










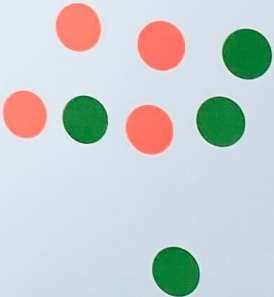


A photograph of a high-speed train at a station platform. The train is silver and blue, with "WE SERVE WITH PRIDE" and two American flags printed on its side. A man in a blue shirt is looking out of a window on the train. The platform has yellow tactile paving and a sign that says "KNOW THE GAP". In the background, there is a brick building with a tower and a walkway with colorful stained glass windows.

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

May 2026

SELECT THE TOP AREAS THAT WOULD BENEFIT FROM IMPROVEMENT AT JAMAICA STATION

SELECT UP TO 3

 Announcements 	 Signage 	 Retail & Concessions 	 Crowding 	 Ease of Transfer 	 Escalator Elevator 
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PORT AUTHORITY
NY NJ
AIR LAND RAIL SEA



HOW TO PARTICIPATE: SCAN THE QR CODE
OR VISIT WWW.JFKAIRPORT.COM

The MTA, together with the Port Authority of New York and New Jersey, held an in-person outreach effort at the Jamaica LIRR Station to connect directly with customers about the upcoming station redesign. MTA staff set up a table in the station alongside Port Authority representatives and local elected officials, giving riders a chance to ask questions, share feedback, and speak directly with the project team.

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

2 Broadway • New York, NY 10004
May 20, 2026

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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.





LONG ISLAND RAIL ROAD



Long Island Rail Road

MESSAGE FROM THE PRESIDENT



Rob Free
President, Long Island Rail Road

It is Great to Be Back

With a tentative deal reached with the five labor unions on Monday evening, May 18, the Long Island Rail Road is back to doing what it does best – moving our region safely and efficiently following a strike we never wanted.

I want to give a huge shout-out to our employees who stepped up to help our customers prepare for, and navigate, this difficult situation – and then to quickly ramp-up and reestablish our service once the strike ended. Given the many logistical complexities of our service, that was no easy task.

We intend to issue prorated refunds to May monthly ticket holders for any business day that service was suspended due to the strike, pending board approval.

I'd also like to thank Governor Kathy Hochul and MTA Chairman & CEO Janno Lieber for their leadership and dedication to reaching a fair deal that also protects the taxpayers and our riders - and most especially our customers for their patience and flexibility throughout.

We love our customers as we love our employees, so let's make this a summer to remember on Long Island and the metropolitan region now that this ordeal is finally behind us.

On Ridership and Performance

April ridership continued its upward trend and is sitting up nicely for the traditional summer travel season. April total ridership was 7.2 million customers, up 6.2% compared to April 2025 and representing 93.4% of April 2019

- Commutation ridership was up 7.3%
- Monthly ticket ridership increased 4.6% over April 2025

Total OTP for April was 95.8% - nearly the same as March – and YTD we've cracked the 95% mark at 95.1%.



Safety

For the 12-month period ending March 2026, we had a 14.0% decrease in the customer injury rate (per 1 million customers) over March 2025 - and our employee injury rate (per 200,000 working hours) decreased 7.1% compared to the prior 12 months.

Summer Service (and The U.S. Open) Returns

With our latest timetable change of May 11, we are expanding service to the East End to accommodate the usual uptick in ridership during the busy summer season, including additional weekday options to Montauk.

We are also getting ready for this year's U.S. Open at Shinnecock Hills in Southampton, taking place the week of June 15-21. Preparations are being made as we work closely with the USGA. And to support the additional ridership, we'll be providing extra train service to and from a temporary station being built just south of Shinnecock Hills Country Club.

We anticipate that tens of thousands of golf fans from around the world will utilize our service.

Kew Gardens Ready for its Close-up

If you traveled from Kew Gardens lately, you've no doubt noticed the incredible transformation of our station building and plaza - the latest success of our Station Spruce Up program.

Our in-house team demonstrated what master craftspeople they truly are. The entire waiting room was renovated, including restoration of the original ticket windows and the modernized, now ADA-compliant restrooms. There was also extensive exterior work conducted to create a classic and stylish look.

Thank you to the extremely talented team at the LIRR for performing magnificent work, as you always do.

14%

reduction in customer injuries (per 1M customers) for the 12-month period ending March 2026

95.8%

total LIRR OTP for April

7.2M

customers traveled on the LIRR in April, which represents 93.4% of April 2019



DO NOT DISABLE
WHEN FLASHING

EXIT



WARNING
Watch the Gap



Lo
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WATCH
YOUR STEP

WATCH THE GAP

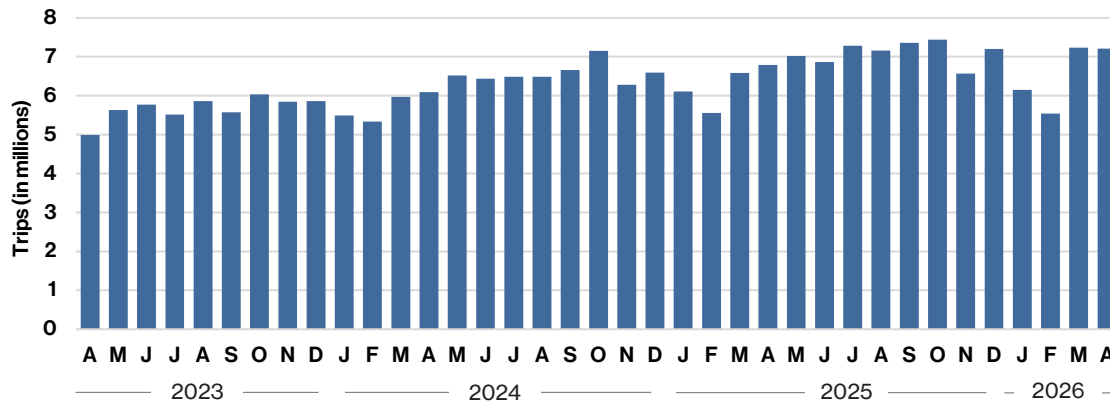
ng Island
il Road

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 when compared to the same month of the prior year. April 2026 ridership with 7.2 million customers increased 6.2% compared to April 2025, representing 93.4% of April 2019. Commutation ridership with 2.9 million customers increased 7.3% over 2025, boosted by ticket switching to monthly and weekly tickets after the retirement of 10-trip tickets in January.

Non-Commutation ridership with 4.3 million customers increased 5.4% above 2025, rebounding from the lower levels caused by the harsh winter. Non-Commutation exceeded pre-pandemic levels, reaching 131.4% of 2019 ridership. Year-to-date ridership with 26.1 million customers is 5.2% above 2025, representing 90.3% of the ridership compared to the same period in 2019.

The average weekday ridership in April 2026 increased 0.9% compared to March 2026, with Thursday April 23 the 6th highest ridership since the start of the pandemic with 299,239 customers. The average weekend ridership increased 5.3%, above March with Saturdays increasing 5.6% and Sundays increasing 2.1% compared to last month, attributed, possibly, to the spring holidays in April.

Moving Forward

LIRR customers continue to take advantage of the GCM service. In April 2026, GCM ridership was 1,745,376 passengers (based on load weigh data). GCM accounted for 41% of all AM Peak travel to Manhattan, while 59% used Penn Station. Looking ahead, the LIRR ridership growth is expected to continue as extra summer service will start on Memorial Day weekend and leisure ridership to popular summer attractions on Long Island, coupled with USGA's 2026 US Open Championship at Shinnecock Hills will bring additional ridership.



FINANCIAL RESULTS

2026 Revenues & Expenses, April Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$229.2	\$239.7	\$10.5
Farebox Revenues	\$214.0	\$222.0	\$8.0
Other Revenues	\$15.3	\$17.8	\$2.5
Total Non-Reimbursable Expenses	\$713.9	\$709.4	\$4.5
Labor Expenses	\$527.5	\$532.8	(\$5.3)
Non-Labor Expenses	\$186.4	\$176.6	\$9.8
Non Cash Liabilities	\$193.0	\$207.1	(\$14.1)
Net Surplus /(Deficit) - Accrued	(\$677.6)	(\$676.7)	\$0.9

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,914	6,802	112
Reimbursable	1,160	1,013	147
Total Positions	8,074	7,815	259

Data Review

Through April, farebox revenue was \$8.0 million higher than the budget due to higher-than-expected ridership partially offset by lower yield per passenger.

Labor expenses are higher than the budget by \$5.3 million due to overtime and pension costs partially offset by lower payroll, health and welfare, and other fringe costs. At the end of April, there were 259 vacancies compared to the budget.

Non-labor expenses are lower than the budget by \$9.8 million, primarily driven by materials & supplies, maintenance and other operating contracts costs, and other business expenses, partially offset by the electric power, claims, and fuel expenses.

Moving Forward

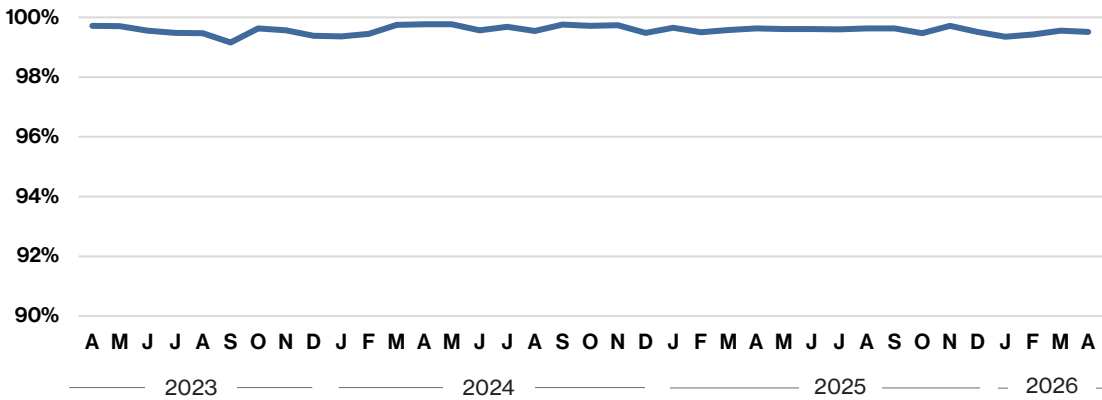
We are aggressively moving forward to fill all vacancies at LIRR. We are aware of the financial challenges faced by the MTA, and we continually look for cost-effective ways to operate efficiently, ranging from workforce management to material needs.

Long Island Rail Road

SERVICE PERFORMANCE

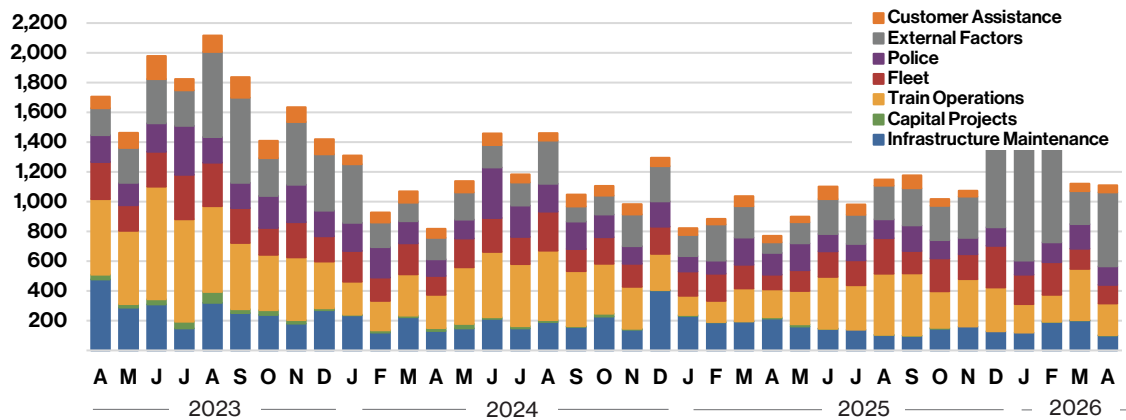
Service Delivered

The share of scheduled train trips completed



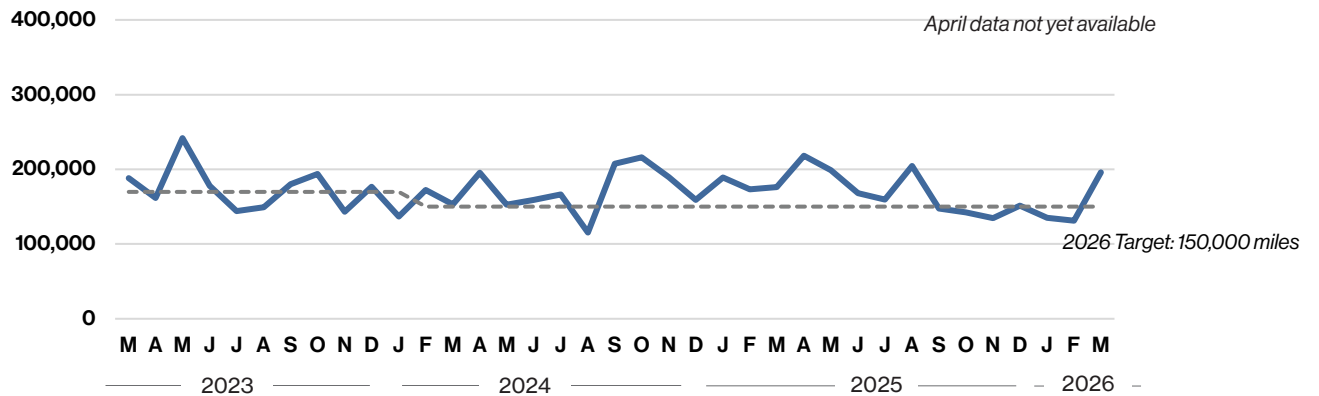
Delays by Type

The number of delayed trains by type of delay



Mean Distance Between Failures

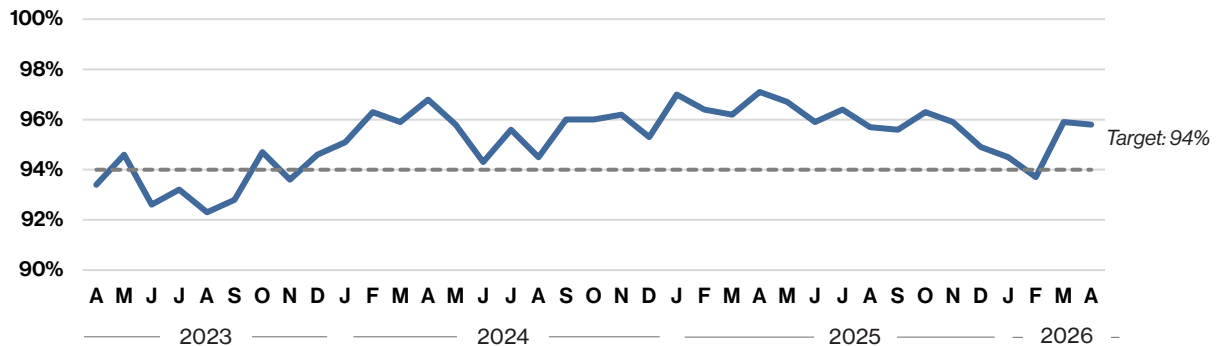
The average number of miles a railcar or locomotive travels before failing and causing a delay



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	98.8%	Montauk	97.6%
Babylon	95.0%	Oyster Bay	96.3%
Far Rockaway	96.9%	Port Jefferson	95.9%
Hempstead	94.8%	Port Washington	97.6%
Huntington	93.6%	Ronkonkoma	92.8%
Long Beach	93.3%	West Hempstead	98.0%

Data Review

In April, on-time performance (OTP) was 95.8%, above the goal of 94%. Year-to-date OTP was 95.1%, exceeding the 94% goal. There were 14 incidents this month that resulted in 10 or more late or cancelled or terminated trains. The most significant event occurred on April 29th when there was a debris strike. The event caused 146 late trains, delayed our customers an average of 16 minutes and reduced our monthly OTP by less than one percent.

As a result of these events, at Jamaica, 63.8% of trains arrived less than 3 minutes behind scheduled time during the morning peak periods and 67.7% during afternoon peak periods, both falling short of the 70% goal.

The fleet mean distance between failures operated at 196,120 miles in March, and 150,180 year-to-date against the target of 150,000 miles

Moving Forward

The Long Island Rail Road will provide extra service to and from a temporary station being built at Shinnecock Hills which will be located just south of the Shinnecock Hills Country Club. The event will take place from June 18th through June 21st.

A New Substation is On the Way

The LIRR is replacing its aging Jamaica traction-power substation, which was built in 1971 and is now beyond its intended service life. A new, modern facility is being constructed right next to the existing substation in the Richmond Hill section of Queens.

The project scope includes the design, fabrication, and installation of a new two-story prefabricated modular substation building. These modular sections house pre-installed AC and DC switchgear, rectifiers, a new motor generator, and associated equipment, and are assembled on site into a single building on a new foundation.

This month, MTA Construction & Development and the LIRR reached a major milestone. Over the weekend of May 9, the design build contractor installed the first six prefabricated modules onto their permanent foundation, followed by the installation of an additional module during the weekend of May 16. Following the installation of the remaining five sections in the future, all twelve modules will be in place and will form the complete building structure.

Throughout construction, the existing substation will remain fully operational. The new facility will only take over after installation, testing, and acceptance are complete, ensuring there is no interruption to train power in one of the busiest parts of the LIRR network. Before the old substation is demolished, the LIRR will salvage any equipment it needs to retain, abatement work will be performed on remaining components, and the contractor will remove all other equipment. Once the new substation successfully completes testing, the old facility will be decommissioned and removed.

This essential state-of-good-repair investment will strengthen the LIRR's power infrastructure and support reliable service for customers for decades to come.



CUSTOMERS & COMMUNITIES

Lakeview Pride in Action with Spring Cleanup Success

We were proud to join the Lakeview Civic Association for their Spring Clean-Up at Lakeview Station. Our Stations Department supplied key materials to support the effort, and the MTA Police Department was on-site to help ensure everything ran safely and smoothly. The strong turnout and shared enthusiasm made the day especially inspiring. Volunteers brought real energy and commitment, working together to brighten the station and its surrounding areas.

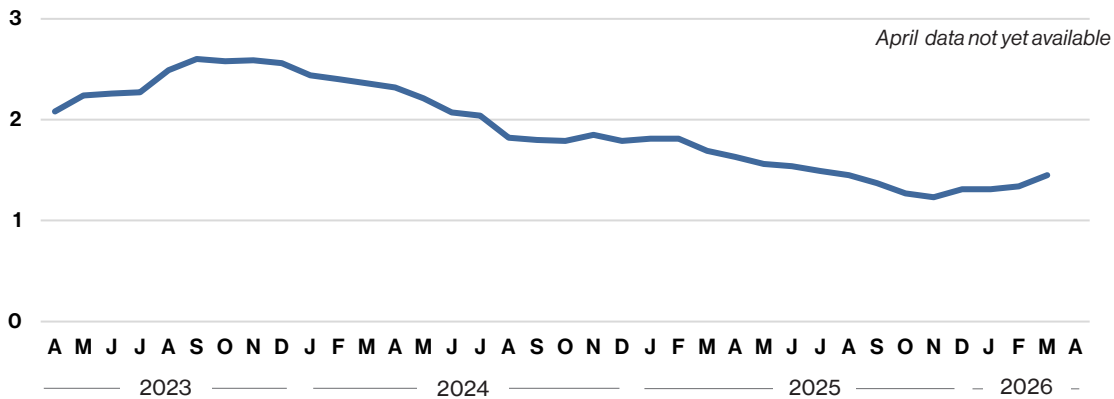
New tulips and daffodils now add vibrant splashes of pink, red, and yellow throughout the station grounds, creating a more welcoming environment for customers and neighbors alike. The cleanup not only refreshed the appearance of the area—it reinforced a sense of shared responsibility for keeping our public spaces clean, safe, and inviting. These efforts make an immediate difference.

We deeply value opportunities to partner with local organizations and residents to improve the places we all rely on every day. Thank you to everyone who contributed your time and effort. Your commitment helps make Lakeview Station a place the entire community can be proud of.



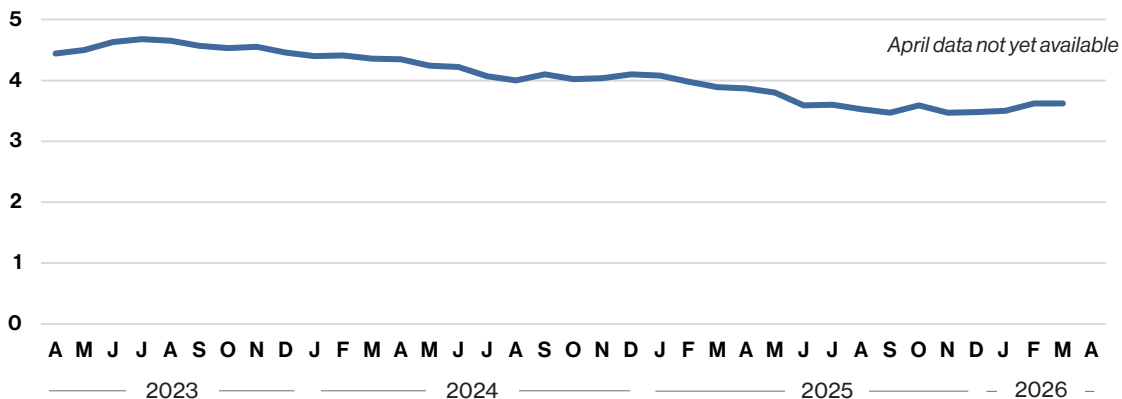
Customer Injury Rate

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



Employee Lost Time Injury Rate

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



Data Review

The reportable customer injury rate decreased from 1.69 to 1.45 per one million customers in the current 12-month reporting period, April 2025 through March 2026, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 3.89 to 3.62 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

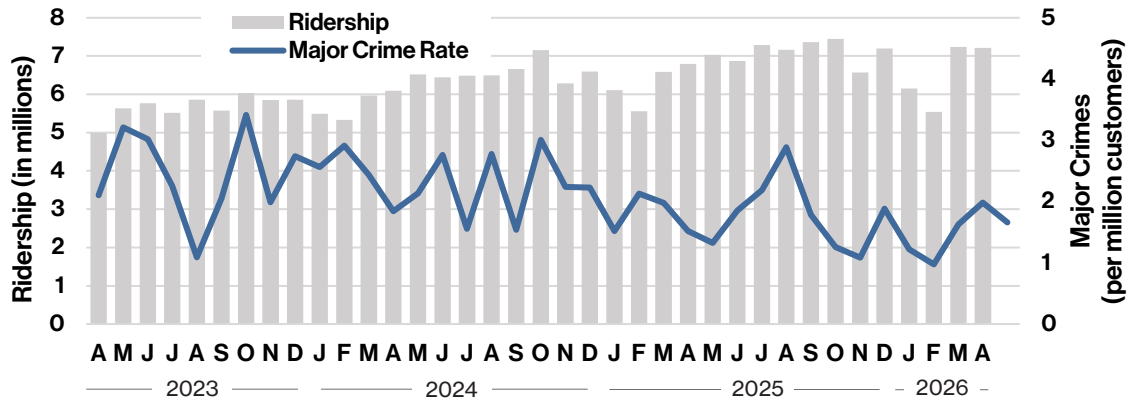
On May 21, the Long Island Rail Road will recognize the winners of last year’s School Safety Backpack Contest during a ceremony at Oregon Middle School in Medford, NY. Last year, students were invited to create a safety-themed slogan or illustration promoting Safety Around Trains and Tracks. Winning entries were selected by LIRR Safety representatives and will be featured on customized backpacks distributed at upcoming T.R.A.C.K.S. presentations and LIRR Customer Safety Day events.



SAFETY & SECURITY

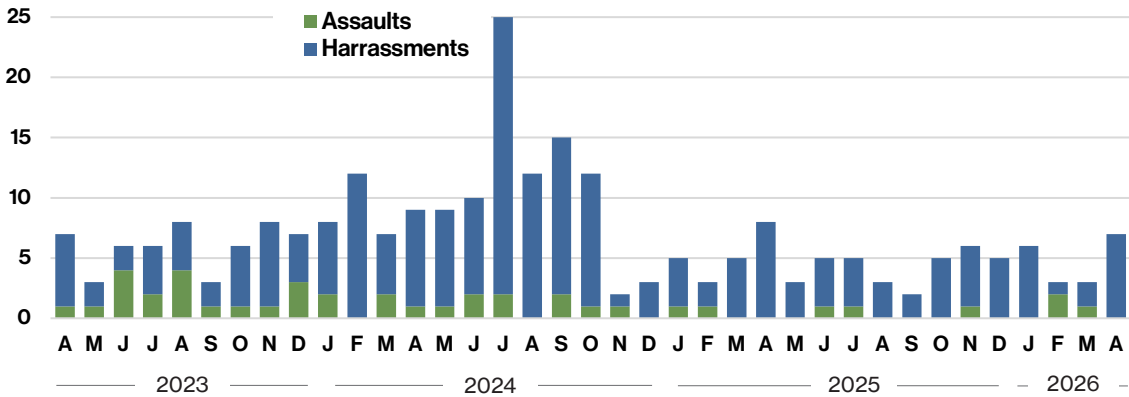
Major Crimes Against Customers

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



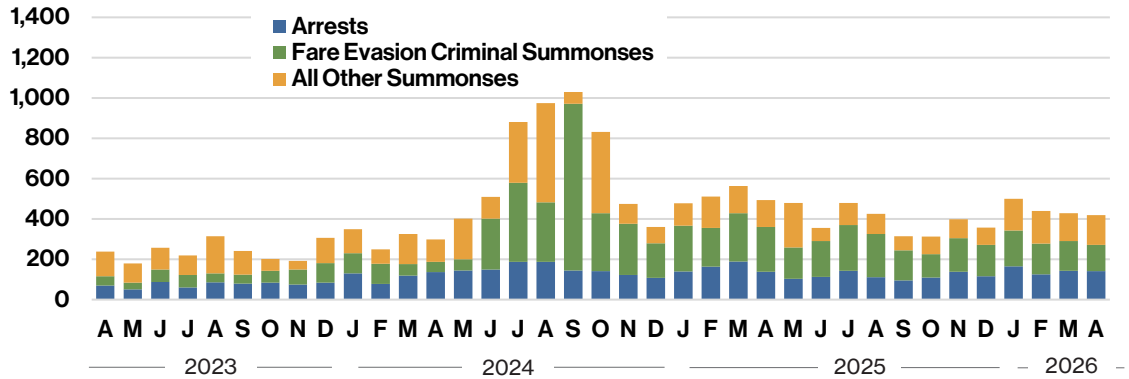
Assaults and Harassments Against Employees

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



METRO-NORTH RAILROAD





250

76

250

NOTICE

Metro-North Railroad

MESSAGE FROM THE PRESIDENT



Justin Vonashek
President, Metro-North Railroad

Ridership & Performance

Metro-North continued to deliver excellent customer service in April, with on-time performance reaching 98.1% and year-to-date service standing at 96.8%. Our service-delivery rate for April was 99.9%, reflecting our commitment to providing safe, reliable service that our region can depend on.

Metro-North carried 6.4 million riders in April, 86.2% of April 2019 levels, a 3.6% increase over March and a 6.2% increase from the same month in 2025. April's average daily ridership increased to 213,740, a 7.0% increase over March. Average weekday ridership increased 3.9% from March and 4.7% year over year. Our discretionary weekend ridership remained strong, 14.2% higher than March and 10.2% higher than April 2025.

New 250th Anniversary Heritage Locomotive

Metro-North unveiled our ninth Heritage locomotive on April 30, celebrating the nation's 250th anniversary and tying directly to our own 43 years of public service. Locomotive 250 highlights both our railroad's history and the broader American story, connecting our past and present to this national milestone.

Locomotive No. 250's design rises to this celebratory occasion, featuring an American flag formed from the text of the Declaration of Independence. The locomotive's design also incorporates historic symbols drawn from early U.S. coinage, including Benjamin Franklin's "We Are One" emblem from the first officially authorized U.S. federal coin, the Fugio cent, and a heraldic eagle inspired by the Bowed Liberty dollar. The official America250 logo rounds out the look.

The lifespan-extending body work was completed by the skilled craftsmen in our Paint and Freight Shop at North White Plains, where the wrap was also applied. A special thank you goes to Emily Moser of our Operations Training Department, the creative talent behind this remarkable display.

The design was conceived in house, and the 250th-anniversary wrap showcases our teams' vision and abilities.

Waterbury Branch Station Improvements

We debuted the new locomotive on Friday, May 1 at an event celebrating substantial new improvements for our customers, in strong collaboration with our partners at the Connecticut Department of Transportation (CTDOT).

I joined Connecticut Governor Ned Lamont, US Senators Richard Blumenthal and Chris Murphy, US Representatives Rosa DeLauro and Jahana Hayes, CTDOT Commissioner Garrett Eucalitto and local elected officials at Derby-Shelton station to announce the start of construction on four Waterbury Branch stations, located at Derby-Shelton, Ansonia, Beacon Falls and Seymour.

The upgrades will transform these stations with new 350-foot platforms designed to accommodate full train boarding, along with covered canopies and enclosed windscreens to improve comfort in all weather. Stations will feature real-time arrival information, ticket vending, improved lighting, and clear wayfinding. Each location will be ADA accessible, with better pedestrian access and safer passenger flow.

As ridership continues to increase on the Waterbury Branch, to 150% of 2019 levels and beyond, these station upgrades will allow us to work with CTDOT to provide a more seamless travel experience across the entire region. Thanks to CTDOT's infrastructure improvements, in 2022 we increased the number of weekday trains on the line from 15 to 22, and ridership has responded enthusiastically.

Today, while ridership continues to climb across the system, the Waterbury Branch is the only line on which ridership exceeds pre-COVID levels, the result of the increased frequencies and greater convenience to customers.

Promoting Summer Travel

Metro-North is ready for summer! We sponsored a Staycation Showcase event in Grand Central's Vanderbilt Hall a week ago, and it was a tremendous success, introducing local-area day-trip and vacation ideas to more than 500 visitors. Over 25 tourism partners attended,

9th

Heritage

Locomotive - #250

14th

Annual Metro-North/GCT Blood Drive

208%

Ridership at Derby-Shelton compared to 2019

Metro-North Railroad

MESSAGE FROM THE PRESIDENT

spanning a wide range of destinations and attractions including car-free, transit-friendly day-trips, festivals, parks, foodie adventures, cultural institutions and more in the Metro-North region. Take advantage of all there is to see and do on Metro-North this summer, from NYC to the Hudson Valley and across Westchester, Connecticut and beyond.

Haverstraw-Ossining Weekend Ferry Returns

Another summer attraction returns on Memorial Day Saturday, May 23, when weekend ferry service between Haverstraw and Ossining begins, operating through Saturday, October 31, two weeks longer than in previous years. Ferries will operate on Saturdays and Sundays between Haverstraw and Ossining, with hourly service between 11:23 am and 9:10 pm, scheduled to meet Hudson Line trains at Ossining. Ferries will not operate on Memorial Day or Labor Day holidays, but will operate this year on Independence Day.

On the west side of the river, Transport of Rockland buses will meet all ferries to provide complimentary rides into Haverstraw Village and other popular Rockland County destinations, including the Garner Arts Center, Rockland Lake State Park, the Village of Nyack and Palisades Center Mall. From summer days on the river to peak fall foliage, extending service through Halloween gives customers more time to take advantage of everything the route has to offer.

Annual Blood Drive

One of Metro-North's events that's nearest to my heart is our partnership with the New York Blood Center for the annual blood drive in Grand Central's Vanderbilt Hall, now in its 14th year. On May 14, I was honored to roll up my sleeve and be amongst hundreds of coworkers and public donors who helped people in need of life-saving blood. Across our system, we'll also be having employee drives at North White Plains on Thursday, May 21, and at Croton-Harmon on Thursday, May 28.

I'm always heartened and cheered by the enthusiasm that Metro-North employees display for our blood drives. Everyone knows someone – a family member, a friend or a neighbor – who has needed blood at some time in their lives, and it is volunteer donors who roll up their sleeves and provide what's needed.

Connect With Us – Stamford

We continued our series of Connect With Us events with a morning visit to Stamford on Tuesday, May 12. These are events where Metro-North leadership meet and listen to our riders at stations across the system. These sessions help us meet our customers where they are, listen to their thoughts about our service and engage with each other in a meaningful way.



Metro-North's Staycation Showcase

Today, 11 a.m.-3 p.m.
Vanderbilt Hall, Grand Central



Come check out the summer's hottest car-free destinations, attractions, and festivals in the Hudson Valley, Connecticut, and beyond!

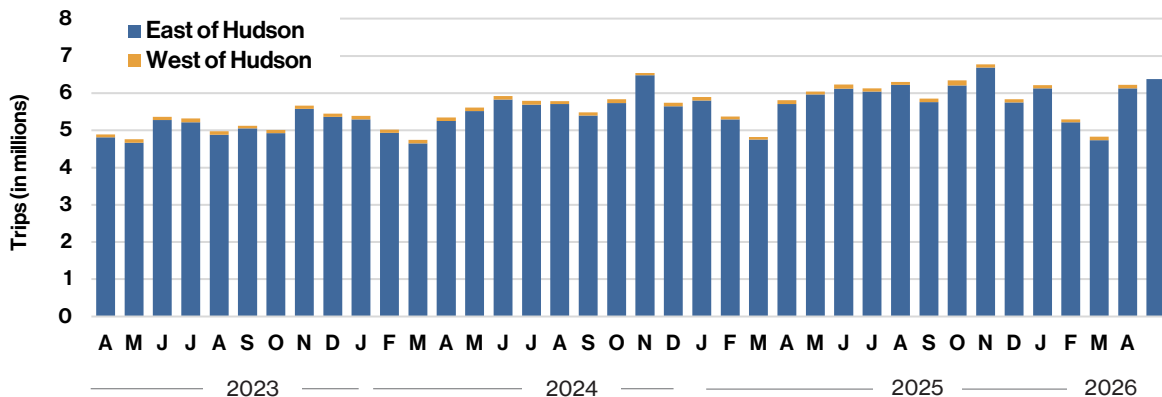


Metro-North Railroad

RIDERSHIP

Monthly Ridership

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



Data Review

Metro-North carried 6.4 million riders in April, a 3.6% increase over March despite one fewer day in the month. Adjusting for calendar effects, average daily ridership rose 7.0% to 213,740. Weekday ridership increased 3.9% to 237,448, while weekend ridership surged 14.2% to 120,620, driven by improved weather, Easter weekend, and the return of Yankees baseball.

Total April ridership rose 6.2% from April 2025, reaching 86.2% of April 2019 levels. Average weekday ridership increased 4.7% year over year, standing at 82.8% of April 2019. Estimated Tuesday–Thursday ridership of 242,813 climbed 2.3% from March and 4.7% from last year, reaching 84.6% of an average April 2019 weekday. Weekend ridership grew 10.2% compared with April 2025, reaching 96.7% of April 2019 levels.

Total commutation ticket ridership fell 1.6% from March. Commutation and peak ticket trips were essentially flat overall, and commutation’s share of total rides slipped 2.2%, from 45.1% to 42.9%.

Moving Forward

.May typically brings another step-up in ridership as warmer weather takes hold. While average daily ridership dipped 1.1% last year from April to May — after rising 2.1% the year before and 9.2% in 2023 — that softening reflects a normalizing recovery rather than a reversal. Rising temperatures, commencement season, Memorial Day weekend travel, and another 14 Yankees home games all point to continued growth as more riders choose the rails in the month ahead. Ridership has also rebounded strongly over the past two months after a difficult winter, signaling pent-up demand and setting the stage for a solid May.



FINANCIAL RESULTS

2026 Revenues & Expenses, April Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$224.8	\$228.5	\$3.7
Farebox Revenues	\$208.1	\$210.1	\$2.0
Other Revenues	\$16.6	\$18.4	\$1.7
Total Non-Reimbursable Expenses	\$566.3	\$582.4	(\$16.1)
Labor Expenses	\$385.8	\$409.8	(\$24.0)
Non-Labor Expenses	\$180.4	\$172.6	\$7.8
Non Cash Liabilities	\$116.8	\$119.0	(\$2.2)
Net Surplus /(Deficit) - Accrued	(\$458.3)	(\$472.9)	(\$14.7)

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,132	6,165	(33)
Reimbursable	816	564	252
Total Positions	6,948	6,729	219

Data Review

Through April, farebox revenue was \$2.0M favorable to the Budget due to higher commutation ridership across all lines and a higher average yield per passenger on the Harlem Line. These gains were partially offset by lower non-commutation ridership on all East of Hudson lines, as well as lower average yield per passenger on the Hudson and New Haven Lines.

Labor expenses are higher than the Budget by \$24.0 million due primarily to lower reimbursable overhead, higher other fringe benefits, health and welfare and overtime costs. At the end of April, paid headcount was 219 lower than Budget reflecting 229 vacancies against the year-end paid headcount.

Non-labor expenses are lower than the Budget by \$7.8 million due primarily to lower maintenance and other operating contracts, materials and supplies, other business expenses and professional service contracts partially offset by higher electric and fuel costs.

Moving Forward

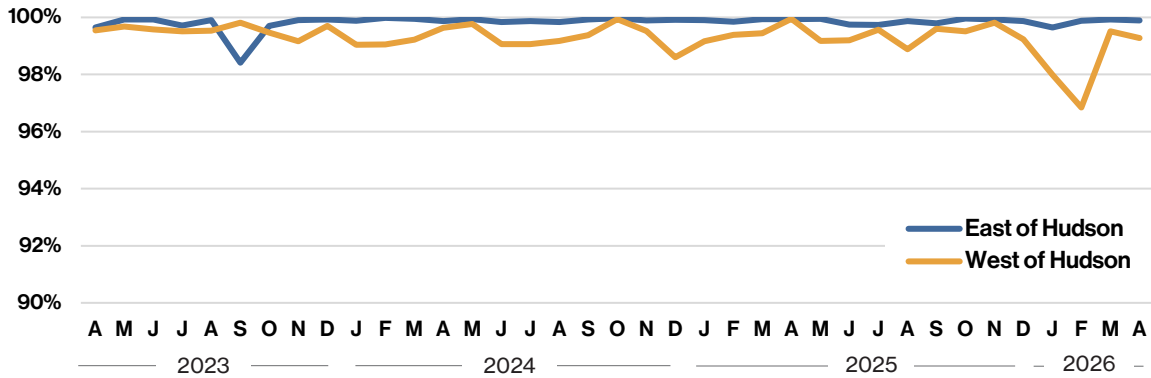
We are focused on growing staff to budgeted targets across all crafts. We are aware of the financial challenges faced by the MTA, and we continually look for cost-effective ways to operate efficiently, ranging from workforce management to material needs.

Metro-North Railroad

SERVICE PERFORMANCE

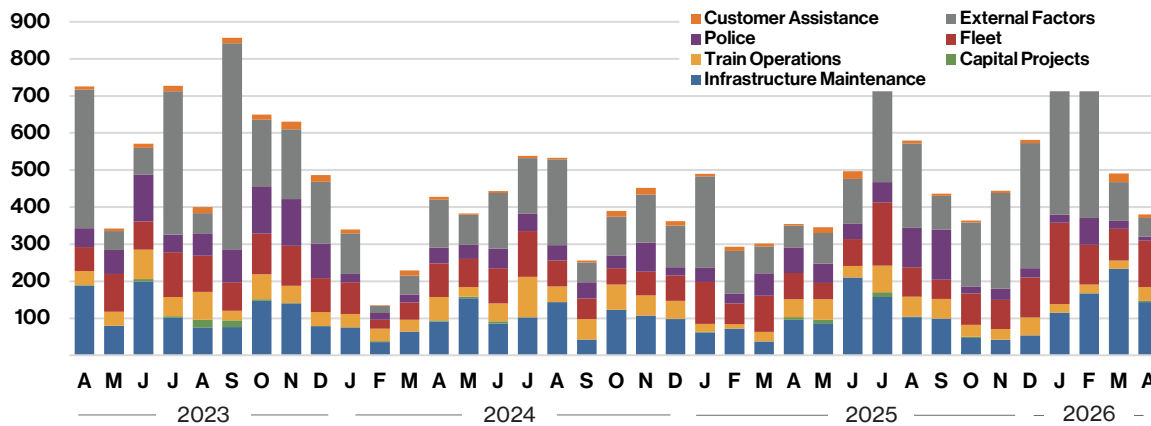
Service Delivered

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



Delays by Type

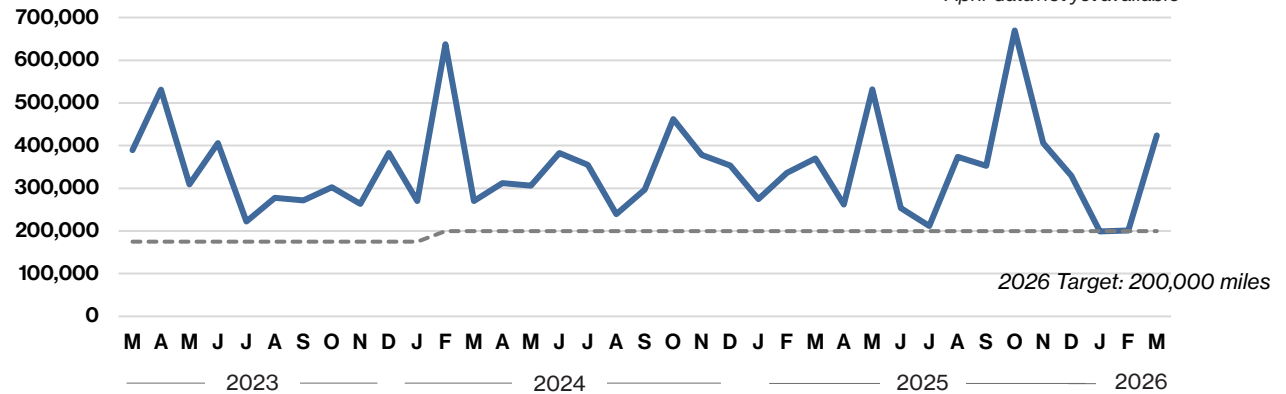
The number of delayed trains on East of Hudson lines by type of delay



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

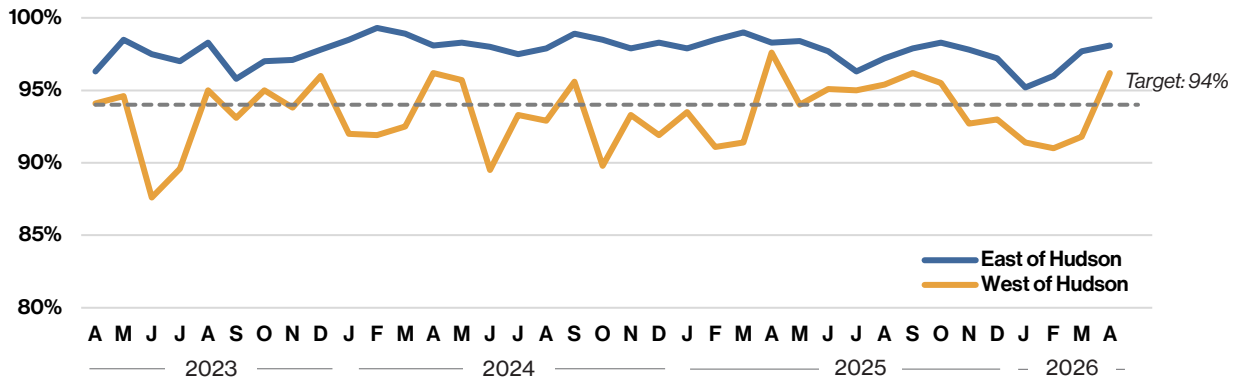
April data not yet available



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	98.0%	Pascack Valley	97.5%
Harlem	98.0%	Port Jervis	95.4%
New Haven	98.3%		

Data Review

Metro-North’s April 2026 service delivered rate was 99.9%. Systemwide OTP reached 98.1%, exceeding the 94% goal. Seven major incidents affected April OTP, driven largely by one event where a train was unable to take power due to a mechanical failure. This affected 52 trains on April 13.

The fleet’s January Mean Distance Between Failures (MDBF) was 424,185 miles, above the the 200,000-mile goal.

Moving Forward

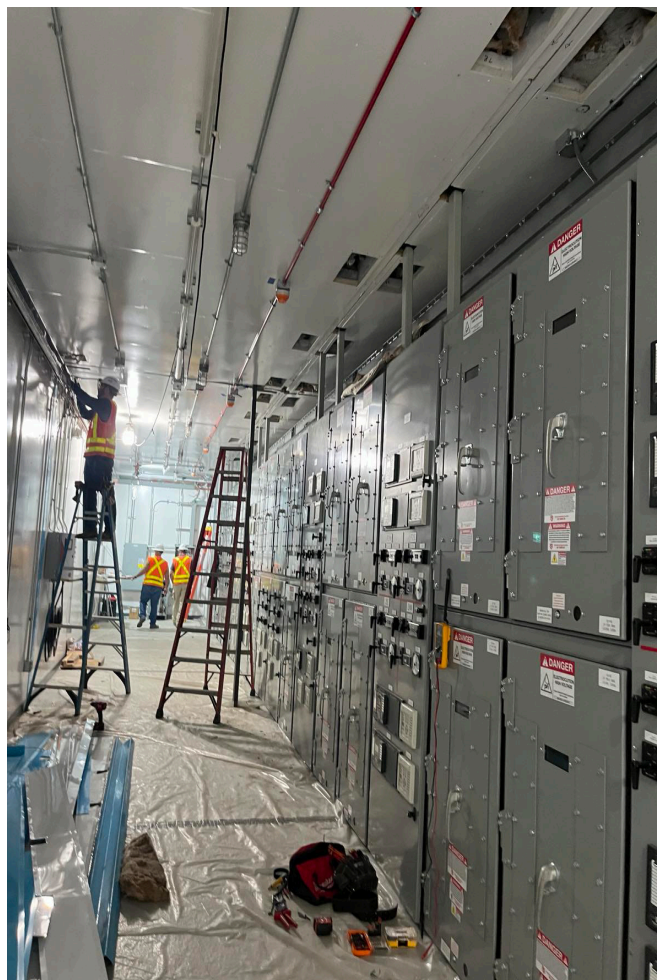
On the Hudson Line, tie replacement work will finish along the lower Hudson before shifting north toward Peekskill. On the Harlem Line, crews will conduct weekend tie and rail replacements on the upper section of the line. On the New Haven Line, work is ongoing along the eastern segment, with tie and switch installations. Meanwhile, weekend service on the New Canaan Branch will continue to be substituted with buses through early June to support essential capital improvement projects.

Power Upgrades Advance on the New Haven Line

This month, MTA Construction & Development moved forward with upgrades to boost power capacity, resiliency, and overall reliability on the New Haven Line. To make these improvements, the team is replacing two aging AC power substations— Substation 128 in Mamaroneck and Substation 178 in Harrison, with substantial completion expected in December 2026.

The new substations will help the system stay running even if nearby substations go offline because of severe weather, planned work, or issues with transmission lines. Site Acceptance Testing for the new Mamaroneck substation is scheduled to begin this month. Remaining major electrical work includes installing cross-track feeder cables at both sites, which will require four track outages. Additional work ahead includes smaller tasks such as stairs, railings, ramps, fencing, retaining walls, and final grading.

The existing substations were built in the 1980s and still rely on outdoor switchyards with overhead wiring. They'll be replaced with modern, prefabricated, walk-in metal-clad switchgear enclosures connected to the overhead catenary system through insulated medium-voltage cables. The upgraded substations will include key electrical and safety systems and these improvements will significantly strengthen power capacity, resiliency, and day-to-day system reliability while meeting today's standards.



CUSTOMERS & COMMUNITIES

Metro-North Welcomes Partners of Westchester County

Metro-North Railroad welcomed the Westchester County Planning Department to Grand Central Terminal for a tour to learn about operations and history within the crown jewel of transit. MNR was happy to show off our facilities to our amazing partners in Westchester.

Metro-North is lucky to have a close working relationship with the Westchester County Planning Department with whom we keep in close contact with and have a constant dialogue with of current and future plans and needs. Metro-North Railroad maintain a multi-agency, multi-departmental quarterly meeting with Westchester County Planning to keep each other apprised of the most recent developments.

Metro-North looks forward to maintaining the close partnership with Westchester County Planning going forward.



Metro-North Attends Rivertowns Summit

Metro-North Director of Government and Community Relations Andy Buder was honored to attend and speak at the 2nd Annual Rivertowns Summit, hosted by Historic Hudson River Towns. The organization represents communities on both sides of the Hudson River in Westchester and Rockland Counties, with sixteen municipal members—thirteen in Westchester and three in Rockland—along with support from both counties.

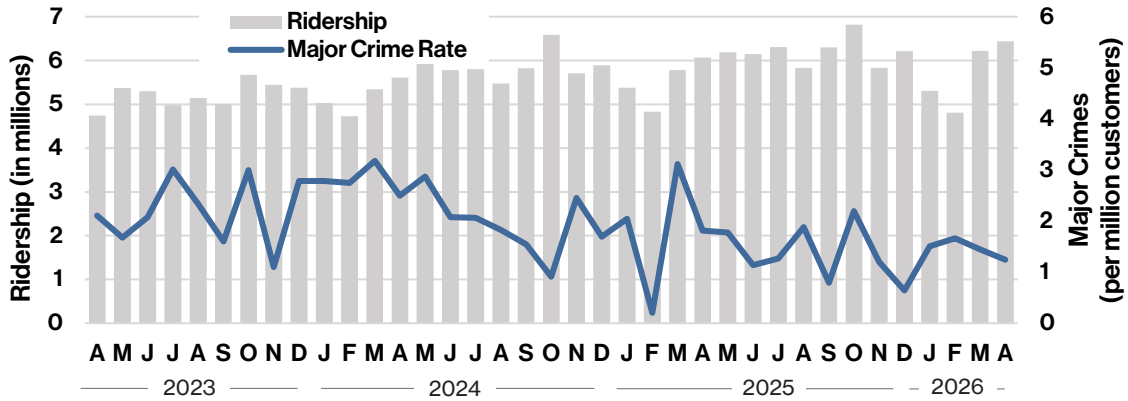
The Summit featured presentations on wayfinding and signage, tourism and visitation, microtransit, and more, alongside Metro-North’s update. We were proud to share strong ridership recovery in the Rivertowns, including exceptionally high discretionary travel. Last fall set new records, driven by the surge of leaf-peeping and “spooky season” events along the Hudson Line—weekend ridership even surpassed weekday levels on several days.

The Rivertowns depend on Metro-North both for residents commuting to work and for bringing visitors into their vibrant communities. Metro-North is committed to working closely with these towns to support our shared goals and continued growth.

SAFETY & SECURITY

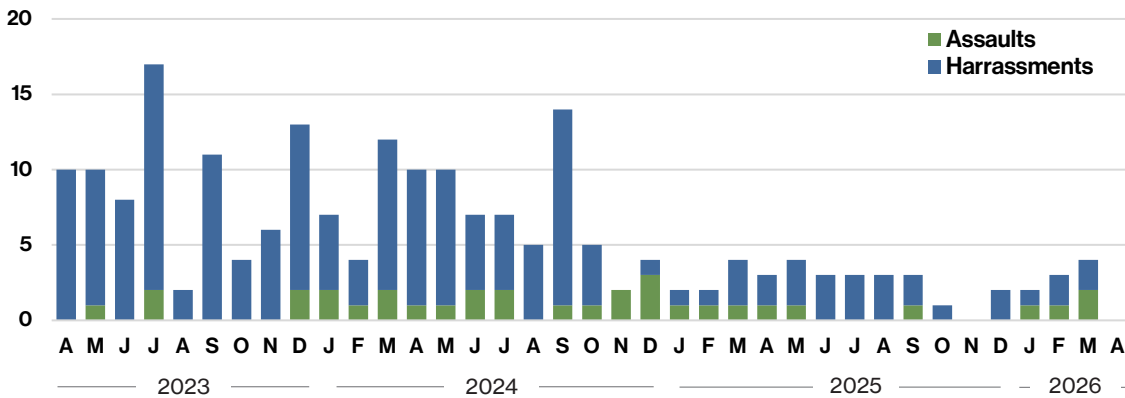
Major Crimes Against Customers

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



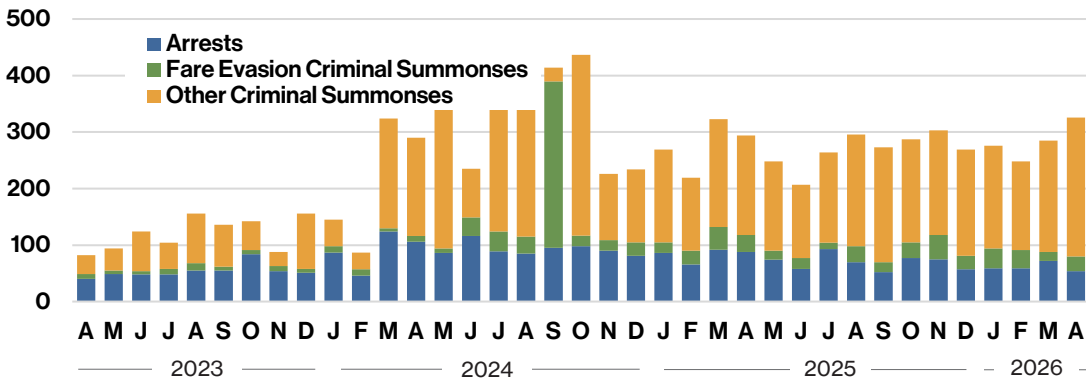
Assaults and Harassments Against Employees

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



MTA Metro-North Railroad



Take Your Children To Work Day
April 23, 2026



Junior Rail Ambassador

MTA Metro-North Railroad



Take Your Children To Work Day
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Junior Rail Ambassador

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

