

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

February 2026



When extreme weather hit at the end of January, railroad crews and equipment were fully mobilized to keep trains running. LIRR deployed about 1,800 employees for snow-fighting operations, while Metro-North winterized and positioned equipment across its system. Thanks to their efforts, riders kept moving despite the storm — our sincere thanks to all the crews who made it possible.

This performance metrics document was prepared for the February 2026 meeting of the Joint Long Island Rail Road & Metro-North Railroad Committees.

2 Broadway • New York, NY 10004
February 23, 2026

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METRO-NORTH RAILROAD





Metro-North Railroad

MESSAGE FROM THE PRESIDENT



Justin Vonashek
President, Metro-North Railroad

Ridership and Performance

Metro-North's January ridership paused its continued growth trend, largely the result of bitter cold throughout the month, capped off by the large winter storm Fern during the last week of the month. Fern covered the region with up to two feet of snow, followed by sleet and freezing rain, which iced over across a wide territory, and was followed by two weeks of bitter cold, which have only begun to ease in the past two weeks.

January's total ridership was 5.3 million, a 1.1% decrease compared to January 2025, representing 77.3% of January 2019 ridership. Weekday ridership was 3.3% higher than January 2025, while weekend ridership was 3.3% lower than last year, primarily due to the bitter cold. January is typically one of the lowest-ridership months of the year. As return-to-office trends continue and the weather moderates, we anticipate further weekday growth and continued increases in discretionary ridership as we move towards Spring.

I want to highlight Metro-North's performance in serving the region during this challenging winter weather month. We operated scheduled service throughout the storm and its aftermath. By analyzing the conditions around the clock, we were able to strategically reduce the frequency of trains we operated to make the best use of our staffing and the herculean efforts required to keep the railroad open. While other regional commuter railroads suspended service, we kept our full-service hours, from pre-dawn until well after midnight, providing essential service to those that depend on our service. Because of our employees' professionalism, skill, and dedication, our customers were able to rely on Metro-North during some of the harshest weather conditions of the season. I am extremely proud of the way our workforce came together, planning and executing to support one another and the region.

January's On-Time Performance was 95.2%, above our goal of 94% but below past months' performance because of the effects of the winter storm and bitter cold weather. It is worth noting that our pre-storm OTP between January 1-24 was 97.8%.



Universal Train Spotting

Metro-North recently adopted Universal Train Spotting (UTS), a longstanding practice at LIRR and NYCT and other commuter railroad peers. The concept is simple – at most stations, all trains will stop at the front of the platform in the direction of travel, regardless of the platform length.

UTS benefits both our customers and our train crews. Trains will arrive and depart at the same location on the platform daily, leading to a more consistent and safer boarding experience for all customers. This consistency reduces confusion and crowding as riders know where to wait, fewer people rush along the platform when trains arrive, and boarding and exiting becomes calmer and more orderly. It also allows customers with mobility issues to know where to await the train's arrival, confident that a door will open near their location.

Consistent stopping points also mean our crews always know which cars will be on the platform, how passenger flow will move, and where to focus their attention. It also allows them to better handle passengers who need accessibility assistance.

Happy Birthday Grand Central Terminal!

February marks Grand Central Terminal's 113th birthday, opening on February 2, 1913. GCT has continually evolved; from a brush with demolition in the 1960s and '70s to its dedicated preservation and enhancement initiatives, GCT is much more than a transportation hub. Our strong partnership with MTA Real Estate made 2025 a great year for both retail activities and events.

Retail occupancy now exceeds 90% with five new retail openings in 2025 and more to come in 2026. We welcomed some great new places to eat, including Palladino's Steakhouse on the West Balcony and Melba's and San Wei on the lower-level Dining Concourse. Our own Grand Central Gift Shop operated by our tenant PIQ, with GCT and Metro-North branded merchandise, opened in the Graybar Passage and Malin + Goetz opened in the Lexington Passage.

GCT shines as a world-class events space, and we introduced new event-coordination processes and locations

113

years of Grand Central Terminal

82

events at GCT in 2025, a record breaking number

25%

increase in Combo Ticket sales in 2025

contributing to a record-breaking 82 total events in 2025. These events are held in multiple locations throughout the terminal and last from a few hours to a few weeks, culminating in the Holiday Fair during the months of November and December. Event revenues hit an all time high at \$3.4 million, which is up 74% from 2024 and 97% from pre-COVID 2019. In January, Vanderbilt Hall was again transformed into a squash court and viewing stands for the Spratt Tournament of Champions, bringing the world's elite squash players to GCT for eight days of competition.

And it seemed only appropriate on the Friday before Valentine's Day to host a speed-dating event in the Biltmore Room, which was long known as the "Kissing Room," because it was the area where family members would await the arrivals of long-distance trains bringing loved ones home. Visitors also enjoyed a live DJ, a Broadway pop-up teaser performance, and live poetry, as well as a curated market of GCT's favorite retailers, creating spontaneous, joyful experiences in one of Grand Central's most romantic spaces.

Of course, GCT is also all about connecting the region, and more customers took advantage of the Combo Ticket to travel on both Metro-North and LIRR in 2025, with sales up 25%. As Metro-North's main terminus with easy connections to both LIRR's Grand Central Madison and the New York City Transit subway system, GCT continues to serve and delight commuters and leisure travelers all day every day.



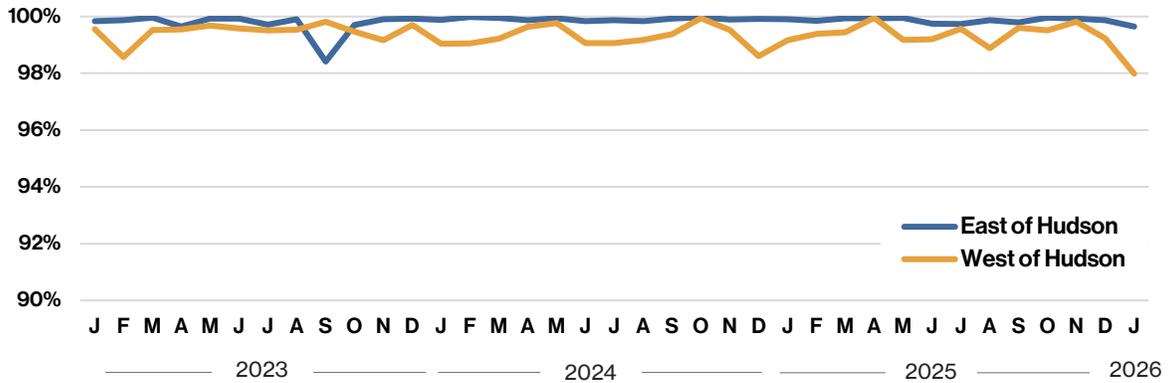
Employees work on the Tiffany clock at the front facade of Grand Central Terminal

Metro-North Railroad

SERVICE PERFORMANCE

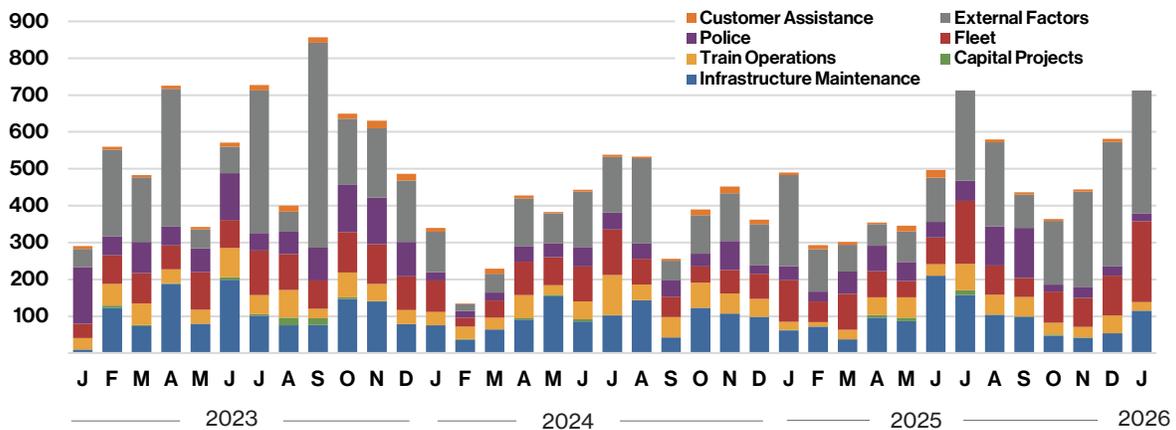
Service Delivered

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



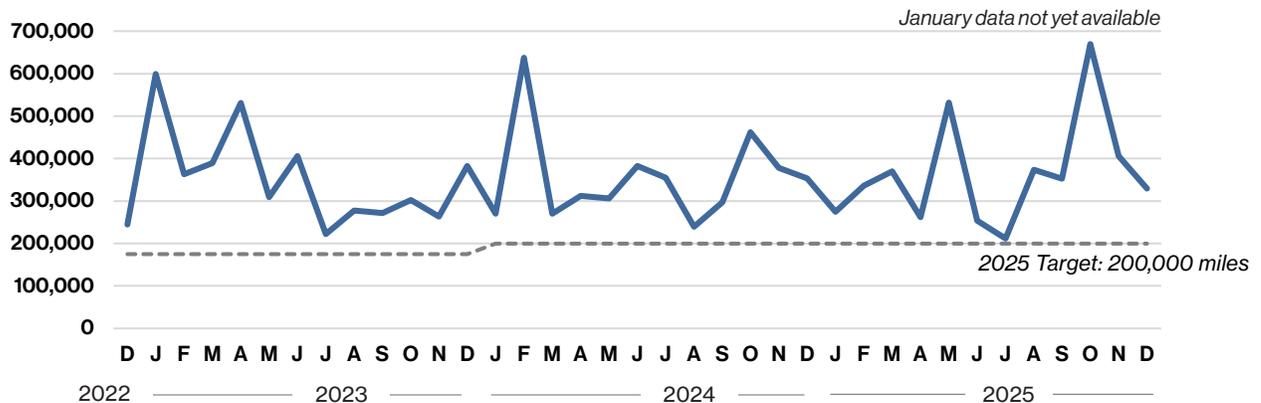
Delays by Type

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



Mean Distance Between Failures

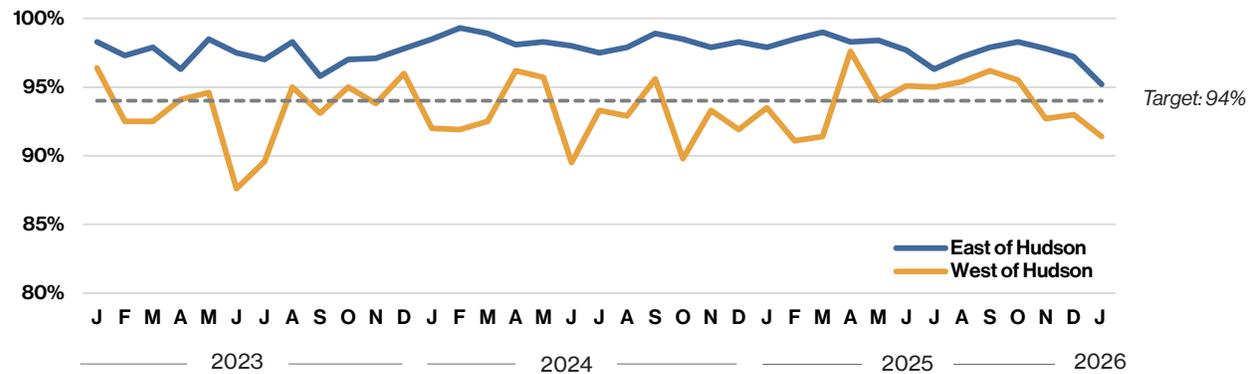
The average number of miles a railcar or locomotive travels on East of Hudson lines before failing and causing a delay



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	94.4%	Pascack Valley	93.5%
Harlem	94.1%	Port Jervis	88.1%
New Haven	96.4%		

Data Review

The January service delivered rate was 99.6%. Systemwide on-time performance (OTP) reached 95.2%, exceeding the 94% goal. The fleet's December 2025 mean distance between failures (MDBF) was 329,518 miles, surpassing the 200,000-mile goal. Metro-North ended 2025 with a MDBF of 333,159 miles, the highest level ever recorded.

19 major incidents affected January OTP, the majority due to the winter storm on Sunday, January 25 and its aftermath. 10 of the 19 major incidents in January 2026 were related to the winter storm, collectively impacting 284 trains.

Moving Forward

In March, crews will begin a switch replacement project near Mount Vernon West. This work will require weekend adjustments to hourly service for North White Plains and Southeast. Customers are encouraged to check the TrainTime app for the latest schedule and updates.

A new Metro-North schedule will take effect Sunday, March 29. The schedule will continue to support major construction and maintenance projects that will make for more reliable, comfortable commutes.

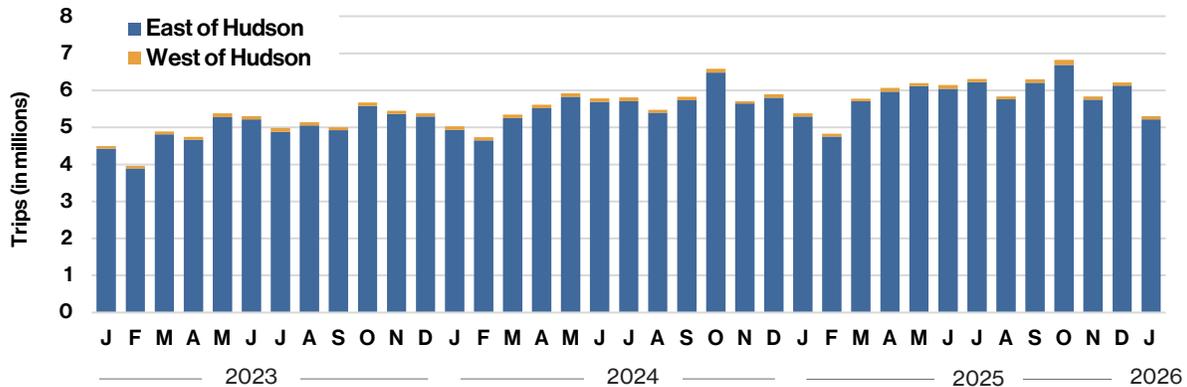


Metro-North Railroad

RIDERSHIP

Monthly Ridership

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



Data Review

January ridership totaled 5.3 million, down 14.3% from December's 6.2 million, as Winter Storm Fern and extreme cold doubled the typical December-to-January decline of about 7%. Storm impact was sharp: Sunday, January 25, ridership was just 34.4% of prior January Sundays, and Monday fell to 27.8% of January Mondays. Before the storm, ridership had been trending upward, with weekday trips up 5% and weekend trips up 2.5% compared to January 2025. Overall, January finished only 1.1% below last year, signaling continued underlying growth.

The month also marked the retirement of the Ten-Trip ticket and the launch of the Day Pass, driving notable shifts in ticket usage. Nearly 280,000 Peak Ten-Trip rides moved to monthly and weekly tickets, while about 270,000 Peak One-Way trips shifted to Day Passes. This trend pushed commutation to 46.4% of total ridership, the highest share since the pandemic, with weekly ticket use up 51% year-over-year and monthly tickets up nearly 10%.

January ridership stood at 77.3% of January 2019 levels. Average weekday ridership was 209,260, down 7.7% from December but up 3.3% year-over-year, reaching 77.8% of its 2019 benchmark. Average weekend ridership was 87,551, down 32.0% from December, 3.3% below January 2025, and 74.4% of January 2019.

Moving Forward

Weekday ridership typically stays steady from January to February, but weekend ridership follows weekend weather. In 2024, with no weekend-disrupting storms, February weekend ridership climbed 11% over January. In 2025, two storm-affected weekends pushed it down 5.6%. In both years, overall average daily ridership moved in the same direction. With a mild forecast for this month—and Valentine's Day landing on a Saturday—stronger weekend ridership could spark a broader rebound.



FINANCIAL RESULTS

2026 Revenues & Expenses, January Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$55.0	\$54.4	(\$0.6)
Farebox Revenues	\$50.8	\$49.4	(\$1.4)
Other Revenues	\$4.2	\$5.0	\$0.8
Total Non-Reimbursable Expenses	\$150.3	\$148.6	\$1.7
Labor Expenses	\$101.2	\$106.8	(\$5.6)
Non-Labor Expenses	\$49.1	\$41.8	\$7.3
Non Cash Liabilities	\$25.6	\$25.6	(\$0.1)
Net Surplus /(Deficit) - Accrued	(\$120.8)	(\$119.8)	\$1.0

Staffing Levels

Positions (Full-Time Equivalent)	Budget	Actual	Variance
Non-Reimbursable	6,250	6,374	(124)
Reimbursable	696	355	341
Total Positions	6,946	6,729	217

Data Review

Through January, farebox revenue was \$1.4 million lower than the Budget due to lower non-commutation ridership partially offset by higher commutation ridership across all lines.

Labor expenses are higher than the Budget by \$5.6 million due primarily to lower reimbursable overhead and higher other fringe benefits partially offset by decrease in overtime costs. At the end of January, paid headcount was 217 lower than Budget reflecting 229 vacancies against the year-end paid headcount.

Non-labor expenses are lower than the Budget by \$7.3 million due primarily to lower materials and supplies, maintenance and other operating contracts, electric costs, other business expenses and professional service contracts.

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

Park Avenue Viaduct Replacement Phase 1 Completed

The Park Avenue Viaduct is a 132-year-old elevated steel structure that carries four Metro-North tracks between East 110th Street and the Harlem River Lift Bridge. Every train on the Hudson, Harlem, and New Haven Lines crosses this viaduct to reach Harlem–125th Street Station and Grand Central Terminal.

To keep this critical link safe and reliable, the MTA's Construction & Development team and Metro-North are rebuilding major sections of the structure in phases with Phase 1 completed this month. Phase 1 replaced the viaduct from East 115th to East 123rd Street and included building new foundations, piers, superstructure, third rail, continuously welded rail, and signal power and communication cables.

Next, Phase 2 will extend the replacement to 17 additional spans from East 127th to East 132nd Street. Awarded in May 2024, this phase is scheduled for completion in late 2027.

Nine weekend outages between July and November 2025 allowed crews to replace 34 bridges, with six completed during Phase 1 outages for efficiency. The crews also finished cable relocations and are awaiting Metro-North cutover. Finally, third rail replacement for Tracks 3 and 1 is planned for Spring 2026, ahead of the remaining bridge work.



CUSTOMERS & COMMUNITIES

Community Coordination on Station and Resiliency Projects

Early coordination has begun with the County of Westchester on the Metro-North Station Improvements Project that includes station work at Crestwood, Scarsdale, Hartsdale, Pleasantville, Chappaqua, and Ludlow as well as a Truss bridge replacement. The project has progressed through preliminary design, and the team is preparing to procure a design-build contractor.

Coordination begins at the early stage to ensure Metro-North can advise the County of upcoming work and guarantee a smooth process. Individual municipal meetings are up next, allowing town residents to learn more about what to expect and how our partnership ensures a smooth construction process for all.

Additionally, Metro-North provided an update on the Hudson Line Resiliency Project to the Bronx Community Board 8 Special Committee on the Hudson River Greenway. Design recently entered procurement, and the Special Committee was particularly interested in learning how this project interacts with a conceptual greenway adjacent to the right of way. Communications will continue as this project develops.



Students Tour Grand Central Terminal

Metro-North was thrilled to welcome high school seniors from SEED LA, the first college-prep boarding school for career readiness in transportation, infrastructure, STEM, and the humanities. The tour, led by Grand Central Terminal Assistant Station Master and Historian John Weyhausen gave the students a behind the curtain look at the marvelous Grand Central Terminal. The tour helped invigorate the students desire to pursue a career in transportation after learning some of the secrets of our majestic terminal.

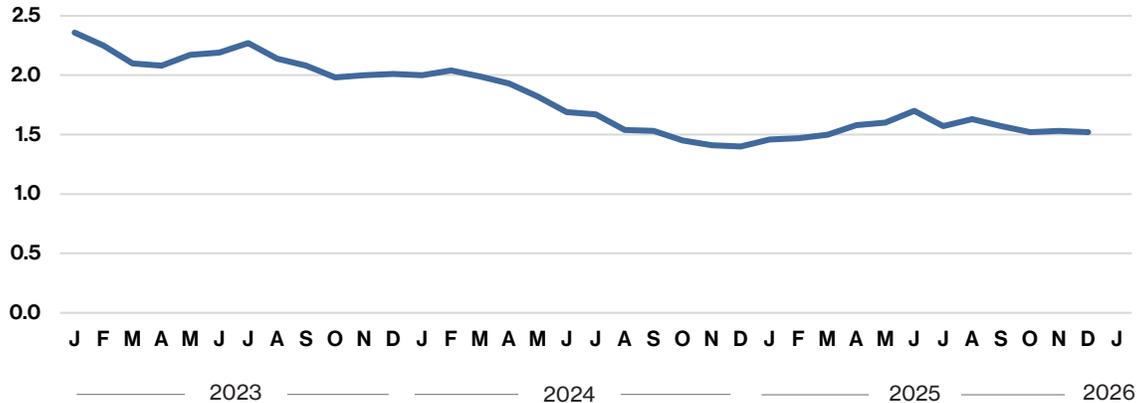
Metro-North Railroad

SAFETY & SECURITY

Customer Injury Rate

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

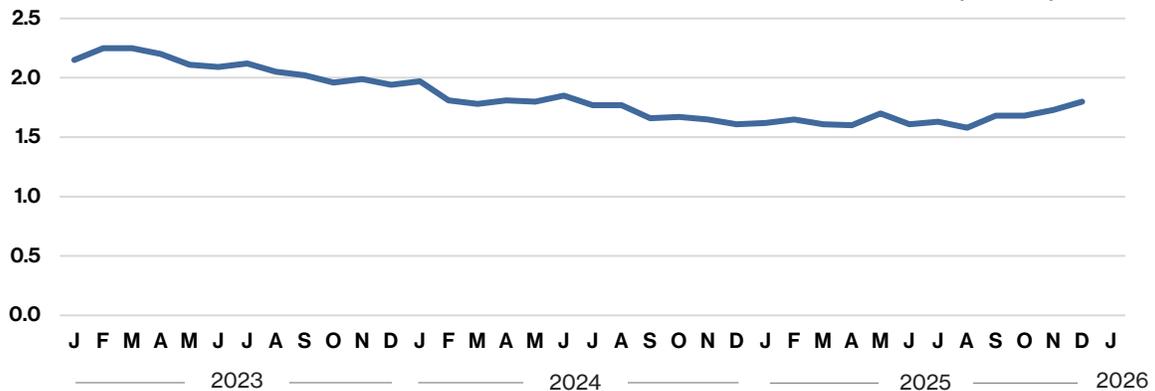
January data not yet available



Employee Lost Time Injury Rate

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

January data not yet available



Data Review

The reportable customer injury rate increased from 1.40 to 1.52 per one million customers in the current 12-month reporting period, January through December 2025, compared to the prior 12 months. The reportable employee lost time injury rate increased from 1.61 to 1.80 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

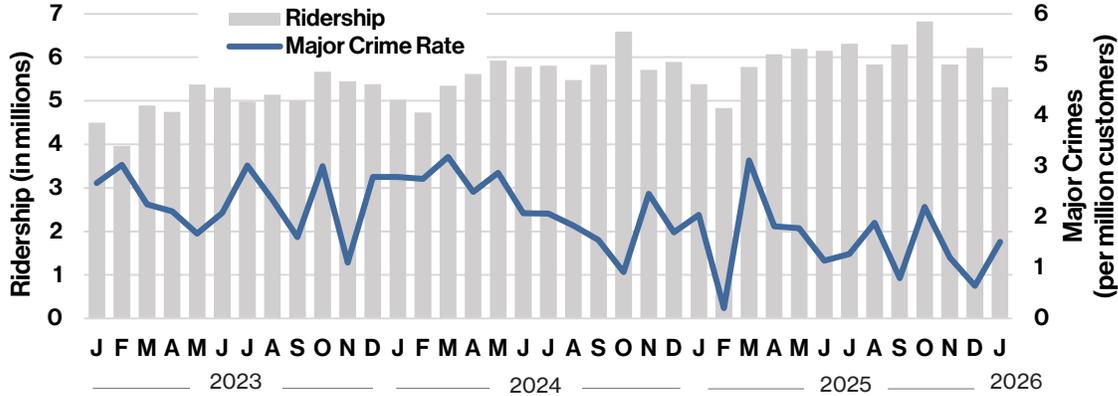
Metro-North Railroad's safety education program, TRACKS, expanded its safety outreach this month with staffed tables at EagleFest in Croton Point Park, Kids @ Grand Central x Zing, and New Haven Union Station. Safety teams engaged commuters, families, and young riders with interactive materials focused on rail safety, customer safety, and grade-crossing awareness. These events strengthen our community partnerships and build understanding of safe behavior around railroad tracks and trains, reinforcing Metro-North's ongoing commitment to preventing incidents across the region.



SAFETY & SECURITY

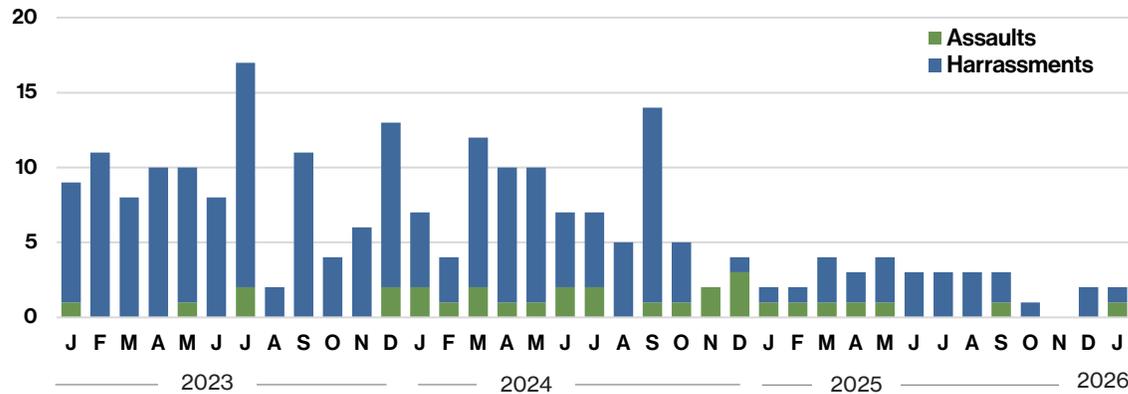
Major Crimes Against Customers

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



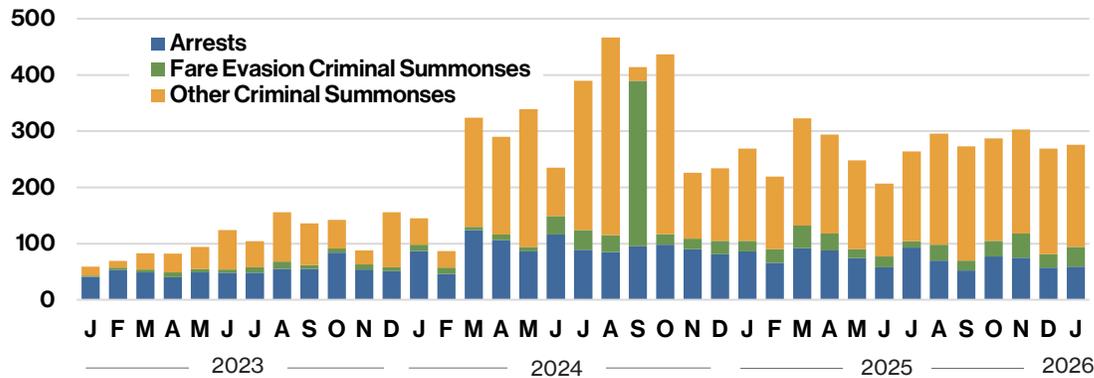
Assaults and Harassments Against Employees

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



LONG ISLAND RAIL ROAD





Long Island Rail Road

MESSAGE FROM THE PRESIDENT



Rob Free

President, Long Island Rail Road

Ridership

In spite of brutal January weather, ridership continued to increase:

- January total ridership was 6.1 million customers, up 2.3% when compared to January 2025
- Commutation ridership was 2.7 million customers, up 13.2% over last January
- Monthly ticket ridership increased 12.1% over January 2025

As the cold weather persisted, we still managed to break a post-COVID record for total AM peak ridership (based on load weight) on Tuesday, February 10th with 81,574 riders.

So far this month, we topped 80,000 plus riders for the AM peak four times - and that is a post-pandemic record, having never reached that figure more than once in a given month since the pandemic.

January's total OTP was 94.5% - above goal despite the terrible weather.

Safety

For the 12 month period ending December 2025, we had a 26.8% reduction in customer injuries rate (per 1 million customers) over December 2024 – and our employee injury rate (per 200,000 working hours) also dropped 15% during that same time span.

St Patrick's Day Service

On St. Patrick's Day (Tuesday, March 17), the LIRR will operate four additional westbound trains...two on the Babylon Branch and two on the Ronkonkoma Branch...for customers traveling to Manhattan for the parade.

We will also stage and operate extra return trains for the afternoon if necessary.



Sprucing Up...

Now in its third year, our successful Station Spruce-Up program has been bringing excellent results to customers throughout our service territory in the form of modernized station facilities, signage and path-of-travel areas and freshened aesthetics. Our Stations and Engineering forces have teamed up to beautify nearly a couple dozen stations thus far - most recently our Gibson Station, which now enjoys:

- Replaced shelter Lexan panels
- Rehabilitated canopy gutters and painting
- Reconstructed plaza sidewalks
- A full restroom and waiting room renovation
- Replacement station windows and doors
- Station house ADA ramp and railing installation
- New LED lighting and blue lights

We completed spruce-ups at eleven LIRR stations in 2025 and plan to complete 10 more in 2026.

Also, with support from the LIRR Office of Innovation, our Stations team recently launched a Power BI application to analyze amenities and functions across all 126 LIRR stations. Similar to the OSCAR dashboard introduced by our Office of Security last year, this tool provides a unified view of critical station data for multiple departments, reducing the time needed to review customer feedback and resolve issues. It also streamlines staffing decisions and incident response, making operations more efficient. This dashboard is part of our broader effort to reimagine internal processes for greater cost-effectiveness, productivity, reliability — and ultimately, a better customer experience.

26.8%

reduction in customer injuries in 2025

4

extra westbound AM trains planned to accommodate St. Patty's Day Parade ridership

81,574

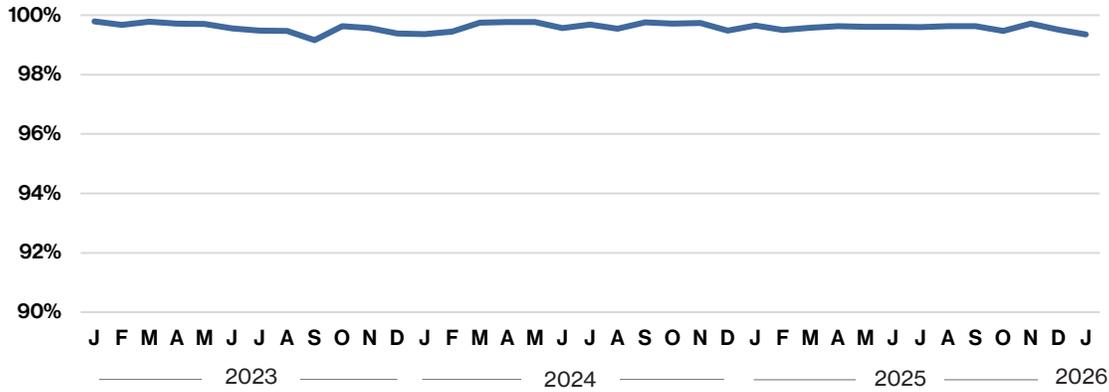
AM Peak LIRR customers on February 10, a post-COVID record

Long Island Rail Road

SERVICE PERFORMANCE

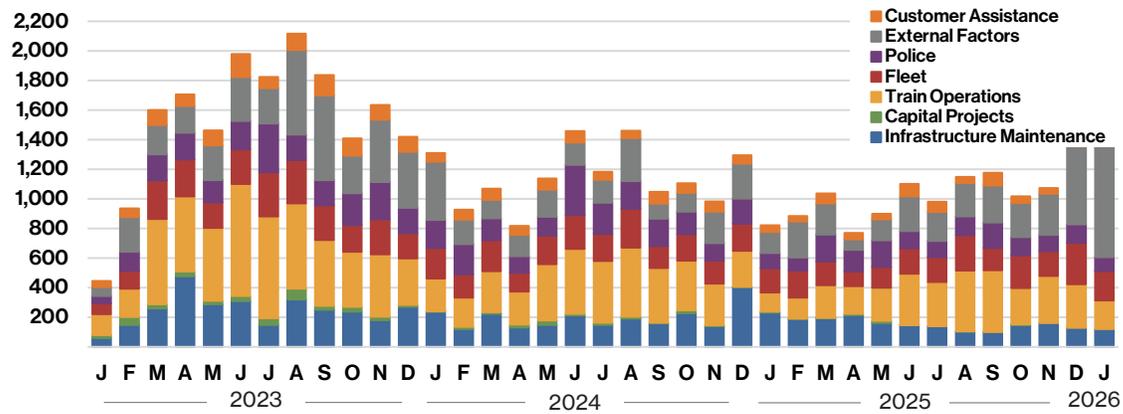
Service Delivered

The share of scheduled train trips completed



Delays by Type

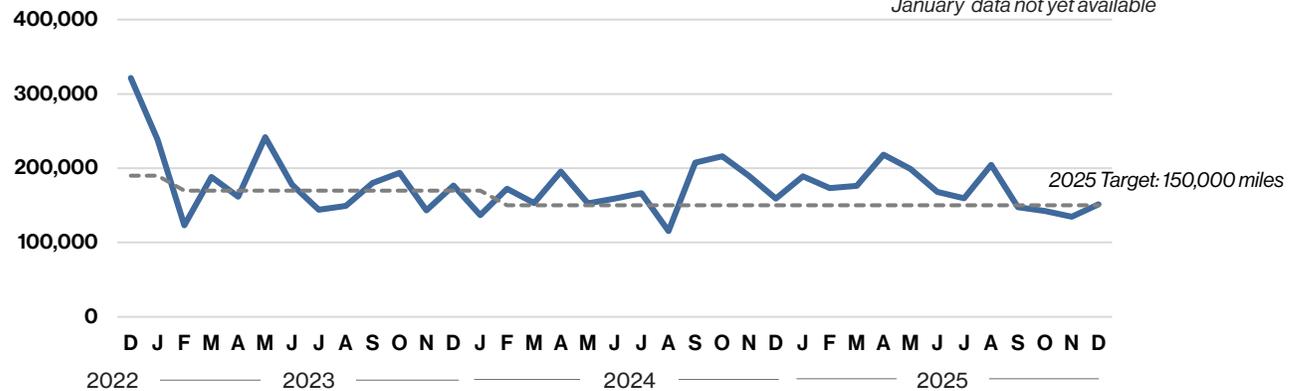
The number of delayed trains by type of delay



Mean Distance Between Failures

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

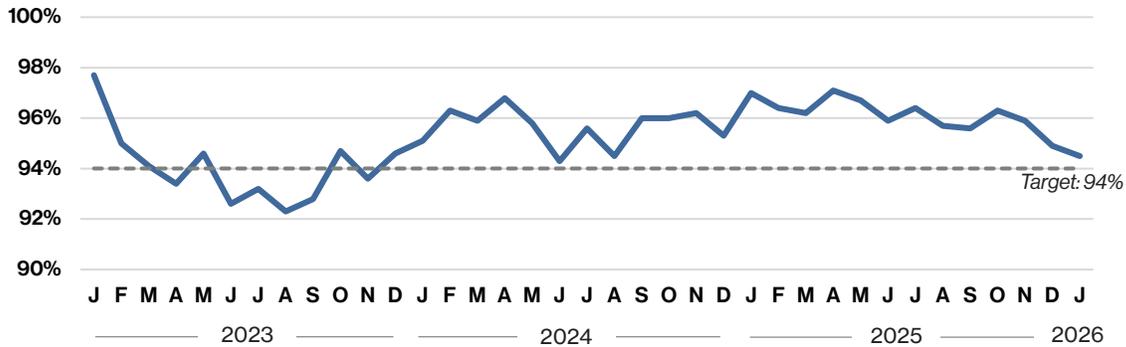
January data not yet available



SERVICE PERFORMANCE

On-Time Performance

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



On-Time Performance, by Branch

Atlantic	98.9%	Montauk	90.3%
Babylon	94.1%	Oyster Bay	90.7%
Far Rockaway	97.6%	Port Jefferson	91.0%
Hempstead	95.3%	Port Washington	96.1%
Huntington	91.5%	Ronkonkoma	92.0%
Long Beach	96.0%	West Hempstead	96.7%

Data Review

In January, on-time performance was 94.5%, above the goal of 94%. There were 12 incidents this month that resulted in 10 or more late, cancelled or terminated trains. The largest was on January 27th when there was a storm that brought snow and ice conditions. The event caused 217 late trains, delayed our customers an average of 14 minutes and reduced our monthly OTP by less than one percent.

At Jamaica, 60.0% of trains arrived into the station less than 3 minutes behind schedule during the morning peak periods and 70.0% during afternoon peak periods.

The fleet’s mean distance between failures operated at 151,427 miles in December and 168,513 year to date, exceeding the target of 150,000 miles.

Moving Forward

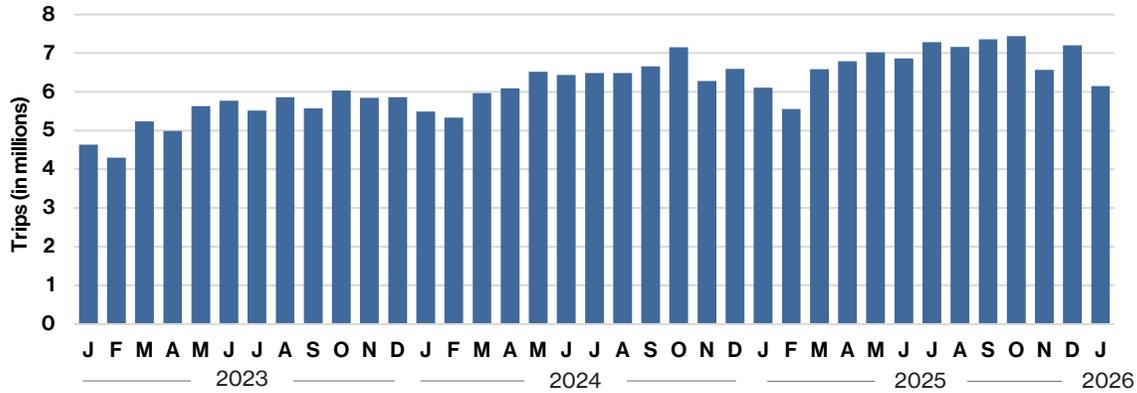
There will be a new timetable going into effect on the Long Island Rail Road starting March 23rd that will run until May 17th. The new schedule allows support to be provided for projects improving state of good repair and reliability. In addition, the Long Island Rail Road will be operating extra train service for the increase in ridership expected on March 17th for the New York City St. Patrick’s Day Parade.

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 began 2026 with continued ridership growth following 2025's upward trend. January ridership reached 6.1 million customers, up 2.3% from January 2025 and representing 85.8% of January 2019 levels. Commutation ridership totaled 2.7 million, a 13.2% increase over 2025, driven by more people returning to offices and LIRR's strong performance. Non-commutation ridership was 3.5 million, down 4.8% from last year due to severe weather, including a major snowstorm and prolonged cold temperatures. Despite this decline, non-commutation exceeded pre-pandemic levels at 119.1% of 2019.

Average weekday ridership in January fell 13.0% compared to December 2025, a typical seasonal drop compounded by harsh winter conditions. Weekend ridership decreased 30.3%, with Saturdays down 23.0% and Sundays down 43.2%, reflecting fewer discretionary trips compared to December.

Moving Forward

LIRR customers continue to take advantage of the GCM service. In January 2026, GCM ridership was 1,560,880 passengers (based on load weigh data). GCM accounted for 40% of AM Peak travel to Manhattan, while 60% used Penn Station. The effect of the January 4th fare increase, and ticketing policy changes will be monitored over time to determine a potential impact. Looking ahead, after the seasonal winter ridership reduction, the LIRR ridership growth is expected to continue compared to the prior year supported by improved service performance and increasing customer satisfaction.



FINANCIAL RESULTS

2026 Revenues & Expenses, January Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$56.1	\$59.8	\$3.8
Farebox Revenues	\$52.4	\$52.8	\$0.4
Other Revenues	\$3.7	\$7.1	\$3.4
Total Non-Reimbursable Expenses	\$187.4	\$179.7	\$7.7
Labor Expenses	\$140.7	\$138.8	\$2.0
Non-Labor Expenses	\$46.7	\$41.0	\$5.7
Non Cash Liabilities	\$48.3	\$55.0	(\$6.7)
Net Surplus /(Deficit) - Accrued	(\$179.6)	(\$174.8)	\$4.8

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,977	7,080	-103
Reimbursable	998	742	256
Total Positions	7,975	7,822	153

Data Review

Through January, farebox revenue was \$0.4 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 \$2.0 million due to lower payroll, health and welfare, and associated fringe costs, partially offset by overtime and pension costs. At the end of January, there were 153 vacancies compared to the Budget.

Non-labor expenses are lower than the Budget by \$5.7 million, primarily driven by materials & supplies costs, partially offset by the timing of maintenance and other operating contracts, professional service contracts, and fuel expenses.

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.

Long Island Rail Road

MAJOR PROJECTS

Forest Hills Station Upgrades Continue

MTA Construction & Development and Long Island Rail Road are continuing work on the historic Forest Hills Station platform replacement and ADA enhancements project located on the LIRR's Main Line in Queens, NY. This project will enhance the station with new longer platforms, improved customer flow, and improved ADA accessibility.

The reconstruction is complex because it requires rebuilding the station while preserving its historic elements, maintaining customer access with four-car boarding during construction, and coordinating work along privately owned residential streets. Currently the project is in Phase 1, which includes replacing the east end of both platforms. That work is anticipated to be completed in Q2 2026. Phase 2 construction of the west end will start immediately thereafter and is currently scheduled for completion in early 2028.

The Forest Hills Station improvement work is packaged as part of a three station ADA package which also includes Hollis and Babylon Stations. The scope includes improved platforms that will be extended from 6 to 10 cars and feature new lighting, signage, public address systems, and new ADA accessible ramps. The construction of a new third ramp provides additional ADA access at Ascan Avenue.

Forest Hills Station was originally constructed in 1911, and its distinctive architectural style has made it eligible for the State and National Register of Historic Places. The station area is best known as the home of the Forest Hills Stadium, the former site of the US Open tennis tournaments and legendary outdoor concert venue that has hosted some of the biggest musical acts since the 1960s.



CUSTOMERS & COMMUNITIES

Laurelton Renovation Brings Accessibility and Safety to Southeast Queens

The newly renovated Laurelton LIRR Station marks a major step forward for Southeast Queens, bringing a historic 119-year-old station into the 21st century while putting the community first. Completed on time and on budget, the project modernizes the station, improves safety and reliability, and, most importantly, delivers full ADA accessibility for the nearly 70,000 riders who rely on Laurelton each month.

For residents, this upgrade is about more than infrastructure. New elevators, accessible pathways, improved lighting, signage, security systems, and weather-protected amenities mean seniors, riders with disabilities, families with strollers, and daily commuters can move through the station with independence, and confidence. Enhanced connections to local bus routes also strengthen access to jobs, schools, shopping, and essential services across Queens and beyond.

Throughout construction, train service was maintained, minimizing disruption while delivering long-term benefits. The project reflects the MTA's broader commitment to making the LIRR fully accessible and keeping stations in a state of good repair, with Laurelton now joining a growing list of stations benefiting from these investments.

Community leaders across city and state government have praised the project as a quality-of-life win and a model for equitable transit improvements. For Southeast Queens, the revitalized Laurelton Station stands as a symbol of inclusion, progress, and opportunity, ensuring that everyone belongs and everyone can get where they need to go, safely and reliably.



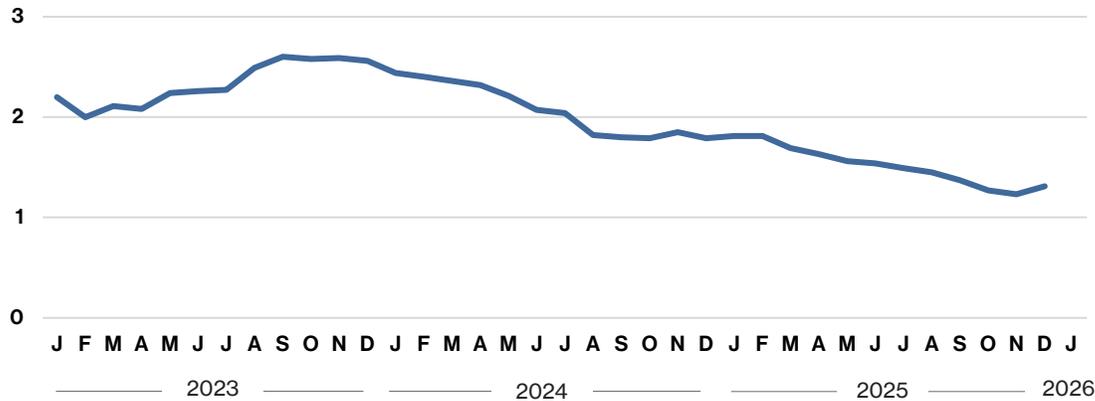
Long Island Rail Road

SAFETY & SECURITY

Customer Injury Rate

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

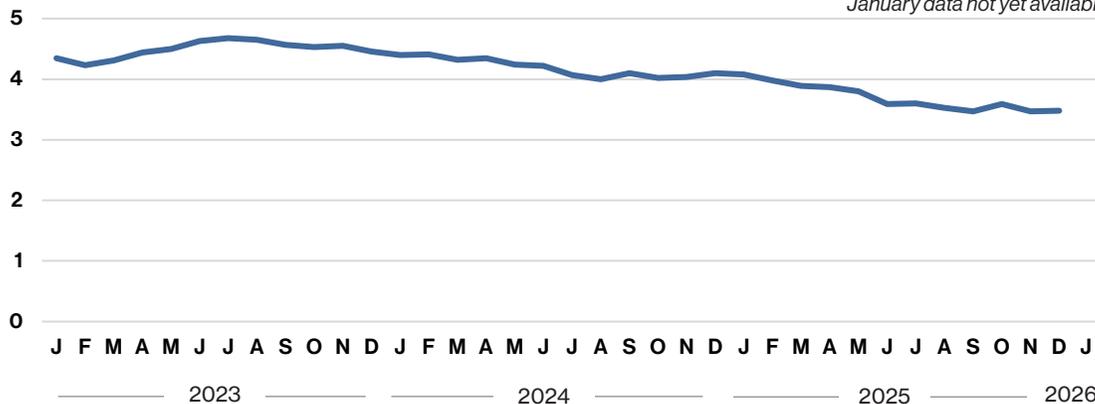
January data not yet available



Employee Lost Time Injury Rate

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

January data not yet available



Data Review

The reportable customer injury rate decreased from 1.79 to 1.31 per one million customers in the current 12-month reporting period, January 2025 through December 2025, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 4.10 to 3.48 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

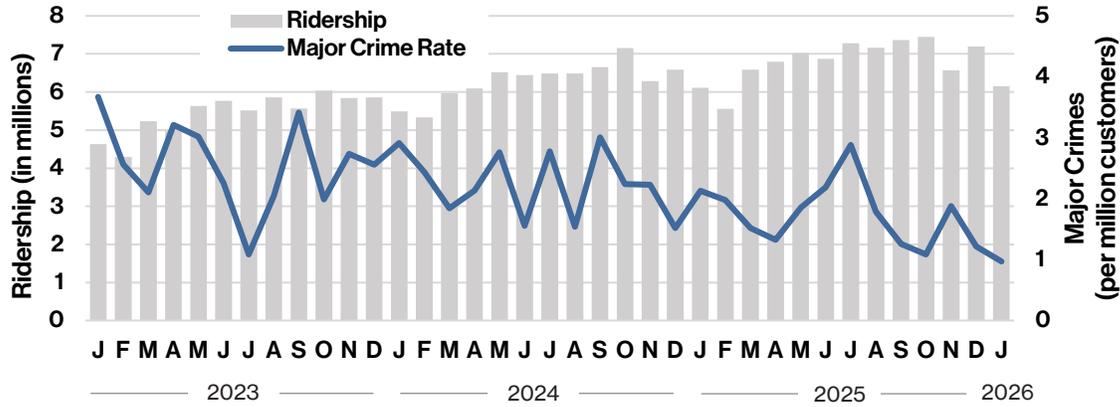
The LIRR will hold its quarterly Safety Focus Day, a dedicated time for supervisors and employees to discuss the importance of safety, on Friday, February 27. LIRR senior leadership will meet with field personnel at the Ronkonkoma Yard to gather feedback and gain insight into overall safety practices. Discussion topics will include the C3RS program, safety performance, seasonal PPE, and recently distributed safety publications.



SAFETY & SECURITY

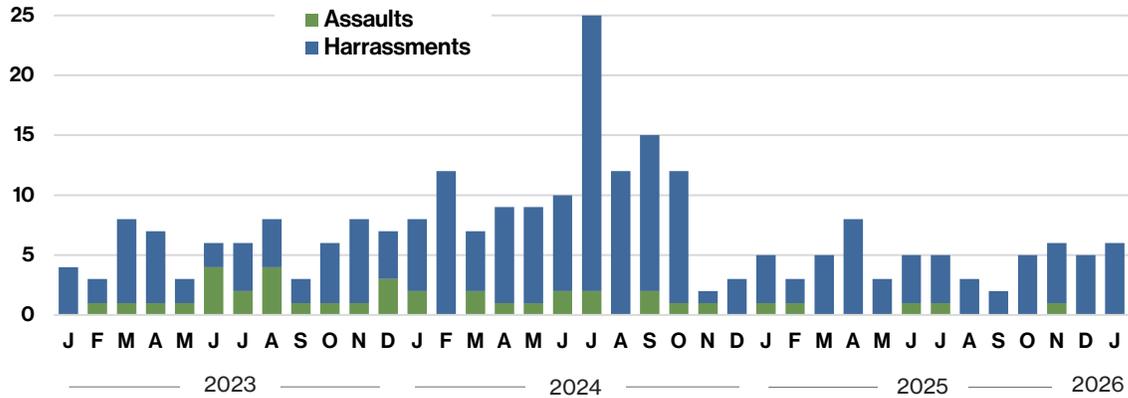
Major Crimes Against Customers

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



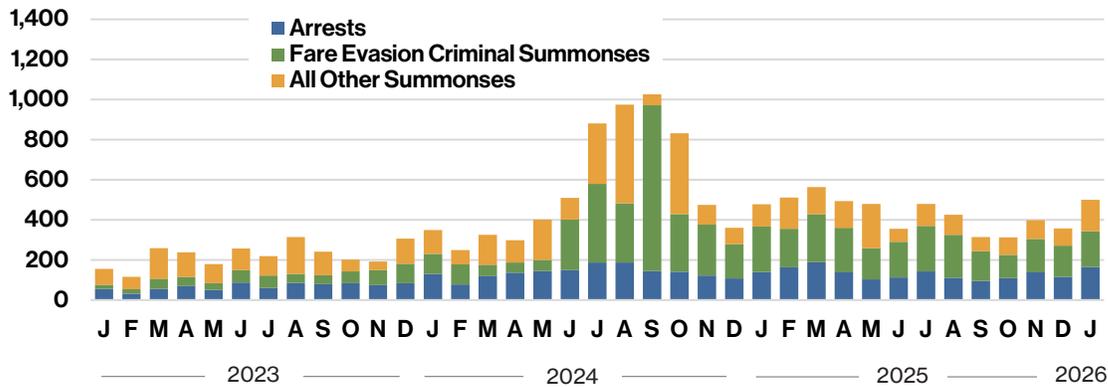
Assaults and Harassments Against Employees

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



4:18 Grand Central Boarding
Seat availability 8 cars
▲ You are here

Track
2



Other Tracks





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
- Melva M. Miller
- James O'Donnell
- Lisa Sorin
- Midori Valdivia
- Ed Valente
- Neal Zuckerman

