

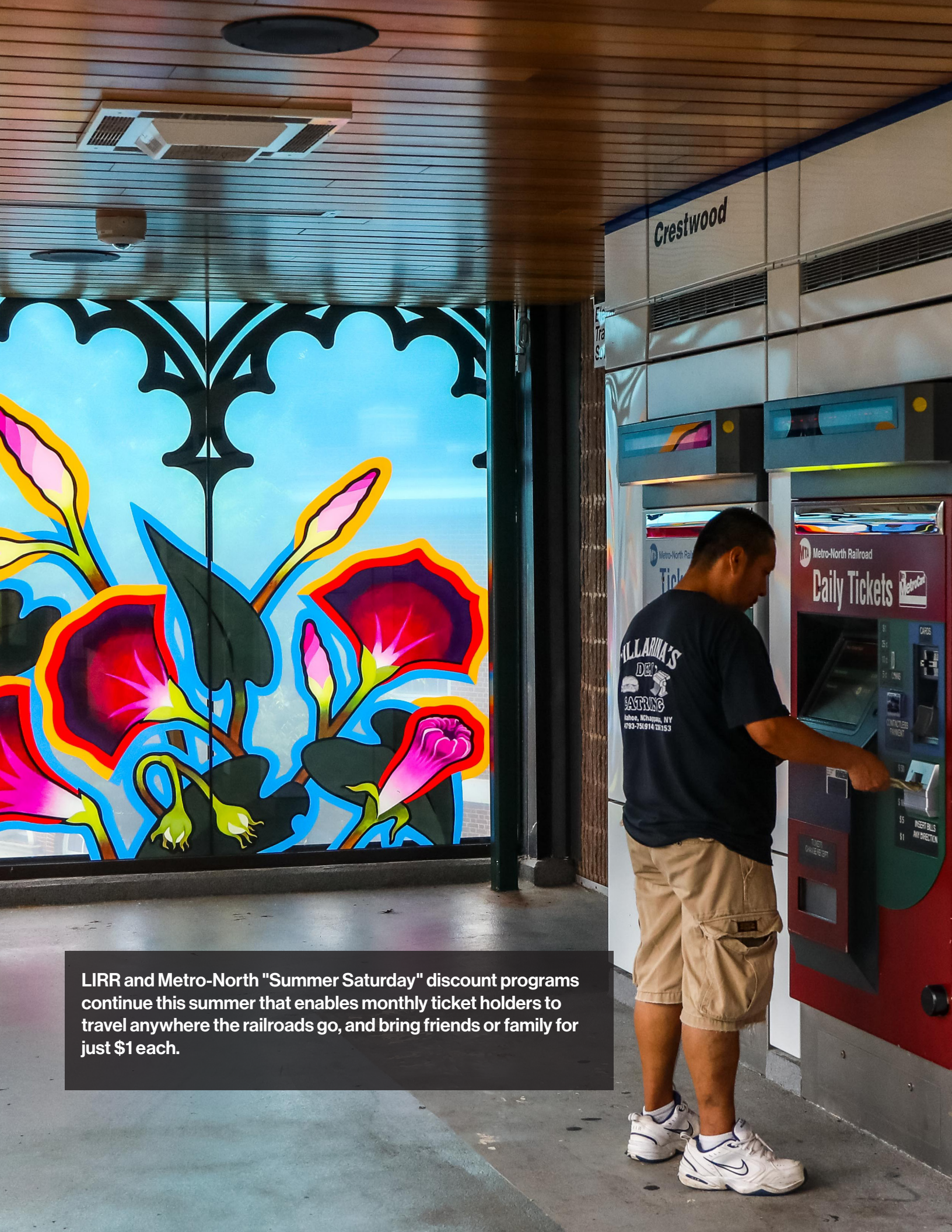


Track	Departing Train	Status
30	4:15 Poughkeepsie	peak 19 min
Stops at Poughkeepsie		

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

July 2025





LIRR and Metro-North "Summer Saturday" discount programs continue this summer that enables monthly ticket holders to travel anywhere the railroads go, and bring friends or family for just \$1 each.



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

2 Broadway • New York, NY 10004  
July 28, 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](https://metrics.mta.info) or scan the QR code to access a comprehensive dashboard of Long Island Rail Road and Metro-North Railroad metrics.





# METRO-NORTH RAILROAD





Grand Central

Grand Central

468

DO NOT REMOVE  
COUPLER ADAPTER  
ON ENERGIZED  
THIRD RAIL



# Metro-North Railroad

## MESSAGE FROM THE PRESIDENT



**Justin Vonashek**  
President, Metro-North Railroad

### Reliability, Ridership, and Satisfaction

I am pleased to report that Metro-North's safe and reliable service continues to remain strong. We produced a 97.7% on-time performance in June, which is reflected in a 6-month year-to-date average through June of 98.2%.

Ridership also continues to remain strong. In June, Metro-North carried 6.12 million riders with average weekday ridership of 235,450, a post-COVID record. We also set a new single-day post-COVID record with nearly 259,000 riders on Wednesday, June 18 and a new Sunday record on June 29th at 128,084. Summer Saturdays is back on Metro-North, rewarding our monthly riders with the ability to ride anywhere on the railroad and to bring up to two guests with them for just a dollar each.

Frequent, on-time, reliable service leads to high customer satisfaction, and we're delighted to see our efforts rewarded with the latest customer-satisfaction scores, showing that we climbed 4 per cent to 89% satisfaction.

### Award Winning

I'm proud to announce that Metro-North has received several prestigious awards from industry, federal and international organizations.

- The American Public Transportation Association (APTA) awarded Metro-North its Gold Award for Emergency Management for our Code Silver procedure, which ensures immediate, coordinated responses during sensitive law-enforcement incidents. We also received APTA Certificates of Merit in both Safety and Security — a true testament to our commitment to excellence across the board.
- The Transportation Security Administration (TSA) honored Metro-North Railroad with its prestigious Gold Standard Award for security for 2024. We are one of only five of the



nearly 6,800 transit agencies nationwide to receive the award. This is the second time the Metro-North Security Program has been recognized with this honor based on our performance across 17 categories of security and emergency preparedness.

- Metro-North received the International Association of Public Transport (UITP) 2025 Special Recognition Award for Technological Innovation for our pioneering development of Virtual Reality Training—the only UITP award given to an agency in the United States. UITP is the largest international public-transport organization, with members from 1,900 agencies in 100 countries around the world. The Special Recognition Award cites Metro-North’s innovative development of a revolutionary virtual-reality training program that immerses employees in high-risk scenarios within a controlled, interactive environment. Data shows that this approach increases the rate of safety-procedure retention compared to traditional training methods and enables personalized training improvements tailored to individuals’ learning needs.
- The Conference of Minority Transportation Officials (COMTO) awarded Metro-North its 2025 Industry Award for Industry Innovation for our Virtual Reality training, highlighting our commitment to advancing rail safety and operational excellence through strategic investments in state-of-the-art simulators and groundbreaking VR, Artificial Reality and Artificial Intelligence technologies. These tools are not just modernizing the way Metro-North trains; they are transforming the way we think about safety, efficiency, and the passenger experience.

### Operating Efficiencies

We are now in our third year of identifying and implementing significant cost savings and operating efficiencies as part of

**89%**

overall customer satisfaction

---

**258,760**

weekday ridership – a new record

---

**\$67M**

cost savings achieved in 2025



# Metro-North Railroad

## MESSAGE FROM THE PRESIDENT

the MTA's operating efficiencies initiative. Metro-North has been reviewing our operations and seeking opportunities to do business differently. This has not been a traditional "budget cutting" exercise. Through a wide range of projects and initiatives across the railroad, we have achieved over \$10 million in recurring savings in 2023, \$47 million in 2024 and are on track to save \$67 million in 2025. We are not stopping here and will continue to seek additional efficiencies as part of our ongoing business model.

Our focus has been on doing business differently. We have focused our efforts on overtime management, materials management, Standard Work implementation, contract oversight, and energy efficiency programs. By leveraging advanced data analytics and revamped management approaches, we are seeing impressive reductions in overtime usage and spending in our operating departments. When comparing results from January to June of 2024 to the same time in 2025, we have reduced total overtime hours by 20% in Maintenance of Equipment and 29% in Maintenance of Way.

Moving forward, we will continue to pursue efficiencies across our operations, specifically:

- Develop schedules that meet our customers where they are, using technology to more accurately count passengers and optimize crew assignments and performance.
- Maintain assets through the continued rollout of our Standard Work Program to increase productivity and reduce costs across departments.
- Improve asset utilization using AI to better track and manage materials and streamline track outage planning to get more done during outages.
- Deliver service through optimizing train and crew assignments to improve operational and workforce performance.
- Collect revenue working with MTA Real Estate to expand our Grand Central Terminal events to generate additional funds.

Finally, it is the collective creativity, dedication, and focus of our employees which has enabled us to operate a more efficient railroad while maintaining our high standards of safety and reliability.





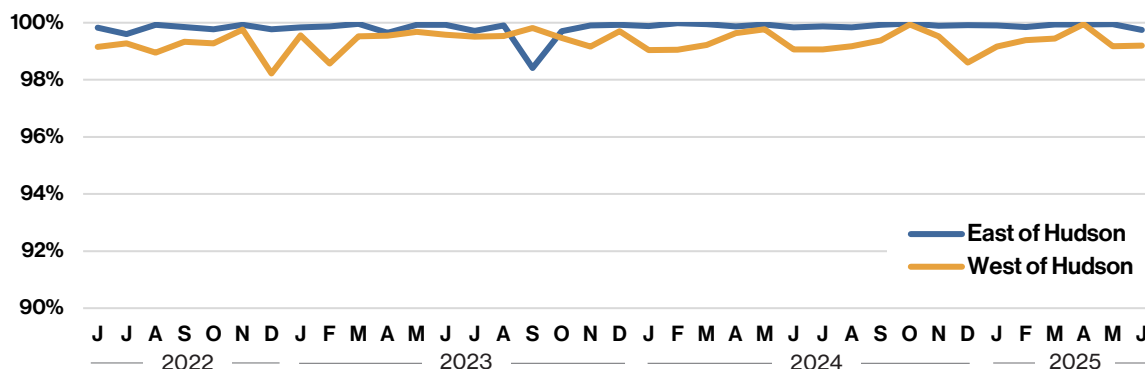


# Metro-North Railroad

## SERVICE PERFORMANCE

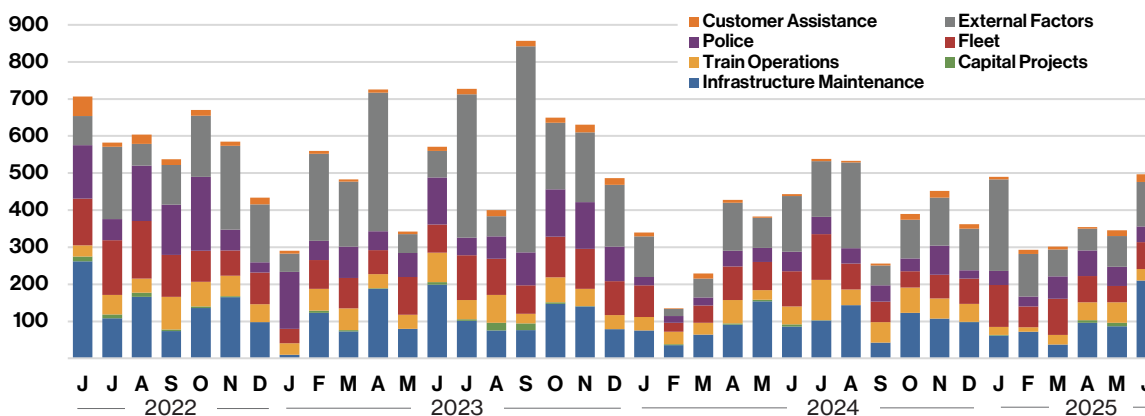
### Service Delivered

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



### Delays by Type

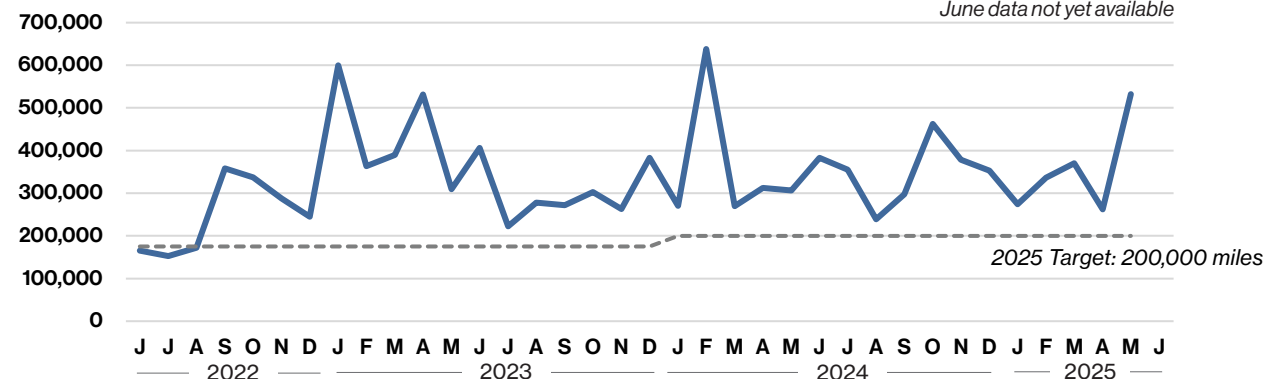
The number of delayed trains on East of Hudson lines by type of delay



### 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

June data not yet available

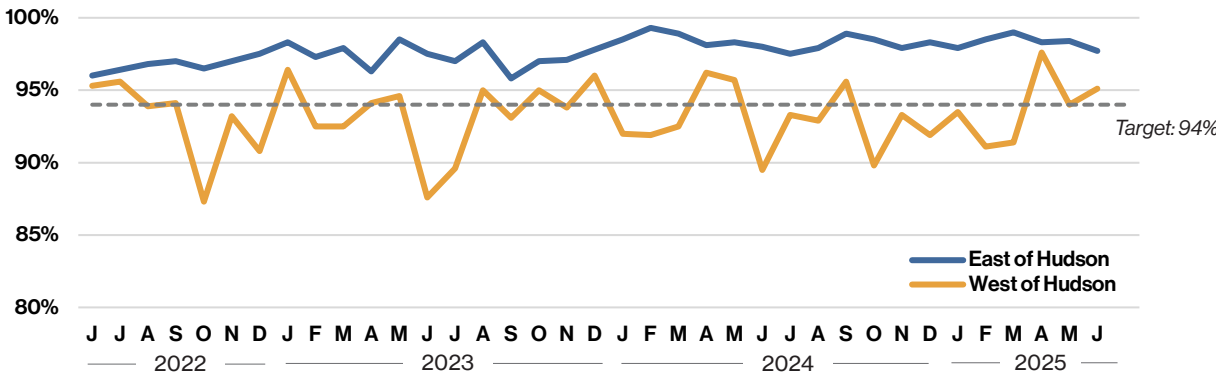




# SERVICE PERFORMANCE

## 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	98.5%	Pascack Valley	94.9%
Harlem	98.0%	Port Jervis	95.2%
New Haven	96.9%		

## Data Review

Service delivered in June was 99.8%, and the fleet mean distance between failures was 532,204 miles, surpassing the 200,000-mile goal. Systemwide on-time performance (OTP) exceeded the 94% goal, reaching 97.7% in June and 98.2% year-to-date. Five major incidents impacted June's OTP:

- On June 5, a failed insulator on the New Haven Line disrupted three trains and resulted in a power loss near Southport, affecting 88 trains.
- On June 12, a track circuit near Grand Central affected 22 trains.
- On June 24 a grade crossing malfunction near Mt. Kisco, affecting 28 trains.
- Three grade crossing malfunctions occurred this month on the Harlem and New Haven Lines, affecting 62 trains total.

## Moving Forward

In August, Metro-North will continue scheduled infrastructure improvements across all lines. Work entails switch surfacing, tie maintenance, and rail renewal to ensure customers can continue enjoying safe, reliable Metro-North rides. Customers can expect modified schedules to accommodate this work. Later in the month, Metro-North will operate early getaway service on August 29 to help customers get a head start on their Labor Day Weekend travel.

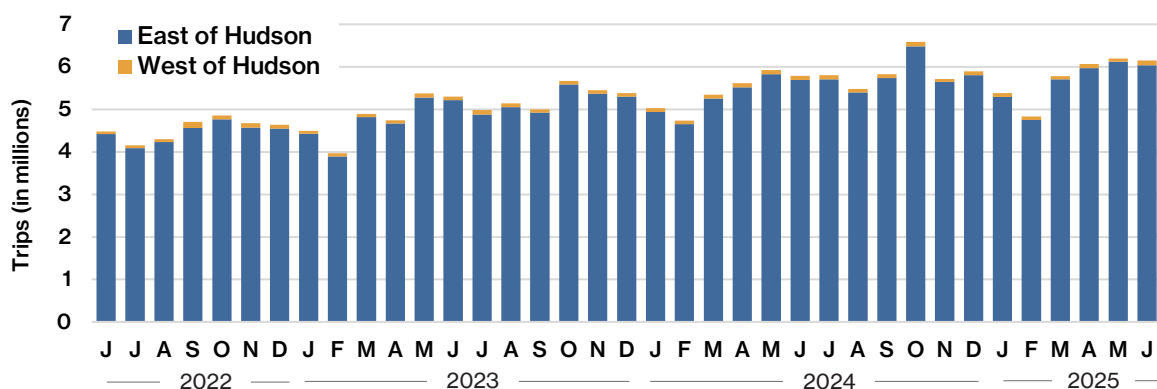


# Metro-North Railroad

## RIDERSHIP

### Monthly Ridership

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



### Data Review

With strong daily performance in June, Metro-North ridership continues to recover. Although Metro-North's total June 2025 ridership of 6.12 million decreased 0.8% from May due to one fewer weekday in June, average daily ridership increased 2.6% to 204,013. Average weekday ridership increased 2.8% to a post-pandemic high of 235,450 with a new record of 258,760 on Wednesday June 18th, but average weekend ridership was essentially flat at 120,397.

Metro-North's total ridership in June increased 6.3% compared to June 2024 and represents 83.0% of June 2019 ridership. Average weekday ridership was 7.0% higher than June 2024 and represented 79.6% of June 2019 ridership. Estimated average Tuesday-Thursday ridership was 6.9% higher than June 2024 and stands at 82.0% of an average weekday in June 2019. Tuesday-Thursday weekly average of 243,897 for June 3-5 is a post-pandemic high. Finally, average weekend ridership was 6.6% higher than in June 2024 and represented 93.9% of June 2019.

Total commutation ticket ridership decreased 3.4% from May. Commutation, peak single, and peak ten trip ticket trips decreased 1.1% since last month, and commutation's share of total rides decreased 1.1% from 38.6% to 37.5%.

### Moving Forward

Leading with the single day record of 258,760 rides on June 18th, June also set individual ridership records for Monday (June 16th - 233,061 rides), Thursday (June 18th - 241,736 rides), Friday (June 20th - 238,453 rides), and Sunday (June 29th - 128,084 rides). Ridership typically drops by up to 10% as vacations take hold over the summer months, but we expect ridership in July to remain comfortably higher than in the summer of 2024.



# FINANCIAL RESULTS

## 2025 Revenues & Expenses, June Year-to-Date

\$ in millions

	Budget	Actual	Variance
<b>Total Non-Reimbursable Revenues</b>	<b>\$331.3</b>	<b>\$354.3</b>	<b>\$23.0</b>
Farebox Revenues	\$312.4	\$314.0	\$1.6
Other Revenues	\$18.9	\$40.3	\$21.4
<b>Total Non-Reimbursable Expenses</b>	<b>\$806.8</b>	<b>\$817.3</b>	<b>(\$10.5)</b>
Labor Expenses	\$565.6	\$574.7	(\$9.1)
Non-Labor Expenses	\$241.2	\$242.7	(\$1.5)
<b>Non Cash Liabilities</b>	<b>\$169.9</b>	<b>\$167.5</b>	<b>\$2.3</b>
<b>Net Surplus /(Deficit) - Accrued</b>	<b>(\$645.4)</b>	<b>(\$630.6)</b>	<b>\$14.8</b>

## Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,139	6,227	-88
Reimbursable	742	505	237
<b>Total Positions</b>	<b>6,881</b>	<b>6,732</b>	<b>149</b>

## Data Review

Through June, farebox revenue was \$1.6 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 \$9.1 million due primarily to higher other fringe benefits and payroll partially offset by lower pension expense. At the end of June, paid headcount was 149 lower than budget and reflects 384 vacancies against the year-end authorized headcount.

Non-labor expenses are higher than the Budget by \$1.5 million due primarily to higher insurance costs and electric partially offset by and lower materials and supplies as well as other business expenses.

## 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

### Upgrading Audio Call Recording System to Improve Safety



The Private Branch Exchange (PBX) Replacement Project is a comprehensive undertaking to bring Metro-North's audio call recording system into a state of good repair. A critical component of the Metro-North safety infrastructure, the system records and monitors all safety-critical calls between the Rail Traffic Controller and employees working on and around tracks.

However, much of the infrastructure supporting the system is in need of critical upgrades to maintain safe operations on the railroad. Between now and the end of September when the project is expected to be completed, the Design-Builder is designing, constructing, and installing a new digital audio call recording system at 15 locations to replace the existing system with upgraded capabilities. The digital audio recorders are located at 15 locations in Manhattan, the Bronx, Westchester County, Putnam County, and Dutchess County and in Fairfield and New Haven Counties in Connecticut.

Once completed, the new system will offer enhanced capabilities, including the ability to send recordings to Network Attached Storage for disaster recovery. Individual recorders will function as standalone devices, ensuring continued operation even if other infrastructure encounters issues, thus improving fault tolerance. Additionally, the system features Automatized Incident Reconstruction, which automates the process of reconstructing incidents and synchronizes audio from various channels, providing a comprehensive and accurate view of incidents. These upgrades collectively enhance tools for quality assurance and performance evaluation, enabling better assessment of individual calls, complex incidents, and overall operational performance.

All of these features will help Metro-North better identify if safety will be compromised before an incident occurs and collect critical information on actions taken by operating employees during incidents. This enhances accident investigations and reduce future risks systemwide.

# CUSTOMERS & COMMUNITIES

## The World School Tours Grand Central Terminal

Asst. Director of Government & Community Relations Mae Patel accompanied a group of 18 middle school ages students studying transportation from Avenues – The World School. Students toured Grand Central Terminal with assistance from Metro-North's Transportation and Stations teams.

Superintendent of Terminal Operations Michael Cunningham provided tour of terminal operations which included visit to the Engineer's cabin. Francisco Santiago, Assistant Director of Stations provided tour of the main concourse, Vanderbilt Hall and the Whispering Gallery to the students. Metro-North welcomes the opportunity to help educate youth on the working of our amazing system and its crown jewel – Grand Central Terminal.



## Yonkers Residents Briefed on Resiliency Efforts Under Way

Director of Government & Community Relations Andy Buder joined the MTA C&D Project Team and Consultants from HNTB to provide Yonkers residents in the vicinity of Warburton Avenue an update on the Hudson Line Slope Stabilization Project. New York State Senate Majority Leader Andrea Stewart-Cousins hosted the briefing at her district office, and we were joined by Assemblymember MaryJane Shimsky as well as representative from the City of Yonkers, Congressman Latimer, Senator Schumer, Senator Gillibrand, and County Legislator Williams.

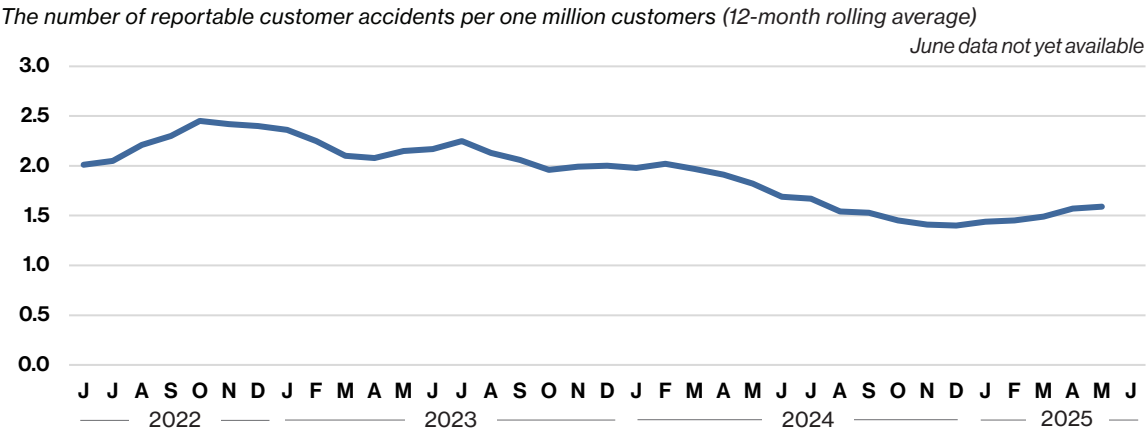
The Hudson Line Slope Stabilization Project is leading the way amongst projects that are part of the larger Hudson Line resiliency efforts. The stabilization project is focused on the area between Mile Post 16.6 and 17.4 in Yonkers between the Glenwood and Greystone stations. The project scope includes the design of drainage improvements, culvert improvement at track, slope stabilization, alternative analysis, retaining wall rehabilitation at track, and design-build contract development.



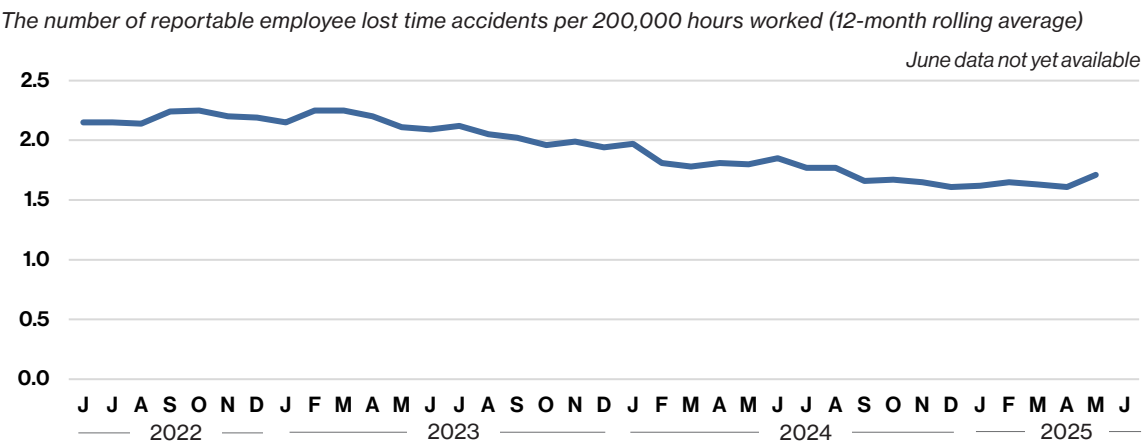
# Metro-North Railroad

## SAFETY & SECURITY

### Customer Accident Rate



### Employee Lost Time Accident Rate



### Data Review

The reportable customer injury rate decreased from 1.82 to 1.59 per one million customers in the current 12-month reporting period, June 2024 through May 2025, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 1.80 to 1.71 per 200,000 working hours, compared to the prior 12 months.

### Moving Forward

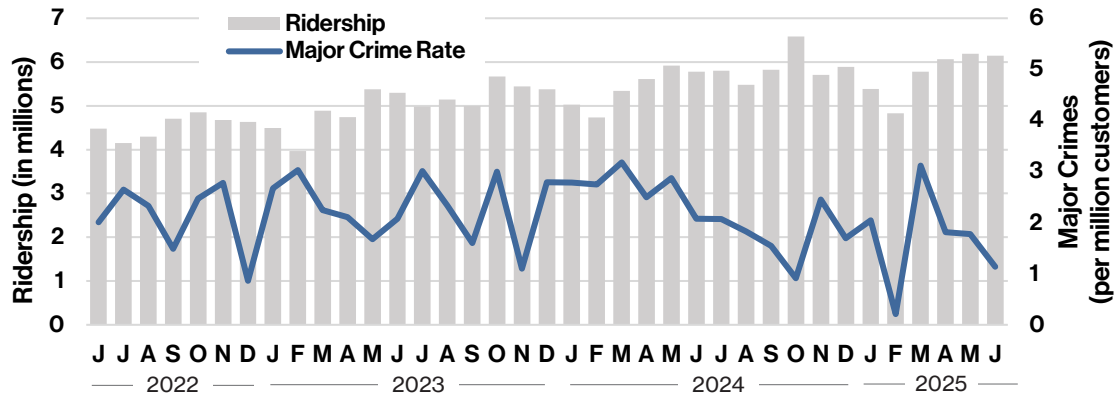
Earlier in 2025, Metro-North established a new structure to streamline and strengthen our safety and security committees. Each committee now has a clear leader and defined responsibilities. Larger issues such as system changes, training initiatives, or funding needs are escalated to the new Safety/Security Executive Committee. They meet quarterly to review items and propose solutions, reducing redundancy and empowering more staff to lead by shifting problem solving away from senior leadership to those closest to the work.



# SAFETY & SECURITY

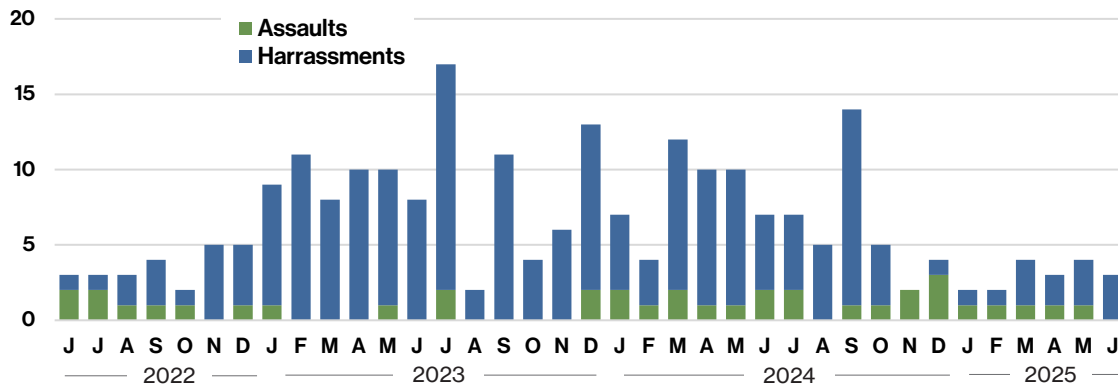
## Major Crimes Against Customers

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

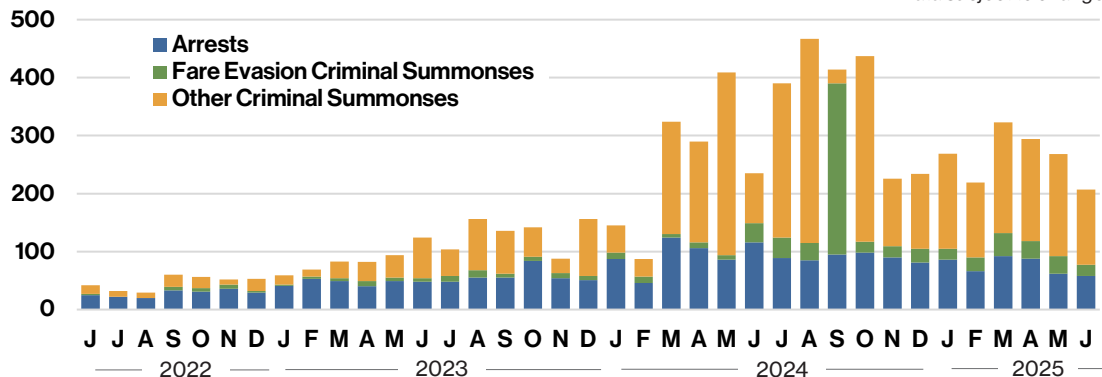
The number of assaults and harassments against Metro-North employees recorded by MTA Police Department, per NYS criminal law



## 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

Data subject to change









# LONG ISLAND RAIL ROAD



# Long Island Rail Road

## MESSAGE FROM THE PRESIDENT



**Rob Free**

President, Long Island Rail Road

### On Ridership & Performance

Ridership continues to remain strong, and great service is bringing results. In June, the Long Island Rail Road transported 6.9 million riders, a 6.7% increase compared to June 2024.

That total represents 89% of June 2019, the highest post-pandemic percentage. Year-to-date, ridership is 9.3% above last year; monthly ticket ridership increased 9% YTD vs 2024; and the average Monday-through-Friday weekday ridership for the month of June was 266,047, the highest month since the pandemic.

Other recent records:

- Another one-day, post-COVID ridership record was established on Wednesday, July 23 with 298,419 riders, breaking the previous record from the day before by 3,000 and surpassing the old record from June 18 by 11,000.
- During the week of July 14, we reached our highest 7-day total ridership since the pandemic - 1,666,285 (amazing for a summer week!)
- Highest Friday (June 18) - 278,160 riders
- Highest Saturday (June 19) - 168,171 riders

June's total OTP came in at 95.9%, which was the third highest June total OTP in recorded history, trailing only June of 2020 and 2021. Year-to-date OTP stands at 96.5%.

Safety-wise, we had a 29% reduction in customer injuries (per 1 million customers) in the 12-month period ending May 2025, over May 2024 – and our employee injury rate (per 200,000 working hours) also dropped 10% during that same time span.



## Reducing Costs. Improving Efficiencies.

As the operating agencies were tasked with identifying recurring operating savings, I have some great news to report on that front.

LIRR is on track to deliver over \$70 million in operating efficiencies this year, on top of the \$60 million we achieved in 2024 and the \$15 million from 2023.

This was no easy task. The team not only looked for low hanging fruit but also performed a deep forensic analysis of our operation to identify real savings - and continue to do so. We're reducing costs over a wide range of areas.

The amazing part is that these savings are being realized without the service cuts that we are seeing throughout the country.

One of the areas I'd like to highlight is our Maintenance of Equipment team. This group has uncovered innovative ways to find new efficiencies that have reduced costs and improved productivity:

### Periodic Inspections (PIs)

- The Periodic Inspection process was examined, looking at both the way in which we perform inspections and requirements within federal regulations to determine absolute requirements and inefficiencies.
- As a result of this analysis, we reduced the time we spend performing PIs by 25% per train car, per year.
- This change has generated \$2.8M in savings annually (33,000 labor hours)

### M7 Air Brake and Truck Program

- Another area where we leveraged FRA regulations is the air brake inspection cycle

# \$71M

projected recurring savings achieved in 2025

# 298,418

customers took LIRR on July 23, a new post-pandemic high

# 29%

reduction in customer injuries (over 12-month period May 2025 vs. May 2024)

## MESSAGE FROM THE PRESIDENT

- With this initiative, we are able to align this inspection with another maintenance cycle, The Truck RCM Program (10-year schedule)
- Combining these programs saves equipment down time, the time it takes to perform the work as they are done at the same time, and reduces the number of cars required to be serviced each year
- This initiative has produced savings of \$4.4M annually (overtime and material costs)

### Preventive Maintenance on Support Equipment (PEMD) – Shop Equipment

- This analysis looked at historical performance and OEM guidelines
- We revised PM cycles for key rolling stock support equipment (e.g., hoists, wheel presses, ASRS)
- By modifying and refining PM intervals, we realized a \$2.1M annual savings

All these savings have been achieved without impacting fleet reliability. In fact, we are realizing higher MDBF, improved customer satisfaction, and improved OTP.

### Recurring Savings 2.0

As we move forward, we are continuing our efforts to identify savings by streamlining our operations and becoming more efficient.

The team has identified other areas that promise to provide recurring savings into the future. They include:

- Maximizing track outages (expand piggybacking opportunities and fine-tuning scopes of work)
- Fleet cleaning procedures (proper scheduling)
- MofE & Engineering process optimization
- Yard operations efficiencies
- Strategizing headcount growth
- A further reduction in fare evasion (pre-boarding validation)
- Improving employee availability (consistent policies across departments)



These efforts underscore our disciplined, forward-looking approach - finding savings not through one-time cuts but by building smarter, more sustainable practices into our daily operations.

### **“Ryde” the LIRR to the Cup**

For all you golf enthusiasts, Long Island will host the 2025 Ryder Cup at Bethpage Black from September 23rd through the 28th. The LIRR will add service and stops to accommodate all the fans who wisely choose to use our service to attend the event.

With the addition of Main Line 3rd Track and Ronkonkoma Double Track, the service plan will be even more seamless as these incredible infrastructure improvements have added tremendous capacity and flexibility. Good luck Team USA!

### **LIRR Wins APTA Gold!**

At this year’s APTA Rail Conference, the LIRR was honored with the APTA Gold Award in the category of Rail Security for our Office of Security’s game-changing new data dashboard.

In addition, we were also recognized with a Merit Award for our Stations Department’s enhanced safety protocols.

I would like to thank the members of these teams for all their hard work...especially Chief Security Officer Robert Murphy and Nelson Nazario from our Office of Security as well as Chief Stations Officer Theresa Dorsey and David Sisolak from Stations.

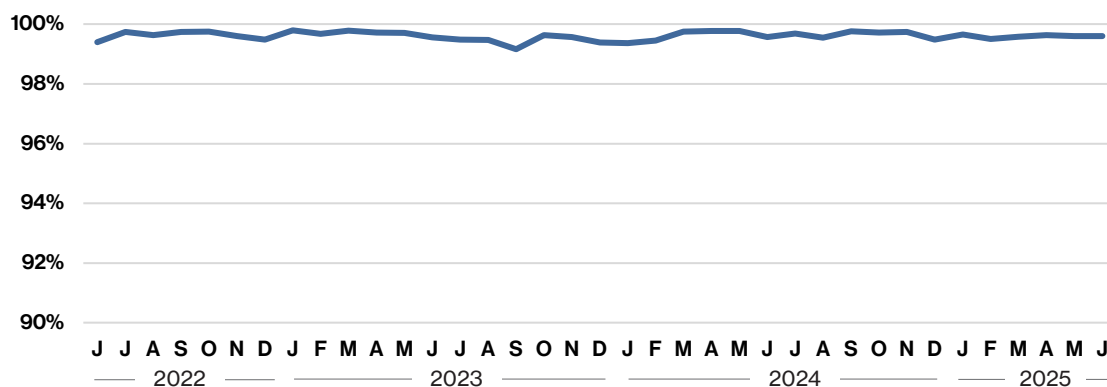
Congratulations to all and thank you for making us proud...amazing job!

# Long Island Rail Road

## SERVICE PERFORMANCE

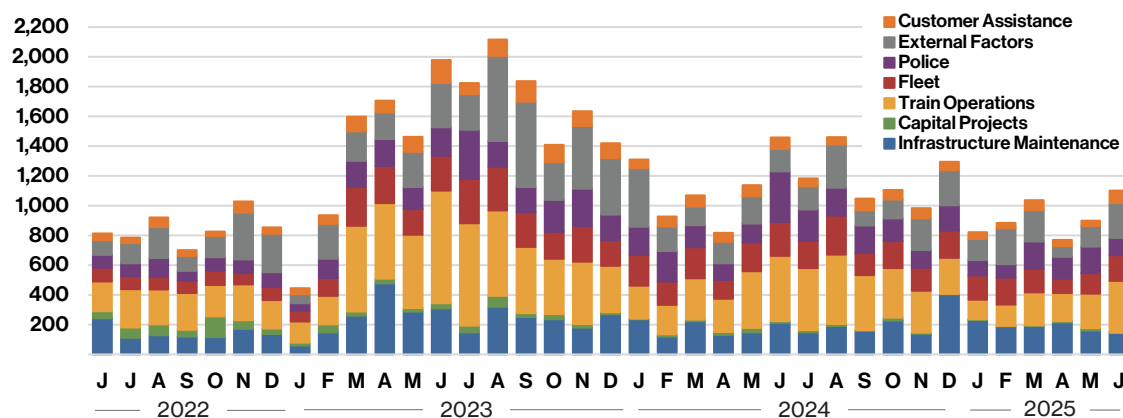
### Service Delivered

The share of scheduled train trips completed



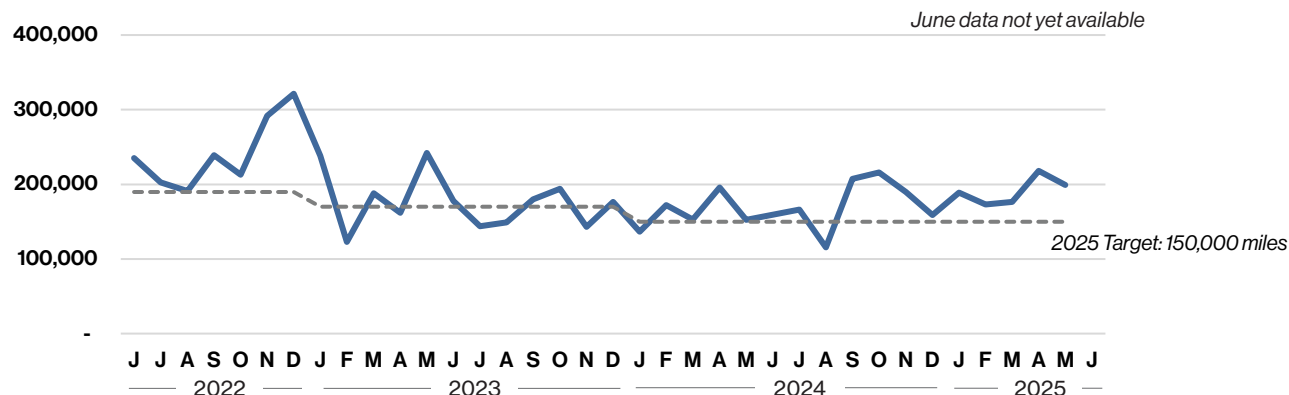
### Delays by Type

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

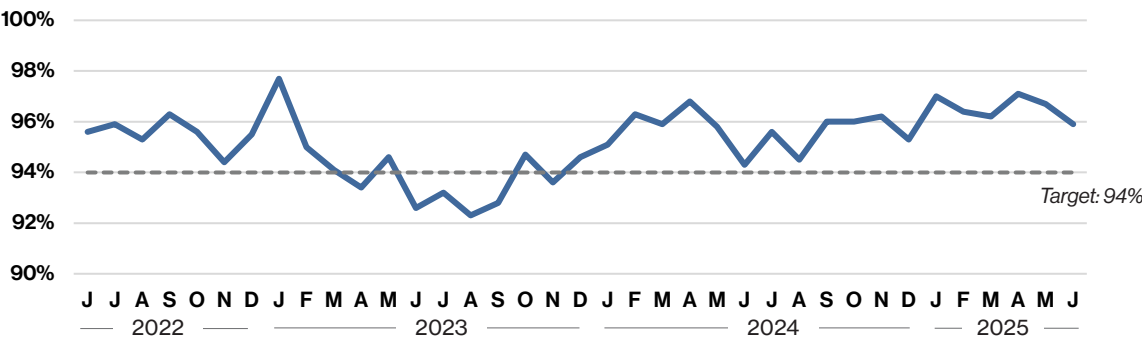




# SERVICE PERFORMANCE

## 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	99.3%	Montauk	91.0%
Babylon	95.6%	Oyster Bay	97.3%
Far Rockaway	97.1%	Port Jefferson	95.5%
Hempstead	96.3%	Port Washington	94.9%
Huntington	95.1%	Ronkonkoma	95.6%
Long Beach	94.2%	West Hempstead	97.2%

## Data Review

In June, OTP was 95.9%, and year-to-date OTP is 96.5%, both above goal. Nine branches operated at or above their goal, and all twelve branches operated at or above goal for June year-to-date. Seven incidents resulted in 10 or more late, canceled, or terminated trains. The most significant event occurred on June 24 when excessive heat caused infrastructure and equipment issues. The event caused 57 late trains, delayed our customers an average of 13 minutes and reduced our monthly OTP by less than one percent.

At Jamaica, 64% of trains arrived into the station less than 3 minutes behind scheduled time during the AM Peak periods and 70% 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 199,058 miles in May and 190,046 year to date, exceeding the target of 150,000 miles.

## Moving Forward

On September 2, LIRR will implement a new timetable that will be in effect until November. The schedule changes will allow progress to continue on many infrastructure projects including rail and tie replacement between Ronkonkoma and Greenport and track surfacing on the Port Washington Branch.

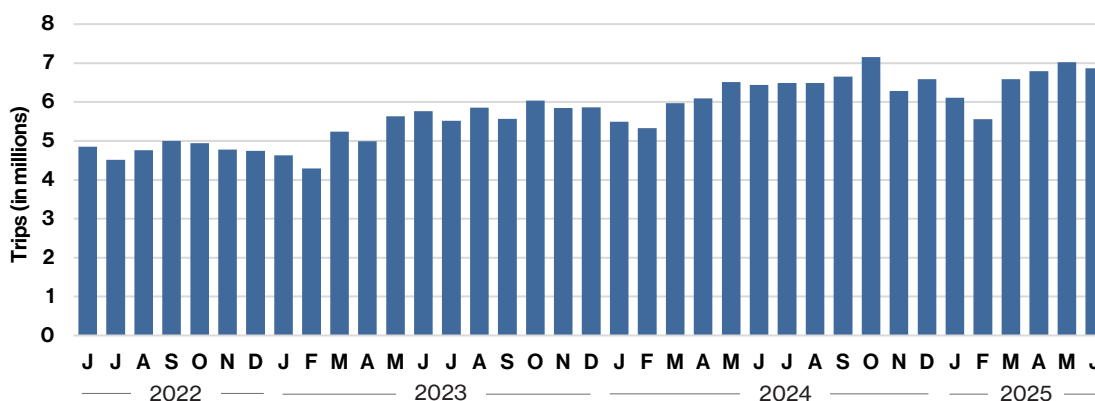


# Long Island Rail Road

## RIDERSHIP

### Monthly Ridership

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



### Data Review

LIRR ridership continued to grow in June when compared to the same month of the prior year, while the LIRR marked new post-pandemic highs for weekday customers. June 2025 ridership increased 6.7% compared to June 2024, scoring the best June since 2019 representing the highest post-pandemic percentage (88.8%). Commutation ridership increased 12.7% and Non-Commutation ridership increased 3.4%, 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 the overall service performance continues to improve. Year-to-date, ridership is 9.3% above 2024, representing 87.2% of the ridership compared to the same period in 2019.

In June, the LIRR experienced new post-pandemic records by averaging 266,047 weekday customers and on June 18, it set a new single day post-pandemic ridership record, carrying 287,437 customers. The average weekday ridership for the month increased +2.2% compared to May 2025, while the average weekend ridership decreased -1.3% with Saturdays decreasing -1.8% and Sundays increasing +2.1% compared to last month.

### Moving Forward

LIRR customers continue to take advantage of the GCM service. In June, GCM ridership reached 1,645,978 customers (based on load weigh data). AM Peak travel to Manhattan has stabilized at 40% share for GCM (with some instances exceeding 40%) vs. 60% share for Penn Station. NYC sports games (i.e., Mets, FIFA) and events at local venues continue to boost ridership. LIRR ridership growth is expected to continue supported by increased summer service to the East End of Long Island (with July 4th falling on Friday, westbound Montauk ridership increased +41% over 2024) and incremental ridership to popular summer attractions, while the September 2025 PGA Ryder Cup at Bethpage Park will bring additional ridership.





# FINANCIAL RESULTS

## 2025 Revenues & Expenses, June Year-to-Date

\$ in millions

	Budget	Actual	Variance
<b>Total Non-Reimbursable Revenues</b>	<b>\$334.5</b>	<b>\$358.1</b>	<b>\$23.6</b>
Farebox Revenues	\$316.4	\$328.7	\$12.3
Other Revenues	\$18.0	\$29.4	\$11.3
<b>Total Non-Reimbursable Expenses</b>	<b>\$1,008.0</b>	<b>\$984.7</b>	<b>\$23.3</b>
Labor Expenses	\$765.5	\$736.7	\$28.8
Non-Labor Expenses	\$242.5	\$248.0	(\$5.5)
<b>Non Cash Liabilities</b>	<b>\$268.8</b>	<b>\$294.4</b>	<b>(\$25.6)</b>
<b>Net Surplus /(Deficit) - Accrued</b>	<b>(\$942.3)</b>	<b>(\$921.0)</b>	<b>\$21.3</b>

## Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,876	6,905	-29
Reimbursable	1,208	976	232
<b>Total Positions</b>	<b>8,084</b>	<b>7,881</b>	<b>203</b>

## Data Review

Through June, farebox revenue was \$12.3 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 \$28.8 million due to lower payroll and associated fringe costs, partially offset by overtime. At the end of June, there were 203 vacancies compared to the budget.

Non-labor expenses are higher than the budget by \$5.5 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.

### Construction Underway on the New Yaphank Station



This month, MTA Construction & Development and LIRR are performing critical construction on the new Yaphank Station, which was awarded in August 2024 and broke ground earlier this year on April 3. To better meet future transit demands associated with commercial and residential economic development in central Suffolk County, LIRR is relocating its existing Yaphank Station to a new site east of the present location. This relocation allows a much-needed station expansion with improved access and is expected to increase utilization by customers.

The Railroad examined several potential sites within a given study area and eventually identified the best site suited for local residents, proximity to Brookhaven National Labs, commercial interests, with potential for future station growth.

Currently, the project is constructed as a joint effort between a third-party contractor and LIRR Forces. The contractor is performing all clearing, grading, drainage, sitework, parking lot construction and lighting. LIRR forces are installing the high-level platforms, ADA ramp, handrails, stairs, AVPS signage, and other amenities.

Once complete, the new station will be ADA compliant, serving the LIRR diesel fleet with a 2-car platform, 50-car parking lot, a station plaza, shelter shed, information totem, bike rack, Help points, "Kiss and Ride" facility, and a convenient roadway connection to existing Suffolk County roads. Once the new station is operational in mid-2026, the existing Yaphank Station will be closed and demolished, and the property made available for other uses.



# CUSTOMERS & COMMUNITIES

## steMTA Comes to Babylon



At LIRR, we know the future of transportation depends not only on infrastructure, but on the next generation of thinkers, builders, and problem-solvers. That's why we were proud to bring the MTA's steMTA educational initiative to Babylon High School's AP Physics class, introducing students to how STEM shapes the future of their own community.

Babylon High School isn't just a neighbor to the LIRR, it's directly across the street from the Babylon Station, where our station improvement project is actively transforming the experience for riders. For the seniors in this advanced class, many of whom are preparing to pursue STEM majors in college this fall, the project has been a living laboratory, something they see evolve each day from their classroom window.

Through steMTA, these students got an insider's view into Phase One of the Babylon Station improvement project, learning how science, technology, engineering, and math drive every stage of MTA design and construction. They met directly with the project engineers, including one who grew up in the Babylon area, and the project CEO, who shared their own career journeys, academic backgrounds, and the decisions that brought them to this work. It was an opportunity for students to connect their classroom learning to real-world application in a space they know and use every day.

This visit wasn't just about what we're building today, it was about investing in who will build tomorrow. Whether it was talking about electrical systems or structural reinforcement, students saw firsthand how their futures in STEM can help shape the sustainability and resiliency of the LIRR, and the region as a whole.

As the steMTA program continues to expand across the MTA, we're proud to bring it to communities like Babylon, where education, transportation, and opportunity converge. The LIRR is more than a way to get from place to place, it's a platform for innovation, for education, and for preparing the next generation of engineers and leaders.

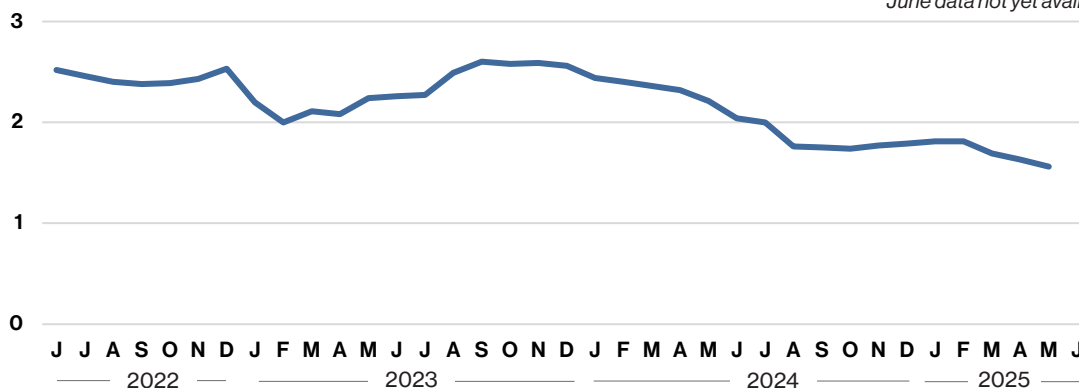
# Long Island Rail Road

## SAFETY & SECURITY

### Customer Accident Rate

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

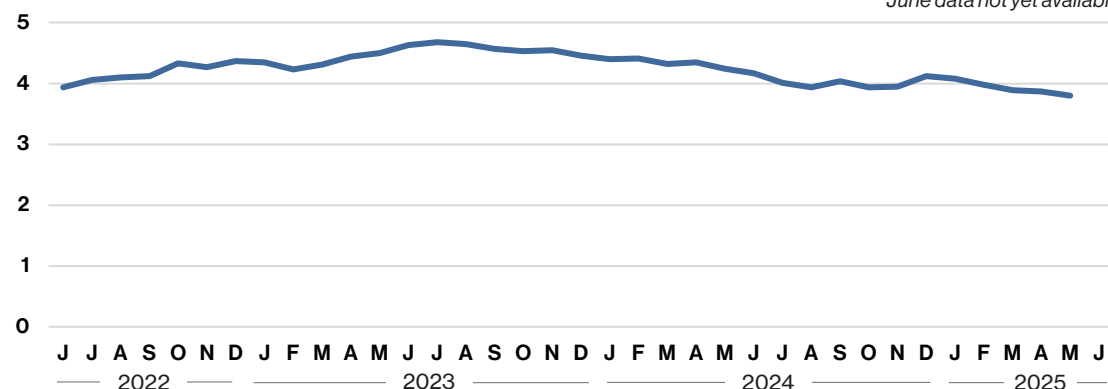
June data not yet available



### Employee Lost Time Accident Rate

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

June data not yet available



### Data Review

The reportable customer injury rate decreased from 2.21 to 1.56 per one million customers in the current 12-month reporting period, June 2024 through May 2025, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 4.24 to 3.80 per 200,000 working hours, compared to the prior 12 months.

### Moving Forward

The Office of Emergency Management participated in the Coastal Storm Exercise held on July 22, as well as the Urban Area Working Group meeting for the "Secure the Cities" initiative, hosted by Suffolk County. Additionally, both the Office of Emergency Management and the Office of the Fire Marshal took part in emergency preparedness planning activities in support of the upcoming Ryder Cup event in September.

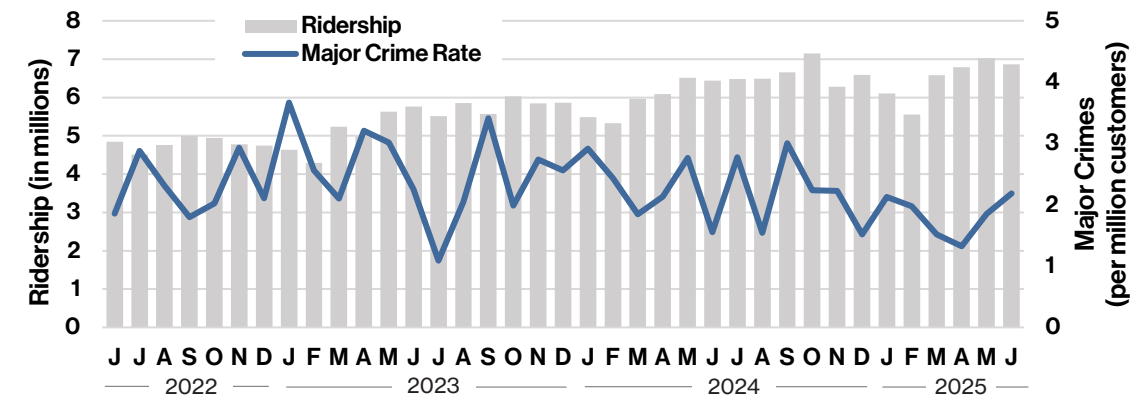




# SAFETY & SECURITY

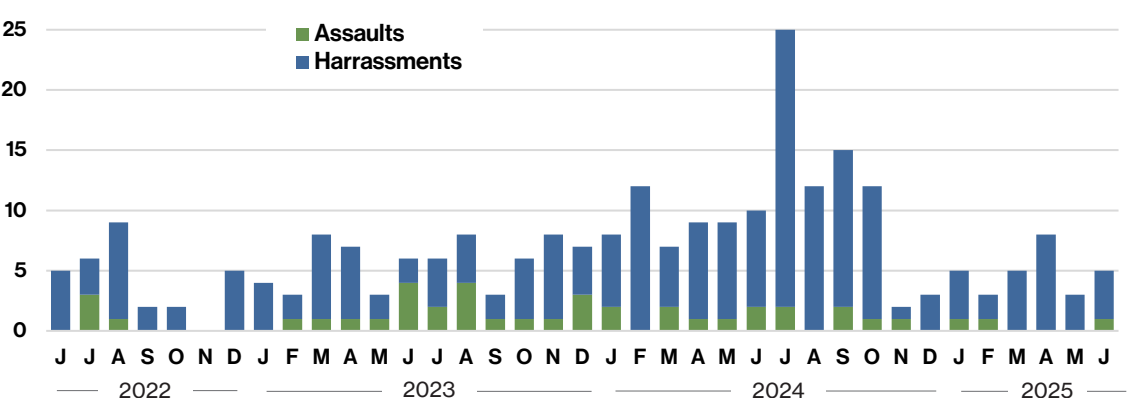
## Major Crimes Against Customers

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

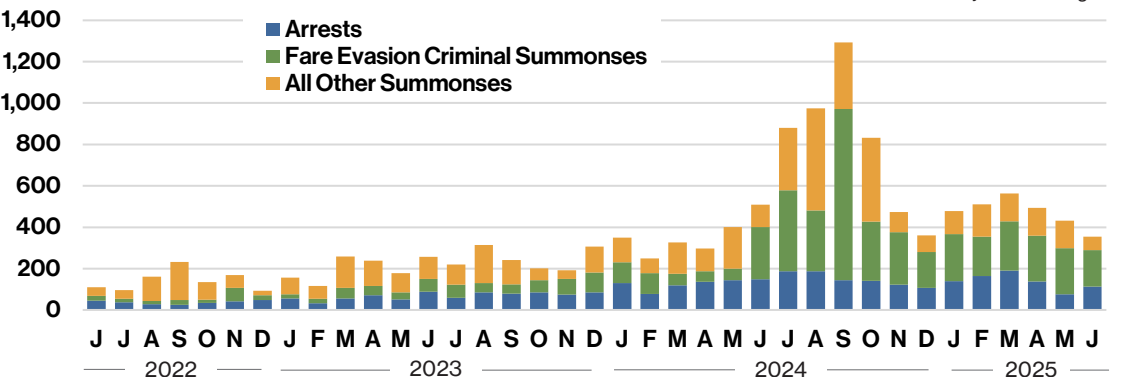
The number of assaults and harassments against LIRR employees recorded by MTA Police Department, per NYS criminal law



## 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

Data subject to change









## **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

