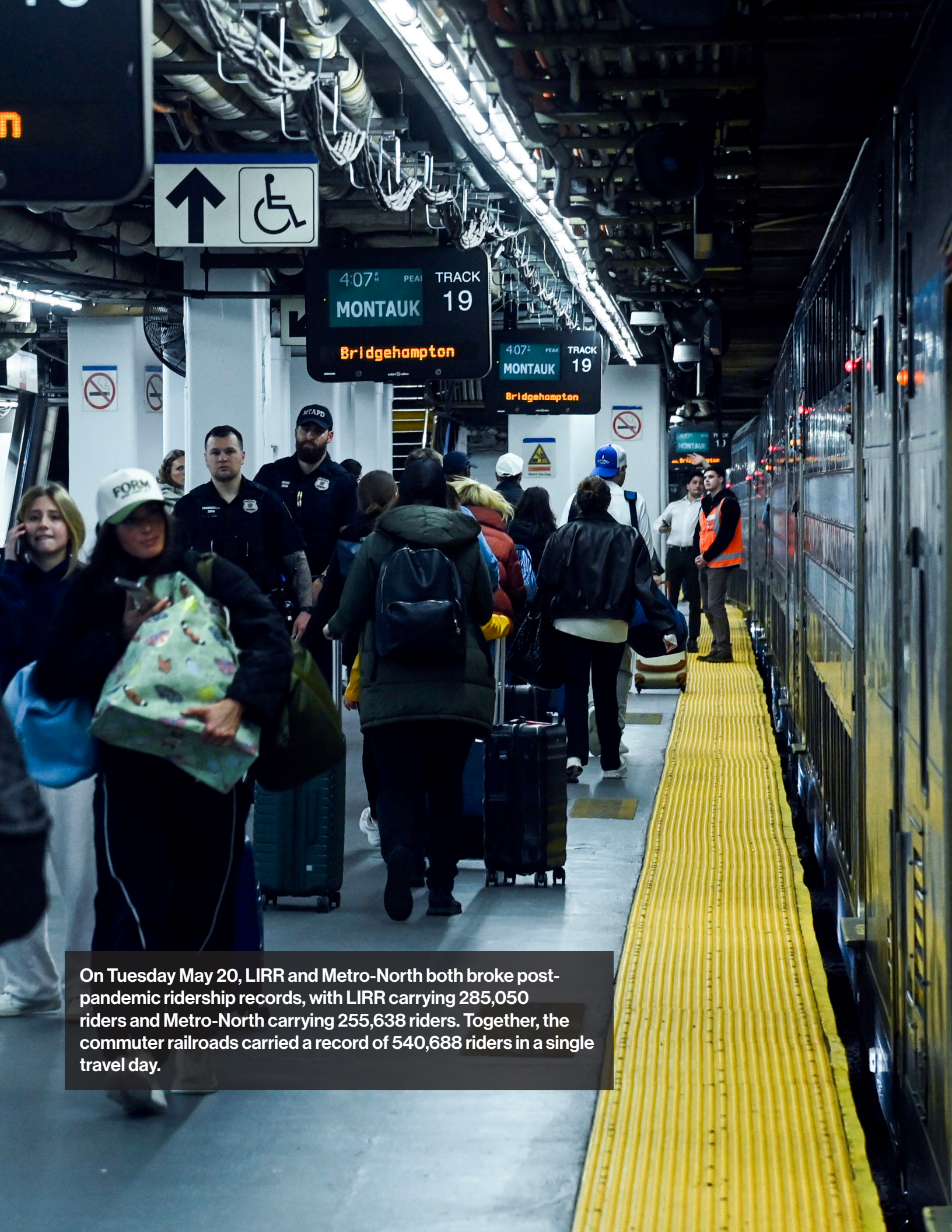


LONG ISLAND RAIL ROAD & METRO-NORTH RAILROAD KEY PERFORMANCE METRICS

June 2025



On Tuesday May 20, LIRR and Metro-North both broke post-pandemic ridership records, with LIRR carrying 285,050 riders and Metro-North carrying 255,638 riders. Together, the commuter railroads carried a record of 540,688 riders in a single travel day.

This performance metrics document was prepared for the June 2025 meeting of the Joint Long Island Rail Road & Metro-North Railroad Committees.

2 Broadway • New York, NY 10004
June 23, 2025

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Visit <https://new.mta.info/transparency/board-and-committee-meetings> or scan the QR code for Board action staff summaries, administrative items, and information items.



Visit metrics.mta.info or scan the QR code to access a comprehensive dashboard of Long Island Rail Road and Metro-North Railroad metrics.





3:29 Huntington Boarding
Seat availability 12 cars

LONG ISLAND RAIL ROAD



Waiting Room



JFK Airport
at Opposite

Main
Platform

Track
7

Track
7

Track
7

Track
6

Long Island Rail Road

MESSAGE FROM THE PRESIDENT



Rob Free

President, Long Island Rail Road

On Ridership & Performance

May total ridership was strong at 7.0 million riders, the second highest total since the pandemic.

That represents a 9.4% increase compared to May 2024 and 88.1% of May 2019 ridership, the highest post-pandemic percentage.

Year-to-date, ridership is 10% above last year.

Commutation ridership increased 10.5% and Non-Commutation ridership increased 8.7% vs. May 2024.

On Tuesday, June 3, we achieved a 58/42 AM Peak split between Penn and Grand Central for the very first time during a normal rush hour - and we reached it again on the morning of Tuesday, June 17.

We also achieved our highest average weekday ridership (273,334) since the pandemic during the week of June 9-13.

May total OTP came in at 96.7%, the second highest for a May in recorded history, trailing only May of 2020 during the height of COVID. Year-to-date on-time performance remained at 96.7%.

Another amazing performance by our operating groups!

Building a Better Railroad

As we are well into our summer production season, I want to update you on the tremendous progress we are making towards building a better railroad.

Our goal is to get the most out of our track outages by:

- Scheduling as many work activities as possible for each outage
- Increasing productivity
- Working efficiently
- Minimizing customer impact



To illustrate this, I'd like to highlight some of the projects that have already taken place this year:

On the weekend of June 7 and 8, we staged an outage along the Port Washington Branch for the Webster Avenue Bridge replacement project in Manhasset.

In addition to this important work we:

- Replaced the first of two tracks at the Little Neck Parkway grade crossing
- Repaired a damaged culvert
- Replaced over 470 linear feet of switch timber
- Replaced over 300 feet of rail, 2 guard rails, 1 insulated joint and 1 frog
- Eliminated 33 rail joints
- Installed switch heater cabling at Great Neck East and Great Neck West PLC cabinets

So how does this differ from the way we used to perform this work? In the past, we would've needed three separate outages for the bridge replacement, grade crossing renewal and the switch timber replacement. However, all of the projects above were achieved through piggybacking in only one weekend outage.

Production was also maximized. Typically, our maintenance crews:

- Replace about 250 linear feet of rail in a given weekend, but replaced 470 feet during this outage
- Weld approximately 24 to 28 joints in the same timeframe vs. 33 this outage.

Also, to enhance efficiencies, we plan on renewing 10 grade crossings during weekday outages this year. This represents a 66% increase over 2024.

96.7%

the second highest
May total LIRR OTP in
recorded history, trailing
only 2020

273,334

average M-F weekday
ridership from June
9-13, the highest since
the pandemic

129,100

linear feet of rail being
replaced east of
Ronkonkoma in 2024
and 2025

MESSAGE FROM THE PRESIDENT

East End Rail Replacement

Last year, the LIRR Track Department began a multi-year effort to replace over 24 miles (129,100 linear feet) of rail between Brookhaven (near the Long Island Expressway) and Riverhead. The rail was originally installed between 1925 and 1956, making some rail sections 100 years old.

- In 2024 we replaced approx. 39,700 linear feet of rail in 54 working days working weekdays between early September and mid-November
- In 2025, we replaced approx. 61,400 linear feet of rail in 55 working days between early March and mid-May
- A 54% increase in production

Lessons Learned

The following changes were made after the fall 2024 production season to improve productivity:

- Used the winter months in between the production outages to lay-out material more efficiently in preparation for the spring outage
- Adjusted manpower to maximize outage duration
- Performed enhanced maintenance on production machinery during winter to increase equipment availability

In summary, this effort takes a tremendous amount of planning and collaboration not only between the various groups within the LIRR but with our partners at MTA Construction & Development as well. And, as you can see, this effort provides a real benefit financially, operationally, and for our customers.

I want to thank our entire team for their efforts in successfully implementing these programs, especially our Engineering group.

Saturday Summer Savings

This summer, we are so proud to offer our Summer Saturdays discount program once again.

In addition to providing more service to support summer travel, we also want to help make it more affordable to enjoy the summer. And so, each Saturday in July and August, monthly ticket holders can travel anywhere the LIRR goes and bring up to two friends or family members for just \$1.00 each.

The promotional \$1 tickets can be purchased via the TrainTime app under Family Fares or on-board without incurring an extra charge.

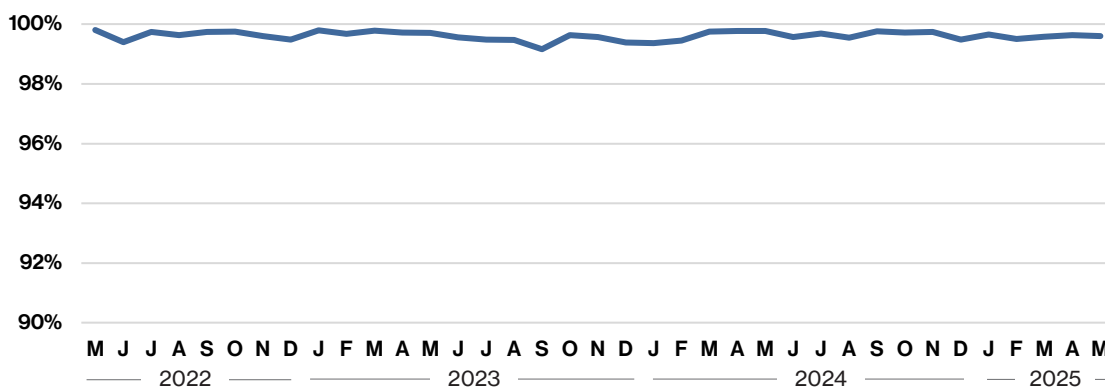
This provides added value and we love saving our customers money whenever we can. We also know there's nothing worse than sitting in traffic...so leave the car at home and get to your summer destinations relaxed.

Long Island Rail Road

SERVICE PERFORMANCE

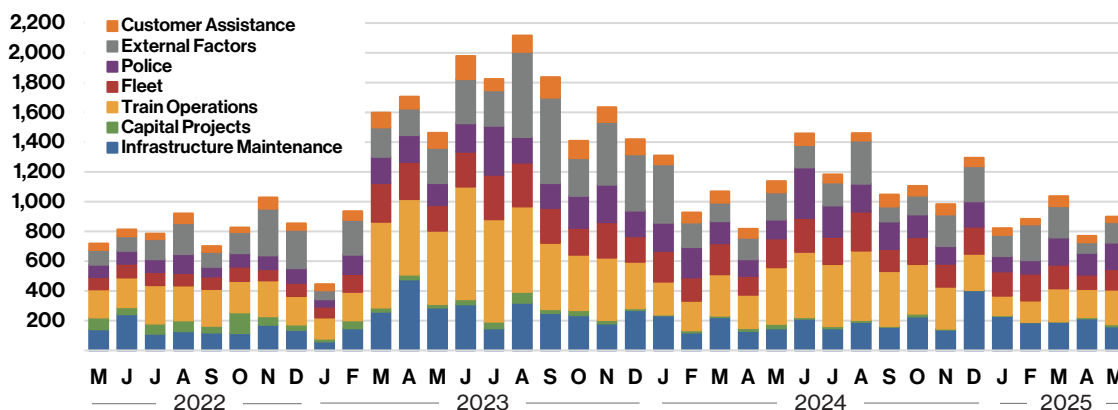
Service Delivered

The share of scheduled train trips completed



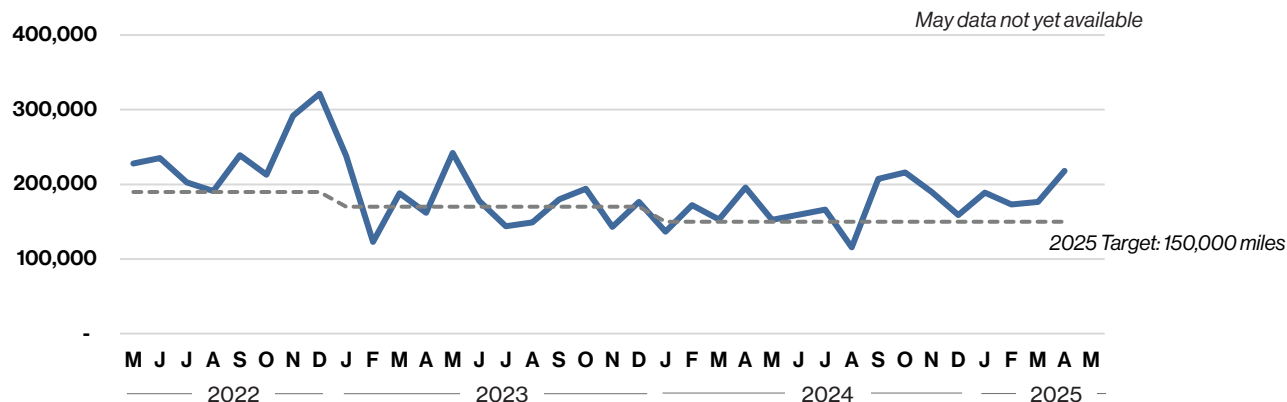
Delays by Type

The number of delayed trains by type of delay



Mean Distance Between Failures

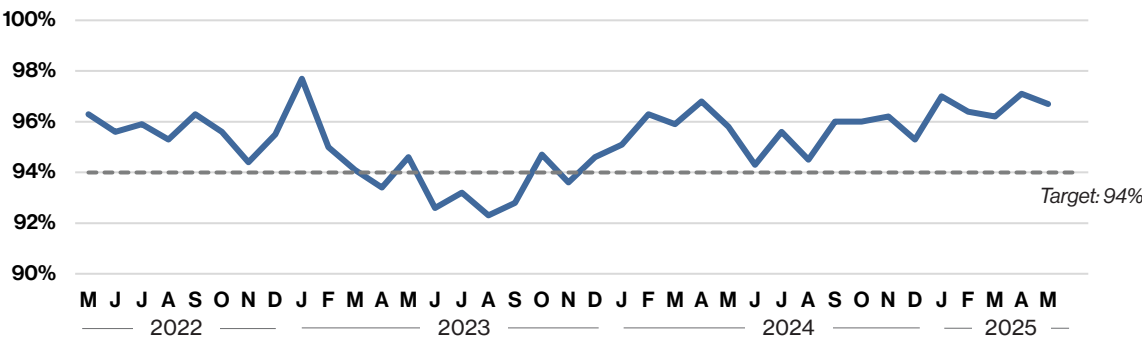
The average number of miles a railcar or locomotive travels before failing and causing a delay



SERVICE PERFORMANCE

On-Time Performance

The share of trains that arrive at their terminus station within 5:59 minutes of schedule



On-Time Performance, by Branch

Atlantic	97.9%	Montauk	94.0%
Babylon	96.0%	Oyster Bay	97.3%
Far Rockaway	98.3%	Port Jefferson	95.3%
Hempstead	97.3%	Port Washington	98.1%
Huntington	96.7%	Ronkonkoma	96.3%
Long Beach	96.7%	West Hempstead	95.0%

Data Review

In May, on-time performance was 96.7%, above the goal of 94%. 2025 year-to-date on-time performance (OTP) is also above goal at 96.7%. 11 branches operated at or above goal in May and year-to-date 12 branches have operated at or above goal. 11 incidents in May resulted in ten or more late, canceled, or terminated trains. The most significant event occurred on May 22, caused by a trespasser strike at Amityville causing 58 late trains, delaying customers an average of 14 minutes, and reducing monthly OTP by less than one percent.

At Jamaica Station, 61.1% of trains arrived less than 3 minutes behind scheduled time during the AM Peak periods and 72.4% during PM Peak periods.

The fleet mean distance between failures, a metric that measures the average number of miles a railcar or locomotive travels before failing and causing a delay, operated at 218,043 miles in April and 187,808 year to date, exceeding the target of 150,000 miles.

Moving Forward

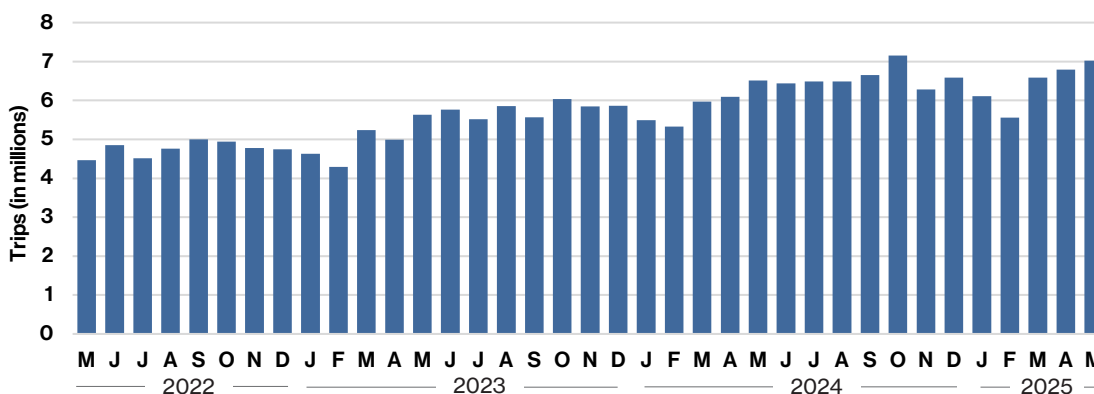
With summer temperatures right around the corner, LIRR will monitor and prepare infrastructure and facilities to ensure customers and employees stay safe. In extreme heat conditions, LIRR will extend waiting room times, use only partial door operations at initial terminals, and inspect equipment for hot cars. In addition, crews will patrol infrastructure for any potential track instability or abnormalities.

Long Island Rail Road

RIDERSHIP

Monthly Ridership

Estimated number of monthly trips taken, per million trips. Ridership is based on ticket sales data.



Data Review

LIRR ridership continues to grow when compared to the same month of the prior year. May 2025 ridership increased 9.4% compared to May 2024, representing 88.1% of May 2019, which is the highest post-pandemic percentage. Commutation ridership increased 10.5% and Non-Commutation ridership increased 8.7%, continuing to surpass the same month in 2019. Non-Commutation's continued growth indicates strong demand for off-peak travel, supported by summer leisure travel, while Commutation demonstrates steady growth as more people return to the office and service performance continues to improve. Year-to-date, ridership is 9.8% above 2024, representing 86.8% of ridership compared to the same period in 2019.

In May, the LIRR experienced remarkable records, including the highest weekday ridership on Tuesday, May 20 with 285,050 customers, the highest Sunday, May 11 with 137,582 customers and the highest weekly weekday average ridership with 272,538 customers (5/19 – 5/23). Despite the weekday records, the average weekday ridership for the month decreased slightly -0.6% compared to April 2025, while the average weekend ridership increased +11.0% with Saturdays increasing +10.5% and Sundays increasing +9.7% compared to last month.

Moving Forward

LIRR customers continue to take advantage of GCM service. In May, GCM ridership reached 1,709,424 customers (based on load weigh data), which is the highest YTD 2025 and second highest ridership since GCM opening. AM Peak travel to Manhattan has stabilized at 40% share for GCM (with several instances exceeding 40%) vs. 60% share for Penn Station. NYC sports games and events at local venues continue to boost ridership. LIRR ridership growth is expected to continue with the increased summer service to the east end of Long Island (on Friday, prior to the Memorial Day weekend, eastbound ridership increased +15.5% over 2024), while ridership to popular summer attractions will bring additional ridership this summer.



FINANCIAL RESULTS

2025 Revenues & Expenses, May Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$270.8	\$289.5	\$18.6
Farebox Revenues	\$256.2	\$268.8	\$12.6
Other Revenues	\$14.6	\$20.6	\$6.0
Total Non-Reimbursable Expenses	\$829.2	\$827.5	\$1.8
Labor Expenses	\$635.7	\$615.6	\$20.1
Non-Labor Expenses	\$193.5	\$211.9	(\$18.4)
Non Cash Liabilities	\$224.0	\$247.3	(\$23.3)
Net Surplus /(Deficit) - Accrued	(\$782.4)	(\$785.4)	(\$2.9)

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,820	6,946	-126
Reimbursable	1,275	968	308
Total Positions	8,095	7,913	182

Data Review

Through May, farebox revenue was \$12.6 million higher than the budget due to higher-than-expected ridership, partially offset by lower yield per passenger.

Labor expenses are lower than the budget by \$20.1 million due to lower payroll and associated fringe costs, partially offset by overtime. At the end of May, there were 182 vacancies compared to the budget.

Non-labor expenses are higher than the budget by \$18.4 million, primarily driven by the timing of material usage, professional service contracts, and higher electric power.

Moving Forward

We are aggressively moving forward to fill all vacancies at LIRR. We are aware of the financial challenges faced by the MTA, and we continually look for cost-effective ways to operate efficiently, ranging from workforce management to material needs.

MTA Completes Webster Avenue Bridge on Port Washington Branch



This month, MTA Construction and LIRR took an important step forward with the replacement of the Webster Avenue Bridge, which had fallen into a state of disrepair after being in service for over 120 years. The 77-foot three-span bridge that carries cars over the LIRR's Port Washington Branch was constructed in 1897, around the same time when service was extended down the line.

It became clear that a full replacement to rehabilitate the bridge's structural integrity, as previous efforts in 1953 and 1979 to rehabilitate the structure were not enough to address its severe deterioration. Prior to the project, the bridge structure required considerable structural bracing and extensive maintenance.

The Design-Build contractor demolished the two side spans and abutments of the existing bridge first, leaving the existing center span surrounding the LIRR track for later. This allowed construction of both new abutments and wingwalls to be completed while the existing bridge's center span remained in place protecting the track. Once the new abutments were ready for the deck structure, only one weekend track outage was necessary. During this outage, the existing center span structure was demolished and removed. Immediately thereafter, the new bridge deck's precast box beams were installed, completing the critical work of the weekend outage.

By staging that critical work in a single weekend track outage, the project required only one weekend of service replacement bus programming, which reduced LIRR customer inconvenience as well as cost.

Now completed, the new bridge will increase the Railroad's vertical clearance, have acceptable vehicle lane, shoulder, and sidewalk widths, and bring the structure to a state of good repair to ensure safe and consistent service for another 100 years.

CUSTOMERS & COMMUNITIES

All Aboard: Summer Has Officially Arrived on the LIRR



LIRR is thrilled to welcome the start of the 2025 summer season with even more service to your favorite East End destinations! On May 19th, new schedules went into effect, and with them, more trains, more flexibility, and more reasons to ride the LIRR.

To mark the occasion, LIRR President Rob Free greeted riders at Penn Station as they boarded the

season's first Thursday Cannonball, the 4:07 p.m. express to Montauk. This now-popular Thursday departure debuted just last year and is quickly becoming a summer tradition. Express to Westhampton, then on to Southampton, Bridgehampton, Easthampton, and Montauk, the Cannonball is the fastest way to kick off your weekend getaway. Over 800 riders hopped aboard to start Memorial Day Weekend early!

This year, LIRR has gone even further to meet the growing demand for East End travel. The 5:13 p.m. weekday train from Penn Station, previously running to Speonk outside of summer and to Montauk only on Fridays, now runs to Montauk every weekday, Monday through Friday through the summer. That means more choices and fewer crowds as riders head out to enjoy the beaches, vineyards, and small towns of Long Island's East End. LIRR has also expanded return options from Montauk to Manhattan, with two Sunday trains now offering direct, one-seat rides into Penn Station. No more Jamaica transfers, just a seamless journey back to the city.

But it's not just Montauk getting the summer love. Seasonal service has returned to the Long Beach and Ronkonkoma branches, and we've also restored midday off-peak service between Ronkonkoma and Greenport, making summer travel easier all across Long Island. To help manage peak ridership, crews completed Phase 1 of the ADA Babylon Rehabilitation project, reopening the western ends of both platforms. Babylon is a key transfer point for Montauk trains, and this upgrade will help ensure smoother, more accessible travel all season long.

Whether riders are headed to the Hamptons, Greenport, the South Shore, or somewhere in between, LIRR is ready to get riders there comfortably, reliably, and on time!

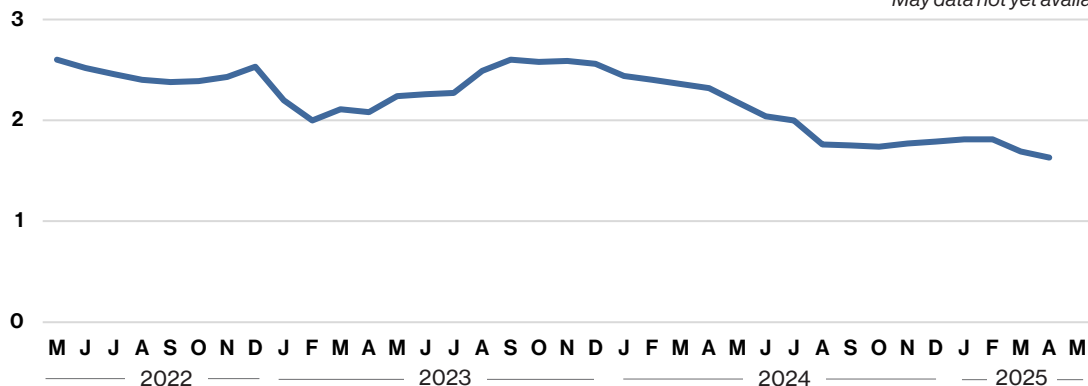
Long Island Rail Road

SAFETY & SECURITY

Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average)

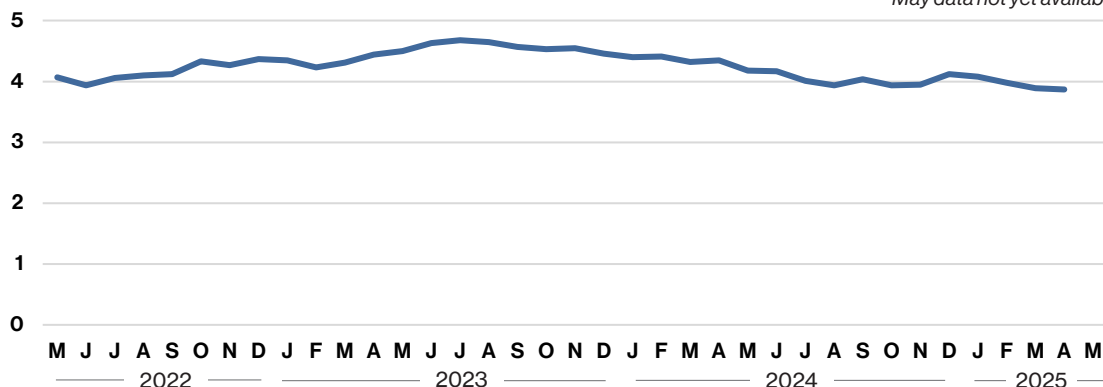
May data not yet available



Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average)

May data not yet available



Data Review

The reportable customer injury rate decreased from 2.32 to 1.63 per one million customers in the current 12-month reporting period, May 2024 through April 2025, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 4.35 to 3.87 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

On Thursday, June 5, in observance of International Level Crossing Awareness Day, representatives from LIRR Corporate Safety, in collaboration with the MTA Police Department, the Public Transportation Safety Board, and the Federal Railroad Administration, conducted site visits to Ronkonkoma, Bethpage, Syosset, Little Neck, and Deer Park stations to underscore the critical importance of grade crossing safety.

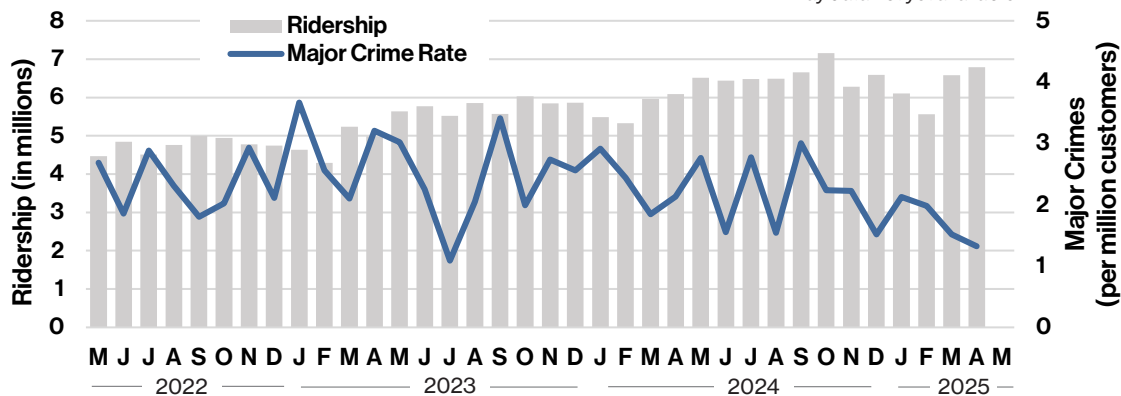


SAFETY & SECURITY

Major Crimes Against Customers

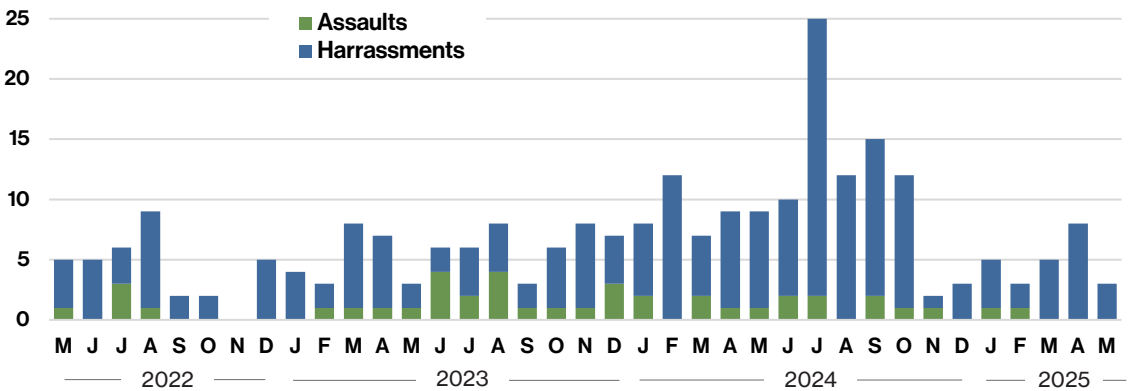
The rate of all major crimes (burglary, murder, rape, robbery, felony assault, grand larceny, grand larceny of a vehicle) against customers, per million customers

May data not yet available



Assaults and Harassments Against Employees

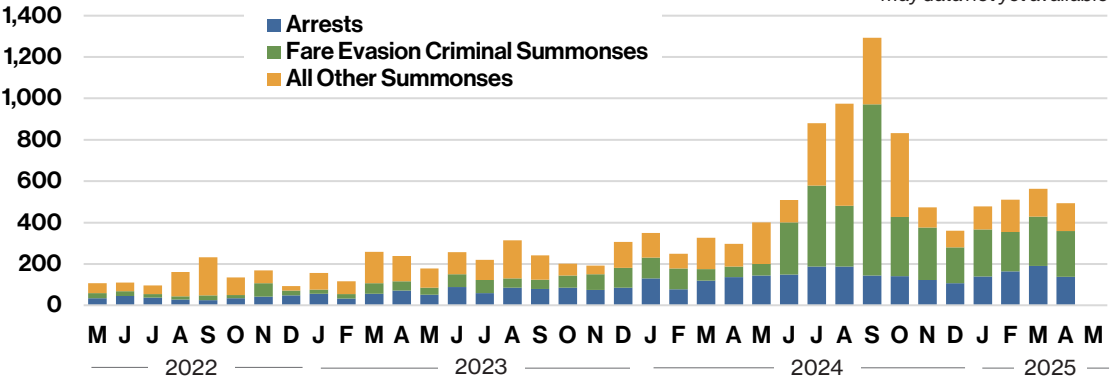
The number of assaults and harassments against LIRR employees recorded by MTA Police Department, per NYS criminal law



Summonses and Arrests

The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by MTA Police Department

May data not yet available



METRO-NORTH RAILROAD

NEW HAVEN LINE DEPARTURES

TRK	DESTINATION	REMARKS
NEW HAVEN	NEW HAVEN	
STAMFORD	STAMFORD	CONN. DANBURY/NEW CANAAN/S.L.E. WATERBURY
NEW HAVEN	NEW HAVEN	FORDHAM - 1ST STOP
STAMFORD	STAMFORD	GREENWICH - 1ST STOP
NEW CANAAN	NEW CANAAN	FORDHAM - 1ST STOP
HARRISON	HARRISON	RYE - 1ST STOP
		MT VERNON EAST - 1ST STOP

NEW HAVEN LINE DEPARTURES

TIME	TRK	DESTINATION	REMARKS
4:01	NEW HAVEN	NEW HAVEN	CONNECTION TO WATERBURY
4:09	SOUTH NORWALK	SOUTH NORWALK	STAMFORD - 1ST STOP
4:11	NEW HAVEN	NEW HAVEN	CONNECTION TO DANBURY/S.L.E.
4:18	NEW HAVEN	NEW HAVEN	BRIDGEPORT - 1ST STOP
4:28	STAMFORD	STAMFORD	FORDHAM - 1ST STOP
4:35	NEW HAVEN	NEW HAVEN	GREENWICH - 1ST STOP

INFORMATION

For more information,
see connecting
Metro-North
MTA website
or call 800-455-7229



Metro-North Railroad

MESSAGE FROM THE PRESIDENT



Justin Vonashek
President, Metro-North Railroad

For over 40 years, Metro-North has proven what is possible in American commuter rail. We've built one of the safest and most reliable systems in the country. We've connected communities throughout the region. And we've earned the trust of millions of riders by showing up every day with purpose and pride.

Becoming a leader in commuter rail is not the hard part. The real challenge is sustaining that leadership, raising the standard, and continuing to push forward. That's the next step we're taking today, with a clear, focused vision built on **one team, one culture, and one service**. That is the foundation of our strategic vision moving forward: **Metro-North One**.

This is not about starting over. It's about building on our record of service, learning from what's changed, and preparing for what's next. Metro-North One is a clear, focused strategy to strengthen the railroad's foundation, align every part of the organization, and ensure operational excellence.

At the heart of our mission is a simple truth: we move people, trains are just how we do it. Public transportation is the greatest equalizer. Through regional mobility, we provide opportunities to those who would not otherwise have them, not just in the city, but across the entire region. We offer connections to ferries, Long Island Rail Road, and New York City Transit. We are committed to ensuring that, regardless of the train, line, or station, every customer receives the same level of safe and reliable service. Metro-North One is how we deliver on that promise.

This strategy is built on six unshakeable pillars:

- **Safety.** Safety is paramount at Metro-North. We are committed to continue our proactive approach to managing safety through department-specific safety plans and finding new performance metrics. We collaborate with our labor partners to identify and manage risks, and programs like Confidential Close Call Reporting System are giving safety a structured, data-informed foundation.

- **Customer Experience.** Our customers deserve the best. We continue to focus on reducing trip times, providing clear, real-time information through the TrainTime app, and maintaining the safe and reliable service our customers expect.
- **Employee Engagement.** Our employees are our greatest resource. It is our responsibility to provide a workforce that is trained, supported, and heard. At all levels of the organization, our new professional development programs will connect the next generation of railroaders with today's leadership and develop future leaders across the organization. Recognition programs and labor-management collaboration will keep our teams aligned and involved.
- **Fiscal Responsibility.** Our responsibility is to be good stewards of tax-payer dollars. We are resetting our budget baselines, building department-level performance accountability, and driving more efficient operations.
- **Resiliency & Sustainability.** Through operational excellence we plan, build, and prepare for what is coming. Every department has a role in delivering safe and reliable service: from hardening our infrastructure to lowering emissions with a more efficient fleet, we're stewarding the railroad for the generations to come.
- **Innovation.** We are stepping confidently into the future, using artificial intelligence to identify trends, reduce grade crossing and safety incidents, and strengthen workplace safety. We are investing in next-generation solutions like battery-powered locomotives, and virtual reality safety training to solve the problems of tomorrow today.

1

Team

1

Culture

1

Service

Metro-North Railroad

MESSAGE FROM THE PRESIDENT

Metro-North One is our strategic plan that will carry us to 2033, our 50th anniversary, a journey we call our “Road to Gold.” We are focused on adapting to a changing region by strengthen our infrastructure expanding access and preparing the railroad for the next generation of riders. We are focused on growing with purpose through safe and reliable service, investment, and a workforce that’s supported and ready. That is the promise of Metro-North One’s six pillars.

Thank you to our customers, our employees, and the communities we serve.





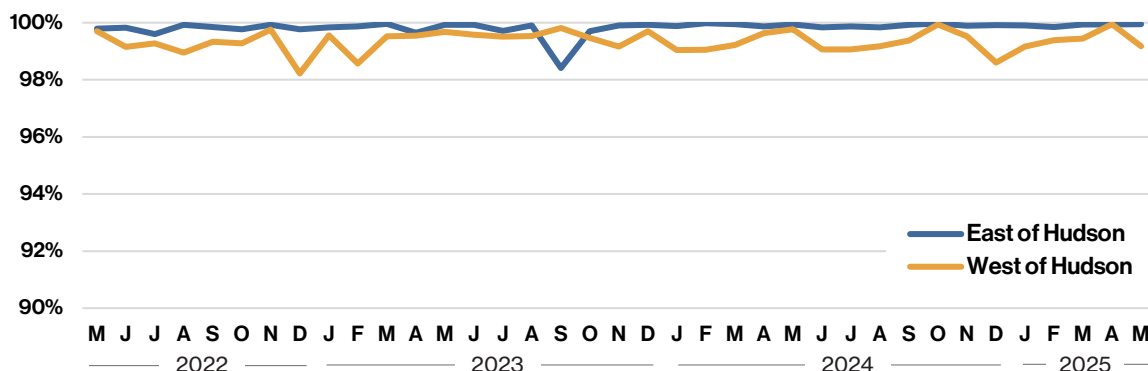
Track	Departing Train	Status
30	4:15 Poughkeepsie <small>peak</small>	19 min
Stops at Poughkeepsie		

Metro-North Railroad

SERVICE PERFORMANCE

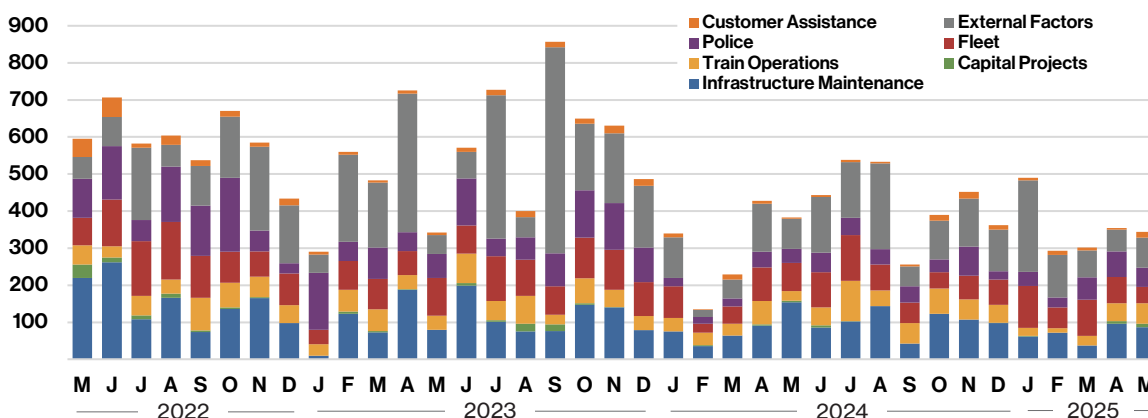
Service Delivered

The share of scheduled train trips completed. NJ Transit operates West of Hudson trains.



Delays by Type

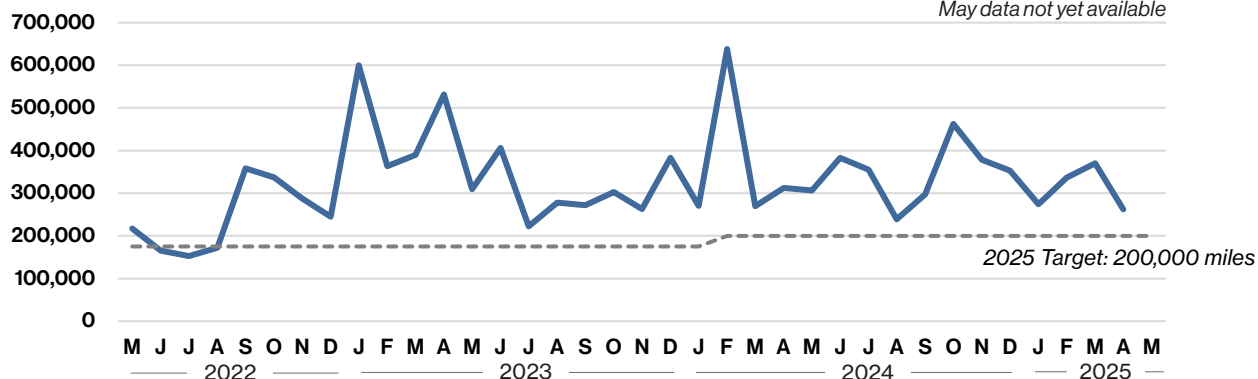
The number of delayed trains on East of Hudson lines by type of delay



Mean Distance Between Failures

The average number of miles a railcar or locomotive travels on East of Hudson lines before failing and causing a delay

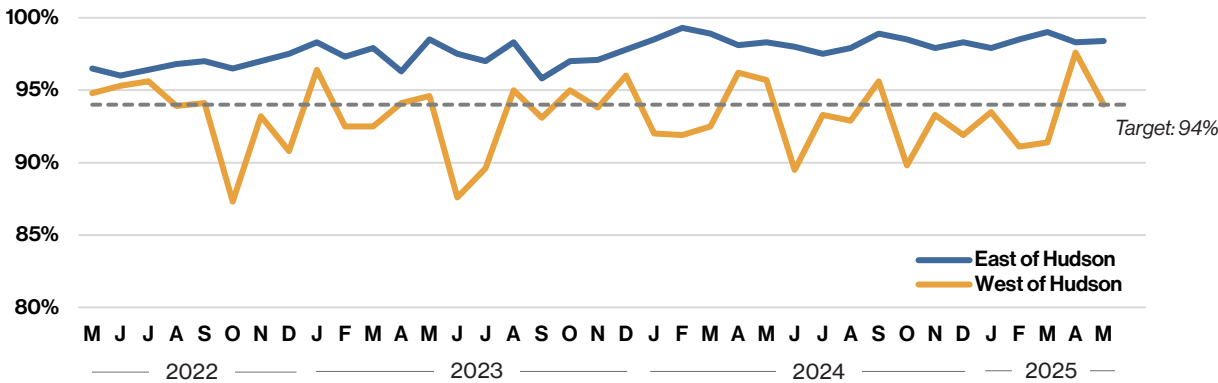
May data not yet available



SERVICE PERFORMANCE

On-Time Performance

The share of trains that arrive at their terminus station within 5:59 minutes of schedule. NJ Transit operates West of Hudson trains.



On-Time Performance, by Line

Hudson	98.3%	Pascack Valley	94.5%
Harlem	99.0%	Port Jervis	93.3%
New Haven	98.1%		

Data Review

In May, systemwide OTP exceeded our 94% goal, reaching 98.4%. Year-to-date OTP is also 98.4%, above goal. Three major incidents affected May's OTP:

- On May 9, a tree was struck on Track 1 near Garrison on the Hudson Line, affecting 17 trains.
- On May 12, a switch failure near East Norwalk on the New Haven Line affected 10 trains.
- On May 22, signal power failures caused train delays between Stamford and East Norwalk, affecting 26 trains on the New Haven Line and New Canaan Branch.

Metro-North's service delivered rate was 99.9%. MDBF for the fleet was 261,888 miles during April, surpassing the 200,000-mile goal. Year-to-date MDBF is 307,358.

Moving Forward

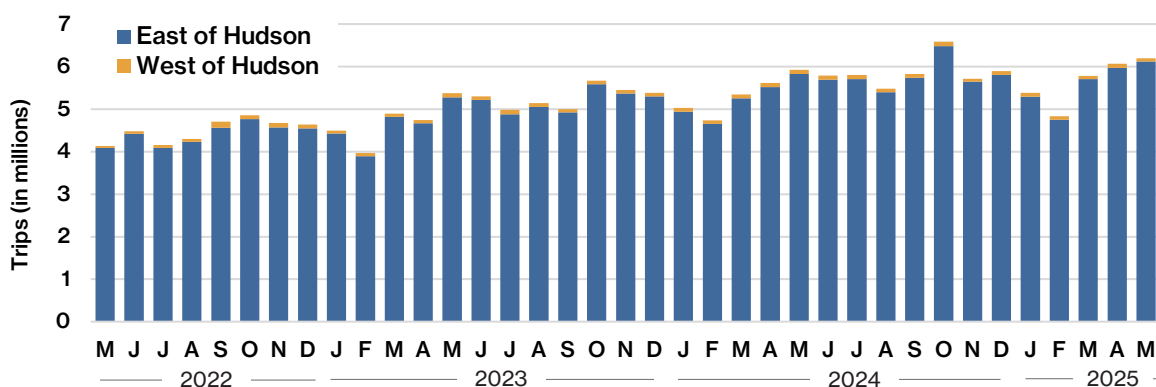
On July 3, Metro-North will run a Friday schedule with a special early getaway service, making it easier to start the long weekend early. On July 4, trains will follow a Sunday schedule. Necessary construction is also beginning: tie production work begins on the Harlem Line, and schedules will adjust to support that work. Plus, the Structures team will renew culverts on the Hudson Line over two July weekends, again with modified service. On the New Haven Line, tie and timber renewals will continue near Westport and Campell Ave Bridge respectively.

Metro-North Railroad

RIDERSHIP

Monthly Ridership

Estimated number of monthly trips taken. Ridership is based on ticket sales data.



Data Review

Metro-North's record total May 2025 ridership of 6.17 million increased 2.2% from April, due principally to the additional day in May. With fewer weekdays in May than April and typically lower ridership on Memorial Day, not even the record post-pandemic ridership of 255,638 on May 20th could prevent a slight drop of 1.1% in average daily ridership to 198,938. Excluding the impact of Memorial Day, average weekday ridership increased 1.0% to 229,028 helped by strong Subway Series ridership at Yankees-E.153rd; and average weekend ridership rose 10.0% to 120,396.

May 2025 total ridership increased 4.6% compared to May 2024 and represented 81.3% of May 2019 ridership; year-to-date ridership is up 6.1% over 2024, at 80.0% of 2019. Average weekday ridership rose 5.8% from May 2024, standing at 80.0% of May 2019. Estimated average Tuesday-Thursday ridership was 6.0% higher than May 2024 at 82.1% of an average weekday in May 2019. Finally, average weekend ridership was 8.9% higher than in May 2024 and represented 94.8% of May 2019.

Total commutation ticket ridership decreased 3.8% from April. Commutation, peak single, and peak ten trip ticket trips decreased 2.2% since last month, and commutation's share of total rides decreased 2.4% from 41.0% to 38.6%.

Moving Forward

June generally delivers mixed results compared to May as total ridership decreases with one fewer day, but average daily ridership increases. Even as school travel begins to wane, we expect tourism and 16 Yankees games – including a series with Red Sox – to provide the usual push upward to end the annual spring surge.



FINANCIAL RESULTS

2025 Revenues & Expenses, May Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$270.1	\$281.9	\$11.8
Farebox Revenues	\$254.3	\$256.6	\$2.3
Other Revenues	\$15.8	\$25.3	\$9.5
Total Non-Reimbursable Expenses	\$676.3	\$681.7	(\$5.4)
Labor Expenses	\$475.1	\$483.7	(\$8.6)
Non-Labor Expenses	\$201.2	\$198.0	\$3.2
Non Cash Liabilities	\$141.5	\$142.2	(\$0.6)
Net Surplus /(Deficit) - Accrued	(\$547.7)	(\$542.0)	\$5.8

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,095	6,223	-127
Reimbursable	786	507	278
Total Positions	6,881	6,730	151

Data Review

Through May, farebox revenue was \$2.3 million higher than the Budget due to increased commutation ridership partially offset by lower non-commutation ridership.

Labor expenses are higher than the Budget by \$8.6 million due primarily to higher other fringe benefits, payroll and lower reimbursable overhead partially offset by lower pensions and health and welfare. At the end of May, paid headcount was 151 lower than budget and reflects 386 vacancies against the year-end authorized headcount.

Non-labor expenses are lower than the Budget by \$3.2 million due primarily to lower professional service contracts, materials and supplies costs as well as other business expenses partially offset by higher electric and insurance costs.

Moving Forward

We are focused on growing staff to budgeted targets across all crafts. We are aware of the financial challenges faced by the MTA, and we continually look for cost-effective ways to operate efficiently, ranging from workforce management to material needs.

Metro-North Railroad

MAJOR PROJECTS

Priority Repairs Underway on Grand Central Infrastructure



This month, Construction & Development is advancing priority repairs at the Grand Central Terminal Train Shed and Park Avenue Tunnel to bring this critical infrastructure into a state of good repair.

A combination of age, wear and tear, and winter de-icing applications has caused various levels of deterioration of the structural steel framing, concrete deck and associated connections and components that make up both structures. The project completed a comprehensive inspection to assess and document the current condition and rate the current level of deterioration, prioritizing the locations in the worst conditions.

After the first inspection it became evident that the deterioration exceeded what could be mended within the allocated budget. During the forthcoming design phase, the project team will rate the segments needing repair and determine which sections will be slotted into future construction phases. Prioritization will be carried out based on structural rating, constructability and the accessibility to perform each repair, which generally include replacement or reinforcement by steel plating of existing steel stringers, reinforcement of steel columns, girders and their connections, repair of concrete spalls and cracks, crush wall repairs, and painting of steel framing.

All construction work will be planned and performed in close coordination with Metro-North force account departments and the Metro-North Transportation Department. At the conclusion of the project, these two critical structures will be in much better shape, ensuring consistent Metro-North service for decades to come.

CUSTOMERS & COMMUNITIES

Metro-North Partners with Poughkeepsie Kiwanis Club

Metro-North has once again partnered with the Poughkeepsie Kiwanis Club to display posters created by students from Poughkeepsie area. Now for the fourth year, the Poster Contest gives children in the community a free opportunity to look forward to that allows them to be creative and fosters pride in their efforts. This year, ten posters were chosen and awarded as winners were displayed in the bays at the station for a month. All this was made possible with inter departmental work including Stations, Legal and Government & Community Relations.



International Level Crossing Awareness Day

The Metro-North Railroad Safety Department was out and about throughout the territory on June 5 for International Level Crossing Awareness Day. ILCAD is a worldwide initiative to improve awareness of level crossing safety. With dozens of level crossings on all of the lines and branches of Metro-North, safety at the crossing is a constant priority. In honor of International Level Crossing Awareness Day Metro-North provided pamphlets on Grade Crossing Safety to the community at 8 different grade crossing.

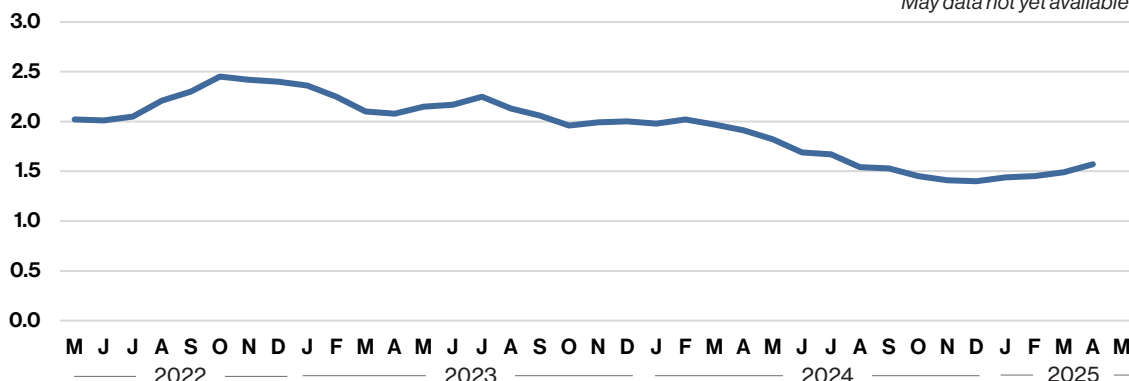
Metro-North Railroad

SAFETY & SECURITY

Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average)

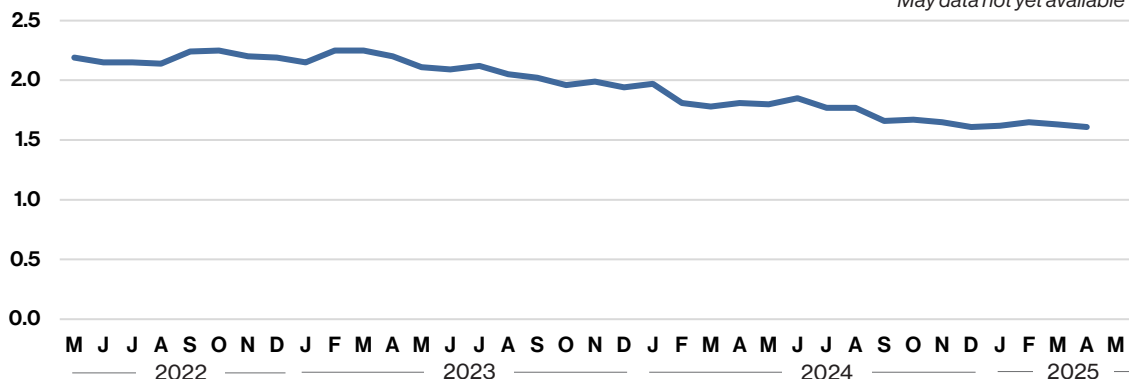
May data not yet available



Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average)

May data not yet available



Data Review

The reportable customer injury rate decreased from 1.91 to 1.57 per one million customers in the current 12-month reporting period, May 2024 through April 2025, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 1.81 to 1.61 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

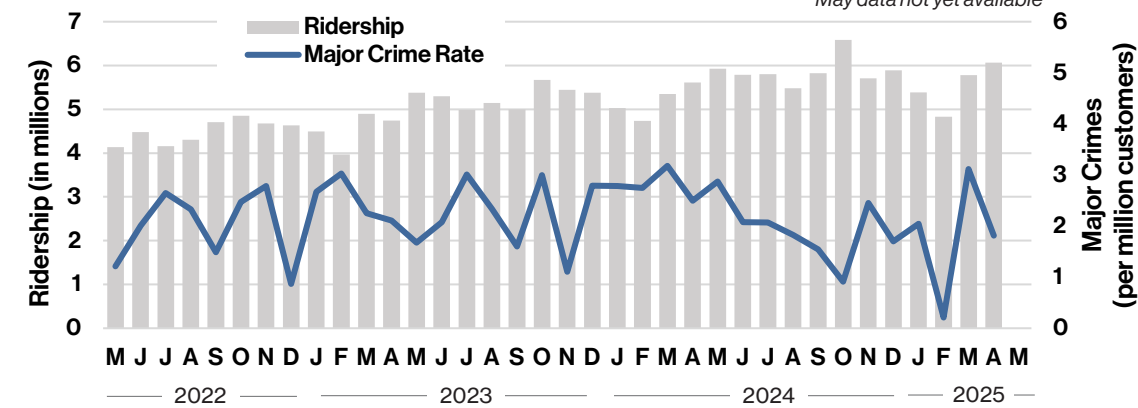
Metro-North marked International Level Crossing Awareness Day on June 5 by conducting outreach at nine grade crossings in both East and West of Hudson territories. The initiative educated drivers and pedestrians on key safety practices when navigating railroad tracks and crossings. The effort was led by the Office of System Safety with support from the MTA Police Department, Connecticut DOT, and Connecticut Operation Lifesaver; together, teams reached over 3,700 individuals.



SAFETY & SECURITY

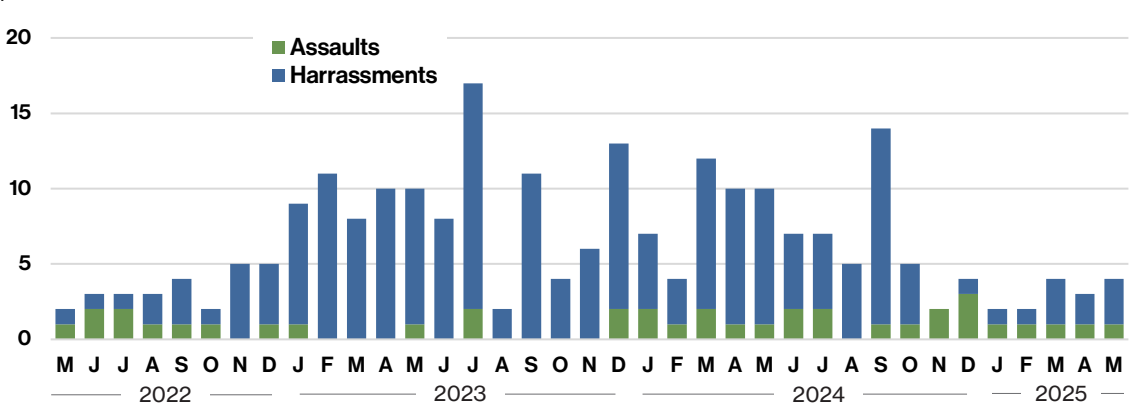
Major Crimes Against Customers

The rate of all major crimes (burglary, murder, rape, robbery, felony assault, grand larceny, grand larceny of a vehicle) against customers, per million customers



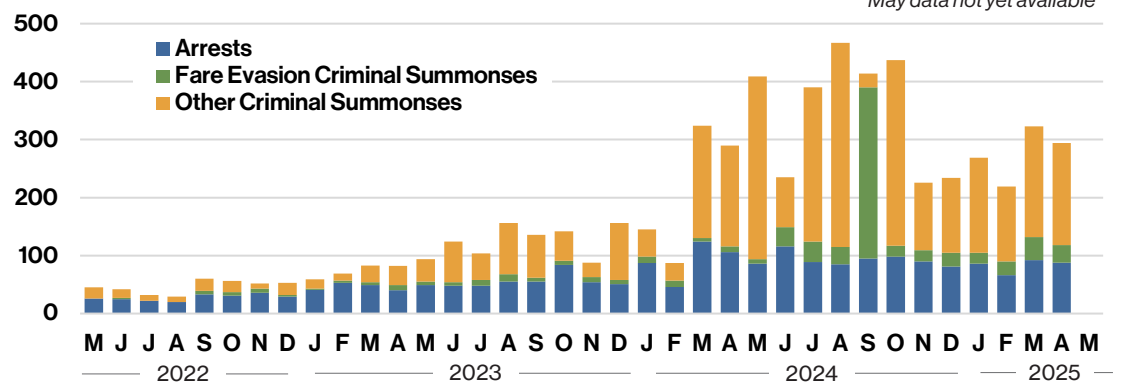
Assaults and Harassments Against Employees

The number of assaults and harassments against Metro-North employees recorded by MTA Police Department, per NYS criminal law



Summonses and Arrests

The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by MTA Police Department



ABOUT THE METROPOLITAN TRANSPORTATION AUTHORITY, THE LONG ISLAND RAIL ROAD, AND METRO-NORTH RAILROAD

The Metropolitan Transportation Authority is North America's largest transportation network, serving a population of 15.3 million people across a 5,000 square-mile travel area surrounding New York City through Long Island, southeastern New York State, and Connecticut.

Long Island Rail Road is comprised of over 7,000 employees serving over 200,000 passengers a day. We operate 700 trains daily and maintain 125 stations, nearly 700 miles of track, and 27 shops and yards.

Metro-North Railroad is comprised of nearly 6,000 employees serving over 200,000 passengers a day. We operate 700 trains daily and maintain 124 stations, nearly 900 miles of track, and 19 shops and yards.

The MTA is governed by a 23-member Board, organized in eight committees. Members of the Joint Long Island Rail Road and Metro-North Railroad Committee include:

- Marc Herbst, Co-Chair
- Blanca Lopez, Co-Chair
- Gerard Bringmann
- Samuel Chu
- Michael Fleischer
- Daniel Garodnick
- Randolph Glucksman
- Christopher Leathers
- David Mack
- Lisa Sorin
- Midori Valdivia
- Ed Valente
- Neal Zuckerman

