

Joint Metro-North and Long Island Committees Meeting

2 Broadway, Room 1

New York, NY

Monday, 9/28/2026

9:30 - 10:45 AM ET

1. Public Comments

2. Joint Railroad Administrative Items

A. Approval of Joint Minutes - July 27, 2026

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B. 2026 Work Plans

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C. Presidents' Report

D. Special Presentations

i. MNR Safety/Security Update

ii. LIRR Safety/Security Update

E. MTA Police Report

F. MNR Information Items

i. 2027 Preliminary Budget (Public Comment)

ii. 2026 Mid-Year Forecast

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iii. Diversity/EEO Report - 2nd Quarter 2026

Diversity & EEO Report - 2nd Quarter 2026 - Page 40

iv. Schedule Change

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v. Acquisition of easements from the New York State Thruway Authority for the Penn Station Access Co-op City Station in the Bronx

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vi. Use and occupancy permit from the New York State Department of Transportation for property along Bruckner Boulevard in support of the Penn Station Access Project in the Bronx

PSA NYSDOT Oak Substation UO Permit - Page 56

vii. Agreement to construct temporary access in connection with construction of Morris Park station of Penn Station Access

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viii. Lease renewal with 42nd Street Corp Property LLC for Employee Assistance Program (EAP) office space at 110 East 42nd Street, New York, NY

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G. LIRR Information Items

i. 2027 Preliminary Budget (Public Comment)

ii. 2026 Mid-Year Forecast

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iii. Diversity/EEO Report - 2nd Quarter 2026

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iv. Fall Trackwork Programs

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H. Key Performance Metrics Report

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I. Finance Reports

i. MNR Finance Report

- **August 2026**

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ii. LIRR Finance Report

- **August 2026**

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J. Procurements

i. MNR Procurements

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ii. LIRR Procurements

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Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Railroad Committees
Monday, July 27, 2026
9:30 a.m.

Meeting held at
2 Broadway, 20th Floor
New York, New York 10004

The following Committee Members were present:

Hon. Blanca López, Co-Chair
Hon. Gerard Bringmann
Hon. Samuel Chu
Hon. Daniel Garodnick
Hon. Randolph Glucksman
Hon. Christopher Leathers
Hon. Melva M. Miller
Hon. James O'Donnell
Hon. Matthew Rand
Hon. Edward Valente
Hon. Neal Zuckerman

The following Committee Members were not present:

Hon. Michael Fleischer
Hon. Marc Herbst, Co-Chair
Hon. Lisa Sorin

The following Board Member were also present:

Hon. David Jones

Representing Metro-North Railroad:

Justin Vonashek – President
Eamonn Foley – Vice President, General Counsel & Secretary
Yvonne Hill-Donald – Chief Administrative Officer

Representing Long Island Rail Road:

Robert Free – President
Paul Dietlin – Senior Vice President, Operations
Haley Stein – Vice President, General Counsel & Secretary

Representing MTA Police Department:

Thomas J. Taffe – Chief of Police

Also present:

Shanifah Rieara – MTA Senior Advisor for Communications and Policy, Chief Customer Officer

Jon Kaufman – MTA Chief of Strategic Initiatives
Tatyana Levina – MTA Senior Director Customer & Market Research

The members of the Metro-North Railroad (“Metro-North”) Committee met jointly with the members of the Long Island Rail Road (“LIRR”) Committee.

1. OPENING MEETING:

Co-chair López called the joint meeting to order.

2. PUBLIC COMMENTS:

The following public speakers commented:

Christopher D. Greif
Iris Kelly
Mr. X
Yuki Endo, Passengers United *
David Kupferberg, Passengers United
Charlton D’Souza, Passengers United President *
Brian Fritsch, PCAC Associate Director

* Appeared by audio/video

To hear the content of public comments, details of Committee presentations, and Committee Members’ comments and questions as well as any part of the Committee meeting, please refer to the video recording of the meeting produced by the MTA, available and maintained on the MTA website:

<https://www.mta.info/transparency/board-and-committee-meetings/July-2026>

Co-Chair López on behalf of the MTA Board welcomed and acknowledged new member Matthew Rand representing Rockland County.

3. APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the June 22, 2026 Joint LIRR/Metro-North Committee Meeting.

4. METRO-NORTH AND LIRR 2026 WORK PLANS:

There were no changes to LIRR or Metro-North Work Plans. The 2026 Metro-North and LIRR Work Plans are filed with the records of this meeting.

5. LIRR PRESIDENT'S REPORT:

LIRR President Rob Free ("President Free") delivered a report highlighting historic ridership achievements for June. President Free stated that total ridership reached 7.9 million customers, representing 102 percent of June 2019 levels and surpassing pre-pandemic benchmarks for the first time. President Free noted that performance was supported by the U.S. Open at Shinnecock Hills and the Knicks championship run, and that underlying trends were also encouraging. June ridership exceeded May totals by 1.5 million customers and increased 12.8 percent over May of the previous year. President Free reported two post-COVID weekend ridership records: 190,090 riders on Saturday, June 20, and another record on Sunday, June 28, later surpassed on July 19 with 171,370 riders. Non-commutation ridership totaled 5 million customers, the highest non-commutation ridership in LIRR history. Monthly ticket ridership increased 9 percent over June of the prior year and 17.3 percent over May.

President Free stated that June on-time performance ("OTP") was 94 percent and year-to-date OTP was 94.7 percent, both above goal. President Free reported ongoing improvements in east-end service, stating that service historically operated only to Speonk and later expanded to Montauk on Fridays, then additional days. Beginning with the September timetable, this train will operate to Montauk Monday through Friday year-round, providing another option for customers traveling east.

President Free stated that for the 12-month period ending May 2026, the customer injury rate decreased 5.9 percent and the employee injury rate decreased 6.3 percent. President Free reported that capital work progressed in coordination with MTA Construction and Development, ("C&D") including award of a design-build contract for replacement of three East End bridges located at River Avenue in Eastport, Sag Road in Sagaponack, and Cranberry Hole Road in Amagansett. Two of the bridges have been closed for extended periods. Planned work includes demolition of the existing bridges, construction of replacement structures, drainage improvements, and roadway reconstruction at the approaches, with completion anticipated in the third quarter of 2028.

President Free reported the successful cutover of the modernized Queens Interlocking signal system, a major switching point within the LIRR system. President Free stated that this state-of-good-repair and modernization effort will result in better throughput and more efficient train service through a critical mainline location. President Free emphasized that outages are planned strategically to consolidate work and avoid repeated disruptions at the same location. President Free then detailed the work completed during the outage. On the Bay Ridge Branch, crews performed grade crossing renewal at Second Street. Additional work included surfacing at Nassau Interlocking, concrete platform renewals at Greenvale Station, and culvert drainage repairs at Glen Cove. On the Main Line, crews completed bridge repairs at Francis Lewis Boulevard, thermite welding, joint elimination in Mineola, mud spot remediation, drainage improvements, concrete tie replacement, surfacing at Nassau Interlocking, and additional surfacing east of

Mineola. President Free expressed appreciation to employees for scheduling, planning, and implementation of the work and thanked customers for their patience.

President Free noted participation in several station improvement unveiling events throughout the month. These events were attended by Chair Lieber, MTA C&D President Jamie Torres-Springer, elected officials, civic and business leaders, and Board Members Miller, Herbst, Chu, and Leathers. President Free described this lineup as demonstrating the importance of these projects to the communities served, daily life, and the regional economy.

President Free reported that on July 2, brand-new elevators and other site improvements were introduced at Locust Manor Station as part of ADA Package One, which is now completed in coordination with C&D. President Free then stated that on July 17, the new Yaphank BNL Station opened. The station is a modern facility that is much easier to access than the former station and located close to Brookhaven National Laboratory. President Free highlighted that the station was constructed by LIRR in-house workforce in partnership with C&D, delivering a fully functional station facility.

President Free reported that Chair Lieber announced a feasibility study to examine modernization east of Ronkonkoma, including possible double-tracking and electrification. President Free stated that this study reflects commitment to Long Island and progress toward necessary modernization and expansion.

President Free reported that LIRR in-house forces performed a full rehabilitation of Roslyn Station while preserving its historic character. Extensive work was required, and additional issues were discovered as work progressed. Roslyn Station, built in 1887 and the third-oldest station in active use within the system. President Free expressed appreciation to engineering forces for their work.

President Free reported participation at this year's APTA Rail Conference, where a joint APTA Gold Award in rail security was presented to LIRR, Metro-North, and the MTA Police Department ("MTAPD") for development of the Joint Security Strategy. This program modernizes how critical information, including chronic fare-evader lists, police bulletins, and missing-person alerts, is delivered to onboard train crews. President Free congratulated the teams at LIRR, Metro-North, and MTAPD for this achievement.

Board Member Bringmann commended President Free for the work at the Yaphank Station and referenced the ongoing feasibility study to increase infrastructure. Board Member Bringmann suggested that the feasibility study should also consider reviving the former road and rail program operated by LIRR in the 1960s and early 1970s, in which buses supplemented train service. Board Member Bringmann further suggested increasing bus service from Riverhead and Yaphank to Ronkonkoma, stating that if significant funding is planned for infrastructure, it would be beneficial first to evaluate the size of the market.

President Free thanked Board Member Bringmann and responded that feasibility studies examine all such issues. President Free stated that the primary purpose of exploring double-tracking and electrification is to dramatically increase service beyond current levels. President Free explained that the study will evaluate where improvements make the most sense to ensure that infrastructure investment results in additional ridership and will assess all relevant factors to determine how best to improve service on the East End.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Free's remarks and Board Members' questions and comments.

6. METRO-NORTH PRESIDENT'S REPORT:

President Vonashek began the report by welcoming Committee Member Matt Rand. President Vonashek explained that, because Senior Vice President of Operations Joseph Lagana was in Connecticut with Governor Lamont, the President's Report would be combined with Metro-North's mid-year operations update.

President Vonashek reported that on July 21, Metro-North territory experienced another round of severe summer weather, resulting in multiple infrastructure challenges across the system. All necessary preparations were in place prior to the storm, but certain conditions were beyond control. Response efforts focused on rapid mitigation. Crews confronted significant issues on the New Haven Line, including water above running rail, mud flows, debris strikes, and substantial signal circuit failures that rendered several track locations impassable. Teams worked continuously from the afternoon through early morning to keep trains moving where possible and to protect morning service. Flooding created extensive single-track operations from West Haven eastward, posing major service challenges. Crews also worked persistently to restore the New Canaan and Danbury Branches, even as bus substitutions were delayed due to widespread roadway flooding. Throughout the event, employees demonstrated resilience, teamwork, and strong commitment to customer safety as additional storms passed through the region. President Vonashek expressed deep gratitude for the sustained efforts that stabilized service during one of the summer's most difficult weather events and ensured delivery of morning service.

President Vonashek reported safety performance results, noting that the customer injury rate improved by 18.2 percent compared to the previous 12-month rolling average. Employee injuries increased from 1.96 to 2.32, largely due to severe winter weather that caused an uptick in slip, trip, and fall incidents. Despite this increase, total lost-time injuries decreased significantly, down 27 percent compared to last year. President Vonashek stated that the national passenger railroad average rate for employee injuries is 3.55 and for customer injuries is 1.47, and Metro-North continues to outperform national averages in both categories.

President Vonashek reported continued strong ridership recovery and growth exceeding pre-pandemic trends. June was the strongest month on record, with all top ten individual ridership days occurring in June. The highest single day was June 18, with 302,000 riders, representing 102 percent of an average June 2019 weekday. Total ridership for June reached 6.9 million, a 12

percent increase over June 2025 and 93 percent of 2019 levels, surpassing the previous monthly record set in October 2025 by 3 percent. Average weekday ridership was 257,000, up 9 percent from last year and 87 percent of June 2019 levels. Weekend ridership reached 143,000, up 19 percent from June 2025 and exceeding 2019 levels at 109.5 percent. This momentum continued into July, with a new all-time Sunday record set on July 19 of nearly 144,000 riders, representing 135 percent of an average June or July 2019 Sunday and 3.5 percent above the previous Sunday record set the prior month.

President Vonashek reported that fare revenues through June were strong and continued to grow. Revenues totaled \$335 million, \$8.3 million or 2.5 percent above budget and 6.7 percent higher than the same period in 2025. President Vonashek attributed the improvements to both ridership growth and operational initiatives, including technology enhancements and updated ticketing policies designed to reduce fare evasion. President Vonashek highlighted the partnership with ACRE, led by Board Member Valente and the MTAPD. Upgrades to conductor handheld devices and the addition of barcodes to paper tickets now allow crews to scan all tickets, supporting accurate verification and complete fare collection. The MTA spotter program reported fare-not-collected rates at their lowest levels ever, 1.1 percent year-to-date through June. MTAPD continues to play a critical role through train patrols and timely response to fare-evasion incidents.

Service reliability remained exceptionally strong, with Metro-North marking the seventh consecutive year with OTP above 97 percent. Through June, on-time performance was 97.1 percent, with June's OTP at 97 percent. President Vonashek noted that this performance reflects continuous commitment to improving reliability and adapting operations, including preventative measures taken during the recent heat wave to alternate locomotive equipment cycles to allow sufficient engine cooling and avoid reliability faults.

President Vonashek reported that fleet reliability remained above goal. Mean distance between failures ("MDBF") exceeded 270,000 miles through June. Excluding January and February, when severe winter weather conditions impacted operations, the MDBF rose to approximately 338,000 miles. President Vonashek explained that coach-fleet door issues, many nearing end-of-life, were a major driver of MDBF challenges. Metro-North continues to address these issues through a fleetwide door campaign aimed at resolving recurring defects and improving overall reliability.

President Vonashek reported progress on maintaining right-of-way conditions and sustaining a state of good repair. Infrastructure renewal supports safety, ride quality, track stability, and long-term asset condition. Productivity increased significantly compared to the prior year, with nearly double the number of ties installed, switch installations up 17 percent, and surfacing work up 30 percent. These results were achieved through data-driven decisions, predictable performance approaches, optimized workforce deployment, and early planning. Service design and maintenance-of-way teams worked closely to identify efficient track outages and create longer work windows. President Vonashek extended appreciation to the maintenance-of-way and service design teams.

President Vonashek described innovative approaches to complex capital work, citing the Park Avenue Viaduct project as an example. This viaduct carries nearly 98 percent of all mainline trains across four critical tracks. To maintain safety while keeping trains operating, inter-track barriers were deployed to allow construction to proceed uninterrupted by rail traffic. This methodology is now being applied to the Bronx Station Improvement Project. President Vonashek stated that strategic use of continuous outages continues to expand, shortening project durations and improving efficiency.

President Vonashek noted that delays have been reduced significantly through enhanced cross-departmental communication, improved forecasting, aligning projects under shared track usage, and refining outage schedules. Last year, more than 4,000 simulation runs tested every outage and service plan for reliability. As Metro-North returned to pre-2019 service levels, these efforts reduced delay minutes nearly twentyfold while maintaining consistently high OTP.

President Vonashek reported progress on reducing delays caused by police activity. In January 2024, an MTAPD officer was added to the Operations Control Center during peak periods, resulting in quicker response times and faster resolution of incidents, including fare-evasion calls. President Vonashek acknowledged Chief Taffe, Inspector Pisanelli, and Lieutenant Sullivan for ongoing support and partnership.

President Vonashek stated that the CARE program, which provides personalized assistance for customers with disabilities, continued to grow. Approximately 75 percent of CARE requests originate at Grand Central Terminal (“GCT”) through the Station Master’s Office and GCT ushers, with the remainder coming through the call center or walk-up interactions at outlying stations. Metro-North monitors demand trends and staffing coverage to maintain responsive service. Program awareness is promoted through social media, the website, and digital printed materials. President Vonashek noted ongoing efforts to improve accessibility, including meetings of the Metro-North Accessibility Task Force and engagement with accessibility advocates. President Vonashek stated that the compoAPP, launched as a pilot in 2025 to provide ASL translation services at Grand Central and White Plains, was expanded in 2026 to most staffed Metro-North locations, including GCT, Harlem-125th Street, Fordham, White Plains, Harmon, New Rochelle, Stamford, South Norwalk, Bridgeport, and New Haven.

President Vonashek reported continued progress in operational efficiency. Non-reimbursable overtime declined compared to 2019 and historical levels. Year-to-date (“YTD”) overtime usage was more than 2 percent lower than last year and nearly 6 percent lower than the same period in 2019, while June overtime was nearly 4 percent below budget and YTD overtime about half a point better. President Vonashek attributed improvements to stronger overtime governance, enhanced accountability, accelerated hiring that reduced vacancy-driven overtime, and standard work initiatives that improved productivity. These savings were achieved while maintaining service above 97 percent, supporting growing maintenance needs, and advancing major capital projects.

President Vonashek reported that work on the Waterbury Branch is now underway as part of a broader initiative to upgrade all six stations along the line, with completion anticipated by

spring 2028. Improvements include 350-foot platforms that allow full train boarding, covered canopies, enclosed windscreens, real-time arrival information, ticket vending, upgraded lighting, and improved passenger flow. A single 10-month shutdown allows efficient completion, reduces future service disruptions, saves more than \$47 million, and enables completion roughly one year sooner than otherwise planned. Replacement bus service is operating throughout the shutdown.

Metro-North hosted its first Innovation Expo on Tuesday, June 23, in the Biltmore Room at GCT. The Expo featured hands-on demonstrations, including virtual reality training, portable high-rail simulations, 3D printing, and AI-powered tools supporting safety, training, and operational efficiency. President Vonashek emphasized that innovation involves applying ideas in meaningful, practical ways to improve operations. President Vonashek thanked teams across Metro-North, MTA, MTA Strategic Initiatives, MTA Security, and MTA C&D, as well as the Rutgers Center for Advanced Infrastructure and Transportation.

President Vonashek concluded by announcing that Metro-North received four Gold Awards from APTA. The Gold Award for Safety recognized the Park Avenue Viaduct inter-track containment program. The Gold Award for Security was awarded jointly with LIRR and MTAPD for the Joint Security Strategy. The Gold Award for Emergency Management recognized planning and coordination for more than 200 major events each year at GCT. The Gold Award for Secure, Safe, Effective, and Clean Transit recognized the QR bathroom code customer feedback program. President Vonashek stated that these awards belong to Metro-North employees, whose expertise, dedication, and commitment to customers made the achievements possible.

In response to a question from Board Member Zuckerman regarding an update on the ongoing RFP process with wireless providers intended to improve coverage across the Metro-North service, President Vonashek stated that an update would be provided at a future meeting and that Metro-North would determine an appropriate date once a meaningful and actionable update could be presented. President Vonashek explained that the goal was to ensure that any briefing include clear steps and actionable progress, rather than a general status report. President Vonashek acknowledged that reliable cell service, rather than onboard Wi-Fi, remains the critical challenge in the region. President Vonashek noted that Wi-Fi on trains is generally limited in effectiveness, citing examples from other railroads, and emphasized that improved cellular coverage is the priority.

Board Member Zuckerman added that customer expectations have evolved, with airline service conditioning passengers to expect high-quality connectivity even at altitude, making the absence of reliable coverage increasingly noticeable. President Vonashek agreed and reiterated that Metro-North would provide an update once specific steps and planned actions could be clearly articulated.

In response to a question from Board Member Chu regarding the increasing frequency and severity of flooding events and whether the current 20-year needs assessment and 5-year capital program are dynamic enough to account for these evolving conditions, President Vonashek stated that Hudson Line resiliency is a major component of Metro-North's upcoming 5-year capital program. President Vonashek noted prior mitigation efforts, including raising tracks at Garrison,

which significantly reduced flooding impacts, and completing similar work at locations in New Haven that serve as major chokepoints. President Vonashek acknowledged that while the planned capital work represents a substantial commitment, it cannot address every need, as new flooding issues continue to emerge. President Vonashek stated that during recent storms, flooding occurred in areas that had never before experienced such conditions, describing the situation as analogous to a “whack-a-mole” scenario.

Board Member Chu stated that the challenges reflect both historic state-of-good-repair needs and accelerating impacts of climate change, and suggested revisiting capital project prioritization to ensure resources are allocated to achieve the greatest benefit. President Free responded that LIRR works closely with the resiliency group led by MTA C&D President Jamie Torres-Springer, noting the importance of coordination with local municipalities because drainage runoff from surrounding areas frequently impacts LIRR property. President Free cited significant resiliency improvements completed along the Long Beach Branch following Superstorm Sandy and referenced ongoing work such as the East River Tunnel rehabilitation. President Free stated that an RFP for the West Side Yard flood wall was being awarded, which would be discussed further in the Capital Committee meeting. President Free added that internal LIRR teams evaluate opportunities for localized mitigation, including installation of water-monitoring equipment and construction of retaining walls or enhanced drainage systems where appropriate. President Free noted that such efforts take place continuously.

Board Member Glucksman stated support for Board Member Zuckerman’s comments regarding improvement to service conditions on the Hudson Line.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Vonashek’s remarks, and Board Members’ questions and comments.

7. LIRR SPECIAL PRESENTATION – Mid-Year Update:

LIRR Senior Vice President, Paul Dietlin (“SVP Dietlin”) delivered the LIRR Mid-Year Operations Update. SVP Dietlin stated that the year had been exceptional in terms of weather-related and other events affecting operations. Two major snowstorms, multiple issues at Penn Station, and numerous additional incidents required extensive workforce efforts. SVP Dietlin reported that during the first half of 2026, the railroad managed 100 major incidents compared to 60 during the same period in 2025. Despite these challenges, LIRR delivered strong results.

SVP Dietlin stated that OTP stood at 94.7 percent through midyear. Nearly 155,000 trains were operated, and more than 40 million riders were carried through the end of June, despite several days of reduced service due to weather and work stoppage. On ten days during that period, ridership exceeded 300,000 customers. Ridership remained strong and continued to improve. SVP Dietlin stated that securing revenue remained a top priority and reported an average fare-collection rate of 98.1 percent for the period, achieved through strategic adjustments to collector positioning based on ridership patterns and improved handling of fare-collection duties.

SVP Dietlin reported that monthly OTP exceeded the goal for four out of six months. February performance fell below goal due to significant snowfall on February 23 and 24, which caused a nine-percent impact to monthly on-time performance. May performance fell below goal due to an Amtrak fire on May 14 and 15, and a track-car fire in the tunnels on May 29, which impacted on-time performance by 2.7 percent. Through June, overall performance remained above goal.

SVP Dietlin provided an update on Jamaica on-time performance. The initiative aims for 70 percent of AM and PM peak trains to arrive within three minutes of scheduled time to support customer transfer opportunities and improve station throughput. Since implementation, steady progress has been made, though the goal has not yet been achieved consistently. The OTP task force continues to review data and operations to make strategic and methodical adjustments, including routing and stopping-pattern changes and enhanced police support at Jamaica to resolve onboard issues more quickly.

SVP Dietlin stated that through June, LIRR operated 154,800 trains, logging approximately 42.4 million miles. The mechanical team continued to maintain aging fleets with high mileage demands and additional event-related trips, including support for the U.S. Open at Shinnecock Hills. SVP Dietlin noted that MDBF is reported one month behind; through May, MDBF reached 167,616 miles, exceeding the goal of 150,000 miles.

SVP Dietlin reported that new ticket-vending machines (“TVM”) were being rolled out across the system, nearing full installation, with all 214 machines expected in place by the end of the month. Installation of station point-of-sale systems will follow. TVM reliability remains strong and is expected to improve further with full deployment.

SVP Dietlin described LIRR service to five major event venues while simultaneously supporting extensive track-work programs presented in the prior month’s state-of-good-repair update. The railroad developed an approach to manage major events while maintaining safe, reliable operations and strong customer service. Service has been provided to 310 major events so far this year, compared with 271 during the same period in 2025. More than 350,000 passengers have been gated at 92 events, including the U.S. Open, sporting events, and concerts. Additional major events are upcoming, including the U.S. Open tennis tournament. These figures exclude all pre-boarding validation conducted at Penn Station.

SVP Dietlin stated that multiple track-work programs continue across the system to support state-of-good-repair and MTA C&D projects. Operations teams work closely to develop service plans that allow necessary work while minimizing impacts to customers. SVP Dietlin acknowledged that projects such as Queens Interlocking cause disruptions during construction but emphasized that these efforts ultimately support the long-term goal of delivering safe and reliable service. SVP Dietlin concluded by recognizing that these operational achievements result from the outstanding work of labor partners, employees, and managers.

In response to a question from Board Member Glucksman regarding point-of-sale machines, SVP Dietlin explained that they plan to have the installation of point-of-sale systems, which are one of LIRR's ticket-selling platforms located within station buildings. SVP Dietlin further explained that years earlier, when new TVMs were deployed, the railroad also introduced ticket office machines (TOMs). These are now being replaced with point-of-sale systems that will be rolled out into station buildings following completion of TVM installations.

In response to a question from Board Member Bringmann regarding installation of a ticket vending machine on the West End Concourse at Penn Station, SVP Dietlin stated that all installations at Penn Station had been completed but that the matter would be reviewed to determine what is currently in place. Board Member Bringmann noted that a request for a machine at that location had been made approximately a year earlier and that the response at the time was that installation would be addressed once the new ticket vending machines were deployed. SVP Dietlin acknowledged the prior request and stated that the issue would be examined further.

In response to a question from Board Member Miller regarding metrics on ticket-vending-machine usage in relation to increased use of the mobile app, President Free stated that onboard sales through the app represent approximately 74 percent of ticket sales and 75 percent of revenue, indicating that the vast majority of customers use handheld devices. President Free added that ticket-vending-machine usage is approximately 19 to 20 percent, with the remainder consisting of onboard and ticket-window transactions. President Free noted that this represents a significant success, as the adoption rate of the app exceeded expectations and provides expanded opportunities for ticket sales and delivery of customer information.

In response to a follow-up question from Board Member Miller regarding whether the machines are being phased out, President Free stated that the machines are not being phased out because they continue to serve essential needs, including availability in nine languages and use by customers who rely on them. President Free explained that LIRR conducted a comprehensive analysis of ticket-purchase patterns in partnership with the Strategic Initiatives team, which evaluated where customers were purchasing tickets and how many machines were truly needed at each station.

MTA Chief of Strategic Initiatives Jon Kaufman stated that the study reviewed trends across both railroads and the subway system. Mr. Kaufman explained that machines were not replaced on a one-for-one basis; instead, the analysis identified the smallest footprint that could still ensure coverage and redundancy while reflecting customer behavior trends. Mr. Kaufman stated that the footprint was reduced by approximately one-third to one-half depending on location and that adjustments may still be needed now that the machines have been rolled out.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the presentations and the Board Members' questions and comments

8. MTAPD REPORT:

MTA Chief of Police Thomas Taffe (“Chief Taffe”) presented the July 2026 Crime and Policing Report on behalf of the MTAPD. Chief Taffe began by thanking both railroads for acknowledging MTAPD’s contributions, noting that several positive references were made during earlier presentations. Chief Taffe stated that such recognition reflects the work of MTAPD officers whose efforts produce strong outcomes. Chief Taffe highlighted the innovative police-operations work occurring on the Metro-North territory under Inspector Pisanelli’s leadership, which has resulted in a drastic reduction in delays stemming from police-related activity.

Chief Taffe reported that crime levels for June 2026 remained flat, with 21 crimes recorded systemwide. Year-to-date crime was down 5 percent, following a 20 percent reduction achieved the prior year. Approximately ten of the reported crimes involved customers, primarily related to grand larcenies. Chief Taffe stated that enforcement activity remained strong, with 181 arrests made during the month, noting that the slight decrease in arrests was attributable largely to reduced fare-evasion incidents. Summonses increased by approximately 25 percent, though fare-evasion summonses decreased in line with the overall decline in fare-evasion activity. Chief Taffe noted that calls for service related to fare evasion on the railroads were down, which was a positive development.

Chief Taffe reported that police presence continued to increase across the system. Train patrols were up approximately 15 percent for the month, totaling 3,800 patrols and contributing to a year-to-date total of roughly 26,000. Station inspections increased 33 percent, with approximately 10,000 inspections conducted in June and 70,000 conducted year-to-date. Chief Taffe stated that the combination of enforcement and increased presence contributes directly to crime reduction and improvements in systemwide quality of life. Chief Taffe concluded by once again thanking MTAPD officers and both railroads for their support.

Board Member Miller thanked Chief Taffe for the report and stated appreciation for the decreasing crime numbers, particularly in relation to fare evasion. Board Member Miller added that, as a frequent LIRR customer, patrols on trains are now observed much more often. Board Member Miller remarked that this increased presence has created a different atmosphere onboard trains and expressed appreciation for the work being done.

The full MTAPD report is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the presentation.

9. JOINT PRESENTATION – CUSTOMER COUNT SURVEY RESULTS:

MTA Senior Director of Customer & Market Research Tatyana Levina presented findings from the biannual customer satisfaction tracker, Customers Count survey, covering both LIRR and Metro-North. Ms. Levina explained that Customers Count is conducted every six months, with the spring wave fielded in late April and early May. The survey was offered in nine languages,

including English, and a phone-based option was provided for customers without internet access. Ms. Levina described the outreach efforts used to promote participation, including customer email lists, digital platforms such as TrainTime, the MTA app, the MTA website, systemwide digital screens, and collaboration with digital marketing and advertising teams. This wave received more than 15,000 responses across both railroads. Respondents were asked to reflect on their experiences over the prior six months, meaning the results include fall, winter, and early spring conditions. The data were weighted using census metrics to adjust for income and minority status and balanced for branch ridership using average weekday counts.

Ms. Levina presented overall satisfaction trends for both railroads dating back to the start of the online survey. After several years of high satisfaction, both railroads experienced declines in Spring 2026. The drop was attributed largely to the introduction of new ticketing policies and a fare increase implemented in January 2026. Before reviewing satisfaction with individual attributes, Ms. Levina discussed the policy changes and their broader effects. The suite of policy changes introduced in January 2026 aimed to reduce fare evasion and ensure equitable fare payment. While some changes were positive, such as the unlimited day pass, expanded family fares, and extended reduced fare eligibility, others had more challenging impacts. Specifically, stricter enforcement of ticket activation rules and shortened validity periods affected many customers, particularly those who activated tickets late or waited until prompted. Ms. Levina noted that changes are always challenging, and the decline in satisfaction was not unexpected.

Ms. Levina reviewed satisfaction differences between customers who received a surcharge and those who did not. Under the new policy, customers who fail to activate tickets on time may be charged an \$8 surcharge, applied only after three late-activation instances and preceded by email warnings. Ms. Levina reported that customers who received a surcharge were significantly less satisfied, at 58 percent on LIRR and 64 percent on Metro-North. Customers who did not receive a surcharge had satisfaction scores only slightly below the previous Customers Count wave, which were down four points for LIRR and five points for Metro-North, despite fare increases and winter-weather impacts. Ms. Levina further noted that although 11 percent of LIRR and 12 percent of Metro-North respondents reported receiving a surcharge, actual account data indicates only 4 percent of accounts have ever received one, and recent trends show just 1 percent of non-commutation tickets received a surcharge in June. Ms. Levina stated that as customers adjust to newer rules and activate tickets on time, surcharges should decline, likely reducing the satisfaction impact. The customers least satisfied were those not complying with activation rules.

Ms. Levina then reviewed satisfaction by ticket type, noting that one-way peak and one-way off-peak customers saw the largest declines. These customers also reported the highest rates of surcharges, 20 percent on LIRR and 24 percent on Metro-North, and were most affected by removal of the 10-trip and round-trip products and shortened validity periods.

Ms. Levina reviewed the most important drivers of LIRR satisfaction. Service reliability was the number one driver. Ms. Levina highlighted three points: first, the declines in key service attributes were smaller than the overall drop in satisfaction, indicating the decline was not driven primarily by service conditions; second, satisfaction with service reliability and on-time performance remained very high, in the 80-percent range; and third, conductors continued to be

the highest-rated important attribute, with 90 percent satisfaction, reflecting the crucial role conductors play during periods of ticketing policy change. Ms. Levina also noted that transfer experience now ranked seventh in importance, down from the number one driver a few survey waves earlier, showing meaningful improvement in Jamaica on-time performance and reduced customer concern surrounding transfers.

Ms. Levina addressed a question raised during the January board presentation comparing satisfaction scores between LIRR and Metro-North. While the two systems differ in complexity and ridership patterns, one significant difference is that LIRR has a larger proportion of customers who must transfer to reach their destinations. In the survey sample, 18 percent of LIRR customers reported always needing to transfer, with satisfaction at 63 percent. Customers who never transferred reported satisfaction at 80 percent, and the combined satisfaction of the roughly 50 percent of customers who rarely or never transfer averaged 78 percent.

Ms. Levina then presented Metro-North highlights, noting that satisfaction with service attributes remained high in the mid-80 percent range despite modest decreases. For Metro-North, fare-payment options increased sharply in importance, moving from the 14th-ranked driver in fall 2025 to the third-ranked driver in spring 2026. This attribute also saw the largest drop in satisfaction, though overall satisfaction for fare-payment options remained high at 84 percent. Conductors remained the highest-rated important attribute for Metro-North, with 93 percent satisfaction. Ms. Levina reported that satisfaction scores by line segment remained relatively high but saw similar declines across segments, with the West of Hudson territory, operated by New Jersey Transit, dropping 19 points, influenced by issues with New Jersey Transit's service.

In response to a question from Board Member Zuckerman regarding whether the near double-digit declines in customer satisfaction were primarily tied to the new fare payment and ticket expiration policies, Ms. Levina stated that the majority of the decline was indeed attributable to those changes. Ms. Levina noted that while small declines occurred across other metrics, including impacts to service reliability caused by winter storms, the most significant driver of dissatisfaction was confusion and dissatisfaction related to the new ticketing policies.

Ms. Levina explained that satisfaction trends showed movement in the importance of previously less critical attributes and confirmed that open-ended survey comments revealed substantial frustration with the new ticketing policy changes. Ms. Levina stated that many comments specifically criticized the fare-payment system and activation rules.

Board Member Zuckerman added that the second-most frequent complaint received from Hudson Line riders, after Wi-Fi and cellular coverage, was dissatisfaction expressed through strong language about the fare-payment system. Board Member Zuckerman suggested that some frustration likely arises from customer resistance to change, but that confusion is also a significant contributor. Board Member Zuckerman recommended additional communication to clarify the new policies and their rationale. Board Member Zuckerman noted that when customers understand the connection between activation rules and preventing fare evasion, specifically the prior practice of waiting to activate tickets only when a conductor approached, they generally acknowledge the

reasoning. Board Member Zuckerman concluded that another round of communication would be beneficial.

Board Member Chu commented that it is important to remember that surcharge recipients are riders who failed to activate their tickets multiple times before being penalized. Board Member Chu expressed interest in pairing satisfaction trends with data demonstrating behavioral changes, such as reductions in surcharge frequency or increases in timely ticket activations. Board Member Chu referenced earlier experiences with CRZ zones, noting that initial dissatisfaction eventually aligned with expected outcomes once behavior adapted. Board Member Chu suggested monitoring surcharge trends and activation patterns over time to evaluate whether the fare policy change is achieving its intended effect. Board Member Chu emphasized the need to track not only satisfaction but also customer behavior changes, recognizing that these were substantial policy shifts and that ongoing observation is required.

Mr. Kaufman added several points to provide additional data context. Mr. Kaufman stated that the presentation was primarily a customer-research readout rather than an operational update on the ticketing policy, and that a more comprehensive briefing on the policy performance was planned for the fall. Mr. Kaufman explained that Metro-North and LIRR are tracking key indicators aggressively, including scan rates, activation rates, and whether customer behavior is changing as anticipated.

Mr. Kaufman stated that the data suggests the policy is working as intended. Only 1 percent of non-commutation tickets received a surcharge, a very low proportion that has continued to decline as customers adjust to the new rules. Mr. Kaufman noted that once a customer receives a surcharge, approximately half never receive another, and about 20 percent receive a second. The remaining cases involve customers attempting to circumvent activation requirements, but procedures are in place to address repeat occurrences.

Mr. Kaufman reported that one of the most encouraging trends involves activation behavior for non-commutation passes. Same-day activation for one-day tickets was previously 89 percent, indicating that approximately 10 percent of customers purchased tickets but waited to activate them until prompted. Under the new policy, same-day activation increased to 98 percent, reflecting the intended shift toward timely activation.

MTA Chief Customer Officer Shanifah Rieara explained that prior to implementation of the new fare and policy changes, a broad customer-communication campaign had been deployed. Ms. Rieara stated that an updated iteration of that campaign has since been released, focusing on communicating the benefits of the new fare products and policy changes, as highlighted by Ms. Levina and Mr. Kaufman. These messages are currently running on system screens to better reinforce what customers gain under the new policies.

Ms. Rieara reported that customer feedback received through call centers provides firsthand insight into how riders are experiencing the changes, offering additional context beyond the survey results. Ms. Rieara noted that ongoing customer engagement efforts, including the “Connect With Us,” “Meet With Us,” and “Meet the Managers” initiatives in partnership with

President Free and President Vonashek, have further strengthened understanding of customer concerns.

Ms. Rieara stated that new iterations of the communication campaign will continue to be developed. In addition, Ms. Rieara reported that internal discussions are underway to explore possible policy adjustments to support customers who encounter disruptions caused by weather events or incidents such as downed trees after having activated tickets. Ms. Rieara stated that the agency is considering ways to address customer concerns related to the fare payment policy changes.

Board Member Miller stated that the presentation language describing customers who incur surcharges was troubling and noted a desire to revisit the policy discussion scheduled for September. Board Member Miller explained that, similar to Board Member Zuckerman, extensive conversations occur with riders and that the number one complaint received is not Wi-Fi, but the new ticketing system, especially in situations where customers cannot purchase or activate tickets due to the lack of Wi-Fi or cellular service and must board trains without activation. Board Member Miller stated that these customers are often the ones caught by the “third-strike” rule and subsequently penalized. Board Member Miller emphasized that not all customers captured by the surcharge system are attempting to evade fare payment and that improvements across the entire system are needed, including expanding reliable connectivity, ensuring customers are able to purchase tickets, and continuing education efforts. Board Member Miller concluded by stating that overall system improvements are required to ensure the policy works as intended for customers.

Board Member Valente stated appreciation for the work of conductors and emphasized the importance of acknowledging their role in implementing the new fare policy. Board Member Valente noted that delivering information about policy changes can be difficult, yet the small decrease in customer satisfaction on both LIRR and Metro-North demonstrates that conductors are communicating the new fare requirements effectively. Board Member Valente stated that this performance deserves recognition.

Co-Chair López stated that the presentation underscored how valuable customers continue to find personal interaction with conductors and MTA staff. Co-Chair López noted that despite ongoing investments in technology and digital applications, the human element remains critical to the rider experience. Co-Chair López expressed appreciation for the work being done and emphasized the continued importance of direct customer engagement.

In response to a question from Board Member Bringmann regarding how late-ticket activation is determined and when the activation clock begins, Mr. Kaufman explained that the upcoming full presentation later in the fall would address these issues in greater detail, but provided clarification on the specific question. Mr. Kaufman stated that the activation-timing calculation is based solely on the time between when a customer activates a ticket and when the conductor scans it. Mr. Kaufman noted that the scenario described, activating a ticket on the platform before boarding a late train and nevertheless receiving a late-activation notice, is unlikely because activation time is not tied to the scheduled departure time or to train arrival time. Mr. Kaufman stated that if a ticket is activated on the platform, the customer is always protected from receiving

either a surcharge or a warning. Mr. Kaufman emphasized that using scheduled departure times would introduce substantial complexity, and reiterated that the measurement is simply the gap between activation and conductor scan.

President Free explained that significant misinformation persists about the ticket-activation rules, including misconceptions that the railroad monitors customer location or uses GPS on mobile phones. President Free clarified that such monitoring does not occur. President Free emphasized that customers are provided sufficient time to activate their tickets, board the train, and allow conductors, who have multiple responsibilities, to complete scans. President Free noted that the scenario in which a customer activates a ticket immediately and a conductor appears instantly is highly unlikely and that, in the vast majority of situations, activation occurs well within the allowable window. President Free reiterated that activation timing has nothing to do with the train's on-time performance. President Free added that some confusion likely results from customers waiting longer to activate because tickets expire at 4 a.m. President Free concluded that customer information and education efforts are essential to addressing these concerns and reducing misunderstandings related to the fare-payment policy.

In response to a question from Board Member Bringmann regarding situations where lengthy intervals occur between ticket activation and conductor scans, Mr. Kaufman acknowledged the concern and explained that the upcoming full policy presentation would cover such details more thoroughly. Mr. Kaufman stated that, in cases where a conductor does not scan tickets for an extended period, such as between Ronkonkoma and Jamaica, customers would not be penalized, because the ticket remains valid for the length of the trip and up to one and a half times that duration. President Free reiterated that the system flags only unusually short intervals between activation and scanning, not long intervals, and clarified that the late-activation logic is based strictly on the time between activation and the conductor's scan, not on scheduled or actual departure times.

Mr. Kaufman added that, as Board Member Miller previously noted, some customers may struggle to purchase or activate tickets due to poor connectivity, which is a separate issue requiring review. Mr. Kaufman stated that staff can analyze data to determine which stations experience higher rates of activation-related challenges, in addition to reviewing customer feedback received through anecdotes and written submissions.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the presentation and Board Members' questions and comments.

10. INFORMATION ITEMS:

President Free noted the following LIRR information item: (i) September Timetable and Trackwork Programs.

President Free stated that, because the committee will not meet next month, customers should review upcoming schedule changes. President Free explained that several track-work programs planned for September will alter service, particularly east of Ronkonkoma and at Ronkonkoma Station, as well as on the Atlantic Branch between Jamaica and Brooklyn. President Free noted that these work programs will require bus substitutions and cross-honoring. President Free advised customers and board members to check the TrainTime app and the LIRR website for the most up-to-date schedule information.

Metro-North Chief Administrative Officer Yvonne Hill-Donald reported on the following two Metro-North information items: (i) Property acquisition for the Hudson Line Signal Project Phase II; (ii) Lease agreement with Newburgh Industrial Associates for warehouse space in Newburgh.

The details of the information items are contained in reports filed with the records of this meeting.

11. KEY PERFORMANCE METRICS REPORTS:

The key performance metrics reports for both railroads are contained in the Committee book.

12. FINANCE:

The finance reports for both railroads are contained in the Committee book.

13. PROCUREMENTS:

There were no procurement items for this month.

14. ADJOURNMENT:

Upon motion duly made and seconded, the Committee voted to adjourn the meeting.

Respectfully submitted,



Haley Stein
Vice President, General Counsel & Secretary
The Long Island Rail Road Company
Acting Vice President, General Counsel & Secretary
Metro-North Commuter Railroad Company



2026 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u>
Committee Work Plan	Committee Chairs & Members
President's Report	Committee Chairs & Members
MTA Police Report	President
Action Items (if any)	MTA Police Chief
Information Items (if any)	
Finance Reports	Finance
Procurements	Procurement & Logistics

II. REGULAR INFORMATION ITEMS

Key Performance Metrics Report
 Safety
 Customers & Communities
 Major Projects
 Ridership
 Finance
 Operations Performance
 Security

III. ANTICIPATED INFORMATION ITEMS

<u>January 2026</u>	
2025 Operations Year in Review	Operations
<u>February 2026</u>	
Adopted Budget/Financial Plan 2026	Finance
<u>March 2026</u>	
Annual Elevator & Escalator Report	Station Operations
Diversity/EEO Report – 4th Quarter 2025	Diversity and EEO
Schedule Change	Service Design
<u>April 2026</u>	
2025 Annual Ridership Report	Operations Planning & Analysis
<u>May 2026</u>	
Final Review of 2025 Operating Budget Results	Finance
<u>June 2026</u>	
Diversity/EEO Report – 1 st Quarter 2026	Diversity and EEO
<u>July 2026</u>	
Mid-Year Operations Update	Operations

September 2026

2027 Preliminary Budget (Public Comment)
2026 Mid-Year Forecast
Safety/Security Update
Diversity/EEO Report – 2nd Quarter 2026
Schedule Change

Finance
Safety/Security
Diversity and EEO
Service Design

October 2026

2027 Preliminary Budget (Public Comment)

November 2026

2027 Proposed Committee Work Plan

Committee Chairs & Members

December 2026

2027 Final Proposed Budget
Approval of 2027 Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2026
Review of Committee Charter

Finance
Committee Chairs & Members
Diversity and EEO
Committee Chairs & Members

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior month's meeting.

Work Plan

The Work Plan will list, by month, the topics anticipated to be presented to the Committee for action or for information. The Committee will be advised if any changes have been made to the plan.

President's Report

A monthly report will be provided highlighting major accomplishments including safety, operations and progress on key initiatives and performance indicators.

Police Report

MTA Police will highlight the significant police activities incurred during the month reported.

Information Items (if any)

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

Action Items (if any)

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

Financial Report

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

Procurements

List of procurement action items requiring Board approval. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

II REGULAR INFORMATION ITEMS

Key Performance Metric Report

The Key Performance Metrics book provides the MTA Board and members of the public with a comprehensive overview of monthly LIRR and Metro-North performance indicators including ridership, financial results, train performance, capital project progress, community events, and safety and security.

III INFORMATION ITEMS

JANUARY 2026

2025 Operations Year in Review

A review of the prior year's performance of railroad will be provided to the Committee.

FEBRUARY 2026

Adopted Budget/Financial Plan 2026

The Agency will present its revised 2026 Financial Plan. These plans will reflect the 2026 Adopted Budget and an updated Financial Plan for 2026 reflecting the out-year impact of any changes incorporated into the 2026 Adopted Budget.

MARCH 2026

Annual Elevator/Escalator Report

Annual report to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

Diversity & EEO Report– 4th Quarter 2025

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Schedule Change

The Committee will be advised of the upcoming schedule changes for the Railroad.

APRIL 2026

2025 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2025 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

MAY 2026

Final Review of 2025 Operating Budget Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

JUNE 2026

Diversity & EEO Report– 1st Quarter 2026

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

JULY 2026

Mid-Year Operations Update

The Committee will be advised of the Agency's key operating performance metrics and indicators for the first half of 2026.

SEPTEMBER 2026

2027 Preliminary Budget

Public comment will be accepted on the 2027 Budget.

2026 Mid-Year Forecast

The agency will provide the 2026 Mid-Year Forecast financial information for revenue and expense by month.

Safety/Security Update

The agency will provide a comprehensive report on Safety/Security.

Diversity & EEO Report– 2nd Quarter 2026

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Schedule Change

The Committee will be advised of the upcoming schedule changes for the Railroad.

OCTOBER 2026

2027 Preliminary Budget

Public comment will be accepted on the 2027 Budget.

NOVEMBER 2026

2027 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2027 that will address initiatives to be reported throughout the year.

DECEMBER 2026

2027 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2027.

Approval of 2027 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2027 that will address initiatives to be reported on throughout the year.

Diversity & EEO Report– 3rd Quarter 2026

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.



2026 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
President's Reports	President
MTA Police Report	MTA Police
Action Items (if any)	
Information Items	
Finance Reports	Management & Budget
Procurements	Procurement & Logistics

II. REGULAR INFORMATION ITEMS

Key Performance Metrics Report

Safety
Customers & Communities
Major Projects
Ridership
Finance
Operations Performance
Security

III. ANTICIPATED INFORMATION ITEMS

Responsibility

January 2026

Winter Trackwork Programs	Service Planning
2025 Operations Year in Review	Operations

February 2026

Adopted/Financial Plan 2026	Management & Budget
Winter Trackwork Programs	Service Planning
March Timetable	Service Planning

March 2026

Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
Diversity/EEO – 4 th Quarter 2025 Report	Administration/Diversity

April 2026

2025 Ridership Report	Finance/Marketing
May Timetable	Service Planning
Track Work Programs	Service Planning

May 2026

Final Review of 2025 Operating Budget Results
Summer Service
Summer Track Work Programs

Management & Budget
Service Planning
Service Planning

June 2026

Track Work Programs
Diversity/EEO – 1st Quarter 2026 Report

Service Planning
Administration/Diversity

July 2026

Mid-Year Operations Update
September Timetable
Track Work Programs

Operations
Service Planning
Service Planning

September 2026

2027 Preliminary Budget (Public Comment)
2026 Mid-Year Forecast
Fall Track Work Programs
Diversity/EEO – 2nd Quarter 2026 Report
Safety/Security Update

Management & Budget
Service Planning
Administration/Diversity
Safety/Security

October 2026

2027 Preliminary Budget (Public Comment)
November Timetable
Fall Trackwork Programs

Service Planning
Service Planning

November 2026

Thanksgiving Holiday Service
Winter Track Work Programs
Proposed 2027 Committee Work Plan

Service Planning
Service Planning
Committee Chairs & Members

December 2026

2027 Final Proposed Budget
Holiday Service
Diversity/EEO – 3rd Quarter 2026 Report
Winter Track Work Programs
Approval of 2027 Committee Work Plan

Review of Committee Charter

Management & Budget
Service Planning
Administration/Diversity
Service Planning
Committee Chairs &
Members
Committee Chairs & Members

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior month's meeting.

Work Plan

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

President's Report

A Monthly report will be provided highlighting major accomplishments, safety, operations and progress on key initiatives and performance indicators.

Police Report

MTA Police will highlight the significant police activities incurred during the month reported.

Action Items (if any)

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

Information Items (if any)

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

Finance Report

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

II. REGULAR INFORMATION ITEMS**Key Performance Metric Report**

The Key Performance Metrics book provides the MTA Board and members of the public with a comprehensive overview of monthly LIRR and Metro-North performance indicators including ridership, financial results, train performance, capital project progress, community events, and safety and security.

III. ANTICIPATED INFORMATION ITEMS**JANUARY 2026****Winter Track Work Programs**

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Winter of 2026

FEBRUARY 2026

2025 Operations Year in Review

A review of the prior year's performance of railroad service will be provided to the Committee.

Adopted/Financial Plan 2026

The Agency will present its revised 2026 Financial Plan. These plans will reflect the 2026 Adopted Budget and an updated Financial Plan for 2026 reflecting the out-year impact of any changes incorporated into the 2026 Adopted Budget.

March Timetable

The Committee will be advised of plans to adjust schedules

Winter Track Work Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Winter of 2026.

MARCH 2026

Annual Elevator/Escalator Report

Annual report to the Committee on system-wide availability for elevators and escalators throughout the system.

Spring Track Work Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2026.

Diversity & EEO Report– 4th Quarter 2025

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

APRIL 2026

2025 Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2025 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

May Timetable

The Committee will be advised of plans to adjust schedules.

Track Work Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2026.

MAY 2026

Final Review of 2025 Operating Budget Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Summer Service

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Summer of 2026.

Summer Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Summer of 2026.

JUNE 2026

Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs.

Diversity/EEO – 1st Quarter 2026 Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

JULY 2026

Mid-Year Operations Update

The Committee will be advised of Agency key operating performance metrics and indicators for the first half of 2026.

September Timetable

The Committee will be advised of plans to adjust schedules.

Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs.

SEPTEMBER 2026

Safety/Security Update

The agency will provide a comprehensive report on Safety/Security.

2027 Preliminary Budget

Public comment will be accepted on the 2027 Budget.

2026 Mid-Year Forecast

The agency will provide the 2026 Mid-Year Forecast financial information for revenue and expense by month.

Diversity/EEO – 2nd Quarter 2026 Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In

alternating quarters, the report will include additional information on diversity initiatives.

OCTOBER 2026

2027 Preliminary Budget

Public comment will be accepted on the 2027 Budget.

November Timetable

The Committee will be advised of plans to adjust schedules.

Fall Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs, Main Line Second Track construction and East Side Access Readiness projects.

NOVEMBER 2026

Thanksgiving Holiday Service

The Committee will be advised of plans to adjust schedules.

Winter Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to temporarily adjust schedules for plan to temporarily adjust schedules for a series of Switch Installations in West Side Yard.

Proposed 2027 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2027 that will address initiatives to be reported throughout the year.

DECEMBER 2026

2027 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2026.

Holiday Service

The Committee will be advised of plans to adjust schedules.

Diversity/EEO – 3RD Quarter 2026 Report

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Winter Track Work Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Winter.

Approval of 2027 Committee Work Plan

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2027 that will address initiatives to be reported on throughout the year.

Review Committee Charter

Annual review of Long Island Committee Charter for Committee revision/approval.



July Financial Plan - 2026 Mid-Year Forecast
BY MONTH

MTA METRO NORTH RAILROAD
July Financial Plan - 2026 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$49.434	\$46.402	\$55.975	\$58.302	\$60.312	\$60.471	\$60.293	\$57.784	\$60.823	\$66.166	\$64.555	\$61.948	\$702.465
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.970	4.712	4.356	4.322	4.522	4.522	4.522	4.522	4.522	4.522	4.522	4.522	54.538
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$54.404	\$51.114	\$60.331	\$62.624	\$64.834	\$64.993	\$64.816	\$62.306	\$65.345	\$70.688	\$69.077	\$66.470	\$757.003
Operating Expenses													
Labor:													
Payroll	\$56.239	\$54.148	\$56.066	\$56.220	\$52.651	\$52.838	\$54.927	\$53.278	\$53.935	\$55.001	\$52.524	\$68.375	\$666.201
Overtime	9.438	9.323	6.229	7.057	7.285	6.973	7.010	7.111	7.264	6.817	7.450	10.704	92.660
Health and Welfare	14.194	13.310	13.172	13.404	14.981	12.396	13.139	12.484	12.841	12.992	12.477	15.000	160.391
OPEB Current Payment	4.502	4.982	4.924	4.936	4.832	4.832	4.832	4.832	4.832	4.832	4.832	4.832	58.000
Pensions	12.388	12.082	11.995	12.160	11.297	11.288	11.701	11.403	11.542	11.706	11.280	14.864	143.706
Other Fringe Benefits	15.020	14.529	13.810	15.459	12.229	12.222	12.675	12.310	12.494	12.627	12.242	15.826	161.442
Reimbursable Overhead	(4.971)	(5.035)	(6.562)	(9.187)	(11.686)	(11.288)	(10.933)	(10.018)	(10.760)	(11.026)	(9.600)	(9.736)	(110.801)
Total Labor Expenses	\$106.810	\$103.339	\$99.634	\$100.050	\$91.589	\$89.260	\$93.352	\$91.399	\$92.147	\$92.949	\$91.204	\$119.866	\$1,171.599
Non-Labor:													
Electric Power	\$8.081	\$9.530	\$11.698	\$7.717	\$10.303	\$10.920	\$11.034	\$11.171	\$10.692	\$10.655	\$10.866	\$12.295	\$124.962
Fuel	2.017	2.339	2.821	3.102	2.680	2.795	2.925	2.988	2.912	2.972	2.874	3.369	33.795
Insurance	2.745	2.796	2.706	2.746	2.760	2.783	2.758	2.758	2.758	2.758	2.997	3.018	33.580
Claims	0.009	0.000	0.004	0.052	0.142	0.142	0.142	0.142	0.142	0.142	0.142	(0.062)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.656	6.853	8.973	8.402	8.645	9.024	8.667	8.619	9.113	8.506	8.966	7.425	104.848
Professional Service Contracts	6.748	5.995	7.981	7.759	8.523	10.951	8.174	8.084	8.094	8.219	8.242	8.221	96.991
Materials & Supplies	8.477	11.971	10.458	10.768	11.905	11.828	11.942	12.046	12.046	12.039	12.027	9.773	135.280
Other Business Expenses	2.053	1.990	2.174	1.947	2.781	1.913	2.829	2.767	2.953	3.086	3.019	3.022	30.533
Total Non-Labor	\$41.785	\$41.473	\$46.814	\$42.493	\$47.739	\$50.356	\$48.472	\$48.575	\$48.709	\$48.377	\$49.133	\$47.061	\$560.987
Other Expenses Adjustments:													
Functional Allocations	0.000	0.000	0.000	0.000	4.866	5.088	5.321	4.899	5.123	5.120	4.899	5.270	40.587
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$4.866	\$5.088	\$5.321	\$4.899	\$5.123	\$5.120	\$4.899	\$5.270	\$40.587
Total Expenses before Depreciation and GASB Adjs.	\$148.595	\$144.813	\$146.449	\$142.543	\$144.195	\$144.704	\$147.144	\$144.874	\$145.979	\$146.445	\$145.236	\$172.197	\$1,773.173
Depreciation	\$28.307	\$28.307	\$28.284	\$31.217	\$29.758	\$29.758	\$29.710	\$29.710	\$29.710	\$29.772	\$29.772	\$29.772	\$354.078
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 49 Environmental Remediation	0.000	(0.005)	0.123	0.040	0.480	0.480	0.480	0.480	0.480	0.480	0.480	0.480	4.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(24.940)	(24.940)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	43.641	43.641
GASB 87 Lease Adjustment	(3.092)	0.867	2.651	0.686	0.523	0.172	0.605	0.543	0.187	0.605	0.438	0.046	4.230
GASB 94 PPP and APA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.278	0.263	0.279	0.280	0.343	(1.656)	0.333	0.342	0.843	0.343	0.343	0.844	2.836
GASB 101 Compensated Absences	0.153	0.153	0.084	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	1.564
Total Expenses	\$174.240	\$174.398	\$177.870	\$174.898	\$175.429	\$173.588	\$178.403	\$176.080	\$177.330	\$177.776	\$176.400	\$222.169	\$2,158.582
Net Surplus/(Deficit)	(\$119.837)	(\$123.284)	(\$117.539)	(\$112.274)	(\$110.595)	(\$108.595)	(\$113.588)	(\$113.774)	(\$111.984)	(\$107.088)	(\$107.323)	(\$155.699)	(\$1,401.579)
Cash Conversion Adjustments:													
Depreciation	\$28.307	\$28.307	\$28.284	\$31.217	\$29.758	\$29.758	\$29.710	\$29.710	\$29.710	\$29.772	\$29.772	\$29.772	\$354.078
Operating Capital	(1.381)	(1.325)	(1.425)	(0.876)	(0.501)	(0.657)	(0.689)	(0.816)	(0.811)	(1.742)	(1.603)	(38.064)	(49.889)
Other Cash Adjustments	(0.048)	8.860	(1.680)	38.875	14.238	(33.467)	3.921	17.310	16.687	0.126	8.026	(127.933)	(55.086)
Total Cash Conversion Adjustments	\$26.878	\$35.842	\$25.180	\$69.216	\$43.495	(\$4.365)	\$32.943	\$46.204	\$45.586	\$28.156	\$36.195	(\$136.224)	\$249.103
Net Cash Surplus/(Deficit)	(\$92.959)	(\$87.442)	(\$92.359)	(\$43.058)	(\$67.100)	(\$112.961)	(\$80.645)	(\$67.570)	(\$66.398)	(\$78.932)	(\$71.128)	(\$291.924)	(\$1,152.476)

MTA METRO NORTH RAILROAD
July Financial Plan - 2026 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements													
MNR - MTA	8.631	7.091	10.607	14.212	17.312	16.852	16.621	15.263	16.457	17.120	15.069	15.819	171.053
MNR - CDOT	4.304	5.474	7.669	10.403	16.542	33.055	24.901	30.648	14.617	31.045	12.963	25.447	217.068
MNR - Other	0.772	1.295	1.446	1.639	0.964	1.156	1.208	1.093	0.961	0.864	0.740	0.800	12.939
Total Revenue	\$13.707	\$13.860	\$19.722	\$26.254	\$34.819	\$51.063	\$42.730	\$47.004	\$32.034	\$49.029	\$28.772	\$42.066	\$401.060
Expenses													
Labor:													
Payroll	\$3.009	\$3.162	\$3.721	\$5.326	\$6.545	\$6.718	\$6.447	\$5.932	\$6.375	\$6.657	\$5.612	5.852	\$65.356
Overtime	1.866	1.667	2.669	3.651	4.287	3.588	3.553	3.213	3.326	3.266	3.047	3.090	37.222
Health and Welfare	1.312	1.338	1.724	2.365	2.945	2.853	2.754	2.519	2.684	2.765	2.387	2.468	28.113
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.826	0.853	1.096	1.509	1.871	1.816	1.759	1.610	1.713	1.761	1.525	1.579	17.918
Other Fringe Benefits	0.867	0.872	1.129	1.556	1.942	1.873	1.809	1.660	1.765	1.817	1.569	1.623	18.481
Reimbursable Overhead	5.082	5.174	6.613	9.257	11.610	11.200	10.854	9.953	10.680	10.939	9.531	9.657	110.549
Total Labor	\$12.961	\$13.066	\$16.951	\$23.664	\$29.200	\$28.048	\$27.176	\$24.887	\$26.543	\$27.204	\$23.671	\$24.269	\$277.639
Non-Labor:													
Electric Power	\$0.006	\$0.000	\$0.000	\$0.073	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	(\$0.009)	\$0.009
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.040	0.002	0.027	0.064	0.071	0.061	0.060	0.054	0.055	0.057	0.048	0.051	0.591
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.165	0.130	0.436	0.437	0.559	0.357	1.070	1.432	1.522	3.415	1.522	1.834	12.879
Professional Service Contracts	0.066	0.446	0.420	0.899	0.753	19.939	11.664	16.928	1.200	15.629	(0.136)	13.227	81.035
Materials & Supplies	0.457	0.203	1.877	1.019	4.259	2.680	2.782	3.726	2.737	2.746	3.690	2.707	28.883
Other Business Expenses	0.013	0.012	0.010	0.098	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	(0.014)	0.025
Total Non-Labor	\$0.747	\$0.794	\$2.771	\$2.590	\$5.619	\$23.015	\$15.553	\$22.117	\$5.492	\$21.825	\$5.101	\$17.797	\$123.422
Other Adjustments:													
Functional Allocations	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$13.707	\$13.860	\$19.722	\$26.254	\$34.819	\$51.063	\$42.730	\$47.004	\$32.034	\$49.029	\$28.772	\$42.066	\$401.060
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO NORTH RAILROAD
July Financial Plan - 2026 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$49.434	\$46.402	\$55.975	\$58.302	\$60.312	\$60.471	\$60.293	\$57.784	\$60.823	\$66.166	\$64.555	\$61.948	\$702.465
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.970	4.712	4.356	4.322	4.522	4.522	4.522	4.522	4.522	4.522	4.522	4.522	54.538
Capital and Other Reimbursements													
MNR - MTA	8.631	7.091	10.607	14.212	17.312	16.852	16.621	15.263	16.457	17.120	15.069	15.819	171.053
MNR - CDOT	4.304	5.474	7.669	10.403	16.542	33.055	24.901	30.648	14.617	31.045	12.963	25.447	217.068
MNR - Other	0.772	1.295	1.446	1.639	0.964	1.156	1.208	1.093	0.961	0.864	0.740	0.800	12.939
Total Revenue	\$68.111	\$64.974	\$80.053	\$88.878	\$99.653	\$116.056	\$107.545	\$109.310	\$97.380	\$119.717	\$97.849	\$108.536	\$1,158.063
Expenses													
<u>Labor:</u>													
Payroll	\$59.248	\$57.310	\$59.787	\$61.546	\$59.196	\$59.555	\$61.375	\$59.209	\$60.309	\$61.658	\$58.136	\$74.228	\$731.557
Overtime	11.304	10.991	8.898	10.708	11.571	10.560	10.563	10.324	10.590	10.083	10.497	13.793	129.882
Health and Welfare	15.506	14.648	14.896	15.769	17.926	15.249	15.893	15.004	15.524	15.757	14.863	17.468	188.504
OPEB Current Payment	4.502	4.982	4.924	4.936	4.832	4.832	4.832	4.832	4.832	4.832	4.832	4.832	58.000
Pensions	13.214	12.935	13.091	13.669	13.169	13.103	13.460	13.013	13.255	13.467	12.805	16.443	161.624
Other Fringe Benefits	15.886	15.401	14.939	17.016	14.171	14.095	14.484	13.970	14.259	14.444	13.810	17.449	179.923
Reimbursable Overhead	0.110	0.139	0.051	0.070	(0.076)	(0.088)	(0.079)	(0.066)	(0.080)	(0.087)	(0.069)	(0.079)	(0.252)
Total Labor	\$119.770	\$116.405	\$116.586	\$123.714	\$120.789	\$117.308	\$120.528	\$116.286	\$118.690	\$120.153	\$114.875	\$144.134	\$1,449.238
<u>Non-Labor:</u>													
Electric Power	\$8.087	\$9.530	\$11.698	\$7.790	\$10.294	\$10.911	\$11.025	\$11.163	\$10.683	\$10.646	\$10.857	\$12.286	\$124.971
Fuel	2.017	2.339	2.821	3.102	2.680	2.795	2.925	2.988	2.912	2.972	2.874	3.369	33.795
Insurance	2.785	2.798	2.733	2.810	2.831	2.844	2.818	2.811	2.813	2.815	3.044	3.069	34.171
Claims	0.009	0.000	0.004	0.052	0.142	0.142	0.142	0.142	0.142	0.142	0.142	(0.062)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.822	6.983	9.410	8.839	9.204	9.381	9.736	10.051	10.635	11.921	10.488	9.258	117.727
Professional Service Contracts	6.813	6.441	8.401	8.658	9.276	30.889	19.838	25.013	9.293	23.848	8.106	21.448	178.025
Materials & Supplies	8.933	12.174	12.335	11.787	16.165	14.508	14.724	15.772	14.782	14.784	15.717	12.480	164.162
Other Business Expenses	2.066	2.002	2.184	2.044	2.767	1.899	2.816	2.753	2.940	3.072	3.005	3.009	30.557
Total Non-Labor	\$42.532	\$42.268	\$49.585	\$45.083	\$53.359	\$73.370	\$64.025	\$70.693	\$54.200	\$70.201	\$54.235	\$64.858	\$684.409
<u>Other Adjustments:</u>													
Functional Allocations	0.000	0.000	0.000	0.000	4.866	5.088	5.321	4.899	5.123	5.120	4.899	5.270	40.587
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$4.866	\$5.088	\$5.321	\$4.899	\$5.123	\$5.120	\$4.899	\$5.270	\$40.587
Total Expenses before Depreciation and GASB Adj.	\$162.302	\$158.673	\$166.171	\$168.798	\$179.014	\$195.767	\$189.874	\$191.878	\$178.013	\$195.474	\$174.008	\$214.262	\$2,174.233
Depreciation	\$28.307	\$28.307	\$28.284	\$31.217	\$29.758	\$29.758	\$29.710	\$29.710	\$29.710	\$29.772	\$29.772	\$29.772	\$354.078
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 49 Environmental Remediation	0.000	(0.005)	0.123	0.040	0.480	0.480	0.480	0.480	0.480	0.480	0.480	0.480	4.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(24.940)	(24.940)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	43.641	43.641
GASB 87 Lease Adjustment	(3.092)	0.867	2.651	0.686	0.523	0.172	0.605	0.543	0.187	0.605	0.438	0.046	4.230
GASB 94 PPP and APA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.278	0.263	0.279	0.280	0.343	(1.656)	0.333	0.342	0.843	0.343	0.343	0.844	2.836
GASB 101 Compensated Absences	0.153	0.153	0.084	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	1.564
Total Expenses	\$187.948	\$188.258	\$197.592	\$201.152	\$210.249	\$224.651	\$221.133	\$223.084	\$209.364	\$226.805	\$205.172	\$264.235	\$2,559.642
Net Surplus/(Deficit)	(\$119.837)	(\$123.284)	(\$117.539)	(\$112.274)	(\$110.595)	(\$108.595)	(\$113.588)	(\$113.774)	(\$111.984)	(\$107.088)	(\$107.323)	(\$155.699)	(\$1,401.579)
Cash Conversion Adjustments:													
Depreciation	\$28.307	\$28.307	\$28.284	\$31.217	\$29.758	\$29.758	\$29.710	\$29.710	\$29.710	\$29.772	\$29.772	\$29.772	\$354.078
Operating Capital	(1.381)	(1.325)	(1.425)	(0.876)	(0.501)	(0.657)	(0.689)	(0.816)	(0.811)	(1.742)	(1.603)	(38.064)	(49.889)
Other Cash Adjustments	(0.048)	8.860	(1.680)	38.875	14.238	(33.467)	3.921	17.310	16.687	0.126	8.026	(127.933)	(55.086)
Total Cash Conversion Adjustments	\$26.878	\$35.842	\$25.180	\$69.216	\$43.495	(\$4.365)	\$32.943	\$46.204	\$45.586	\$28.156	\$36.195	(\$136.224)	\$249.103
Net Cash Surplus/(Deficit)	(\$92.959)	(\$87.442)	(\$92.359)	(\$43.058)	(\$67.100)	(\$112.961)	(\$80.645)	(\$67.570)	(\$66.398)	(\$78.932)	(\$71.128)	(\$291.924)	(\$1,152.476)

MTA METRO NORTH RAILROAD
July Financial Plan - 2026 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$46.787	\$44.145	\$55.758	\$55.161	\$58.701	\$58.857	\$58.683	\$56.225	\$59.202	\$64.435	\$62.858	\$55.902	\$676.713
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	10.624	9.751	37.102	79.771	8.505	8.505	8.505	8.505	8.442	8.442	8.442	0.623	197.217
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	16.853	6.459	19.605	2.004	16.765	16.304	16.073	14.715	15.909	16.573	14.522	15.271	171.053
MNR - CDOT	5.049	4.748	2.684	7.243	21.606	38.118	29.964	35.712	19.680	36.108	18.026	30.510	249.448
MNR - Other	0.286	0.135	0.959	0.486	1.375	1.567	1.619	1.504	1.372	1.275	1.151	1.211	12.939
Total Receipts	\$79.599	\$65.238	\$116.108	\$144.665	\$106.952	\$123.351	\$114.844	\$116.660	\$104.604	\$126.833	\$104.998	\$103.517	\$1,307.370
Expenditures													
Labor:													
Payroll	\$57.673	\$56.106	\$57.187	\$62.173	\$57.782	\$55.521	\$68.809	\$57.792	\$56.220	\$72.210	\$56.772	\$127.279	\$785.523
Overtime	11.151	10.499	10.112	11.355	11.099	9.677	11.571	9.908	9.702	11.551	10.073	22.068	138.768
Health and Welfare	14.772	14.221	14.264	17.405	25.479	18.595	19.282	18.307	18.875	19.109	18.168	21.203	219.680
OPEB Current Payment	4.437	5.004	4.925	4.928	4.832	4.832	4.832	4.832	4.832	4.832	4.832	4.883	58.000
Pensions	14.317	14.322	14.345	14.349	13.648	13.647	13.647	13.648	13.647	13.646	13.648	13.646	166.510
Other Fringe Benefits	16.080	15.847	16.592	16.579	13.304	12.616	15.777	13.132	12.768	16.480	12.982	26.005	188.164
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	(0.000)	(0.000)	0.000	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Total Labor	\$118.430	\$115.999	\$117.425	\$126.789	\$126.144	\$114.888	\$133.918	\$117.619	\$116.044	\$137.829	\$116.476	\$215.084	\$1,556.646
Non-Labor:													
Electric Power	\$9.626	\$11.015	\$13.101	\$10.941	\$10.365	\$10.982	\$11.096	\$11.233	\$10.754	\$10.717	\$10.928	\$4.779	\$125.537
Fuel	2.141	1.900	3.183	2.979	2.680	2.795	2.925	2.988	2.912	2.972	2.874	3.445	33.795
Insurance	(0.000)	0.515	0.747	2.100	0.002	0.538	2.806	0.960	0.887	2.144	10.243	15.690	36.633
Claims	16.662	0.073	37.054	0.081	0.161	0.161	0.161	0.161	0.161	0.161	0.161	25.163	80.158
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.495	7.354	13.689	12.080	10.993	12.258	11.664	12.137	13.742	14.856	13.361	37.787	165.416
Professional Service Contracts	4.485	4.793	4.245	13.522	5.582	76.444	16.145	21.320	9.595	20.155	4.413	53.870	234.569
Materials & Supplies	11.673	8.602	11.402	12.718	15.068	13.537	13.668	14.719	13.753	13.751	14.653	18.439	161.984
Other Business Expenditures	4.046	2.429	7.621	6.513	3.057	4.707	3.106	3.094	3.156	3.179	3.018	21.183	65.109
Total Non-Labor	\$54.128	\$36.681	\$91.042	\$60.934	\$47.908	\$121.423	\$61.571	\$66.611	\$54.959	\$67.935	\$59.650	\$180.357	\$903.201
Other Adjustments:													
Functional Allocations	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$172.558	\$152.680	\$208.467	\$187.723	\$174.052	\$236.312	\$195.489	\$184.231	\$171.003	\$205.765	\$176.126	\$395.441	\$2,459.846
Net Cash Deficit	(\$92.959)	(\$87.442)	(\$92.359)	(\$43.058)	(\$67.100)	(\$112.961)	(\$80.645)	(\$67.570)	(\$66.398)	(\$78.932)	(\$71.128)	(\$291.924)	(\$1,152.476)
MTA Subsidy	\$39.722	\$51.490	\$119.066	\$0.000	\$44.171	\$90.032	\$57.716	\$44.641	\$43.469	\$56.003	\$48.199	\$283.633	\$878.142
CDOT Subsidy	28.772	21.224	20.692	20.214	22.929	22.929	22.929	22.929	22.929	22.929	22.929	22.929	274.334

MTA METRO NORTH RAILROAD
July Financial Plan - 2026 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$2.647)	(\$2.257)	(\$0.217)	(\$3.141)	(\$1.611)	(\$1.614)	(\$1.611)	(\$1.559)	(\$1.621)	(\$1.730)	(\$1.698)	(\$6.046)	(\$25.752)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	5.654	5.039	32.746	75.449	3.983	3.983	3.983	3.983	3.920	3.920	3.920	(3.899)	142.679
Capital and Other Reimbursements													
MNR - MTA	8.222	(0.632)	8.998	(12.208)	(0.547)	(0.547)	(0.547)	(0.547)	(0.547)	(0.547)	(0.547)	(0.547)	0.000
MNR - CDOT	0.745	(0.726)	(4.985)	(3.160)	5.063	5.063	5.063	5.063	5.063	5.063	5.063	5.063	32.380
MNR - Other	(0.486)	(1.160)	(0.487)	(1.153)	0.411	0.411	0.411	0.411	0.411	0.411	0.411	0.411	0.000
Total Receipts	\$11.488	\$0.264	\$36.055	\$55.787	\$7.299	\$7.295	\$7.299	\$7.350	\$7.225	\$7.116	\$7.149	(\$5.019)	\$149.307
Expenditures													
Labor:													
Payroll	\$1.575	\$1.204	\$2.600	(\$0.627)	\$1.414	\$4.035	(\$7.434)	\$1.418	\$4.089	(\$10.553)	\$1.364	(\$53.051)	(\$53.966)
Overtime	0.153	0.492	(1.214)	(0.647)	0.472	0.883	(1.009)	0.416	0.888	(1.469)	0.424	(8.275)	(8.886)
Health and Welfare	0.734	0.427	0.632	(1.636)	(7.553)	(3.346)	(3.388)	(3.304)	(3.351)	(3.352)	(3.305)	(3.734)	(31.176)
OPEB Current Payment	0.065	(0.022)	(0.001)	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.051)	0.000
Pensions	(1.103)	(1.387)	(1.254)	(0.680)	(0.479)	(0.543)	(0.187)	(0.635)	(0.391)	(0.180)	(0.843)	2.797	(4.887)
Other Fringe Benefits	(0.194)	(0.446)	(1.653)	0.437	0.866	1.479	(1.293)	0.838	1.491	(2.036)	0.828	(8.557)	(8.241)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.110	0.139	0.051	0.070	(0.076)	(0.088)	(0.079)	(0.066)	(0.080)	(0.087)	(0.069)	(0.079)	(0.252)
Total Labor	\$1.340	\$0.406	(\$0.839)	(\$3.075)	(\$5.355)	\$2.420	(\$13.390)	(\$1.333)	\$2.646	(\$17.676)	(\$1.601)	(\$70.950)	(\$107.408)
Non-Labor:													
Electric Power	(\$1.539)	(\$1.485)	(\$1.403)	(\$3.151)	(\$0.071)	(\$0.071)	(\$0.071)	(\$0.071)	(\$0.071)	(\$0.071)	(\$0.071)	\$7.507	(0.566)
Fuel	(0.124)	0.439	(0.362)	0.123	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.075)	0.000
Insurance	2.785	2.283	1.986	0.710	2.828	2.306	0.011	1.852	1.926	0.671	(7.199)	(12.621)	(2.462)
Claims	(16.653)	(0.073)	(37.050)	(0.029)	(0.018)	(0.018)	(0.018)	(0.018)	(0.018)	(0.018)	(0.018)	(25.225)	(79.158)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.327	(0.371)	(4.279)	(3.241)	(1.789)	(2.877)	(1.927)	(2.086)	(3.108)	(2.935)	(2.873)	(28.529)	(47.688)
Professional Service Contracts	2.328	1.648	4.156	(4.864)	3.693	(45.555)	3.693	3.693	(0.301)	3.693	3.693	(32.422)	(56.543)
Materials & Supplies	(2.740)	3.572	0.933	(0.931)	1.097	0.970	1.055	1.053	1.029	1.033	1.064	(5.959)	2.178
Other Business Expenditures	(1.980)	(0.427)	(5.437)	(4.469)	(0.290)	(2.808)	(0.290)	(0.341)	(0.216)	(0.107)	(0.012)	(18.174)	(34.552)
Total Non-Labor	(\$11.596)	\$5.587	(\$41.457)	(\$15.851)	\$5.451	(\$48.053)	\$2.454	\$4.081	(\$0.759)	\$2.266	(\$5.416)	(\$115.499)	(\$218.792)
Other Adjustments:													
Functional Allocations	\$0.000	\$0.000	\$0.000	\$0.000	\$4.866	\$5.088	\$5.321	\$4.899	\$5.123	\$5.120	\$4.899	\$5.270	\$40.587
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$4.866	\$5.088	\$5.321	\$4.899	\$5.123	\$5.120	\$4.899	\$5.270	\$40.587
Total Cash Conversion Adjustments before Depreciation and GASB Adj's.	\$1.232	\$6.257	(\$6.241)	\$36.862	\$12.260	(\$33.250)	\$1.683	\$14.997	\$14.235	(\$3.175)	\$5.031	(\$186.197)	(\$136.306)
Depreciation	\$28.307	\$28.307	\$28.284	\$31.217	\$29.758	\$29.758	\$29.710	\$29.710	\$29.710	\$29.772	\$29.772	\$29.772	\$354.078
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 49 Environmental Remediation	0.000	(0.005)	0.123	0.040	0.480	0.480	0.480	0.480	0.480	0.480	0.480	0.480	4.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(24.940)	(24.940)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	43.641	43.641
GASB 87 Lease Adjustment	(3.092)	0.867	2.651	0.686	0.523	0.172	0.605	0.543	0.187	0.605	0.438	0.046	4.230
GASB 94 PPP and APA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.278	0.263	0.279	0.280	0.343	(1.656)	0.333	0.342	0.843	0.343	0.343	0.844	2.836
GASB 101 Compensated Absences	0.153	0.153	0.084	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	1.564
Total Cash Conversion Adjustments	\$26.878	\$35.842	\$25.180	\$69.216	\$43.495	(\$4.365)	\$32.943	\$46.204	\$45.586	\$28.156	\$36.195	(\$136.224)	\$249.103

MTA METRO-NORTH RAILROAD
July Financial Plan - 2026 Mid-Year Forecast
Ridership/(Utilization)
in millions

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Farebox Revenue by Line & Type</u>													
Harlem Line - Commutation Revenue	5.537	5.400	5.740	5.696	6.300	5.925	5.814	5.533	6.083	6.333	6.955	5.903	71.219
Harlem Line - Non-Commutation Revenue	<u>8.006</u>	<u>7.430</u>	<u>9.528</u>	<u>9.966</u>	<u>9.858</u>	<u>9.983</u>	<u>9.796</u>	<u>9.145</u>	<u>9.833</u>	<u>10.705</u>	<u>9.738</u>	<u>9.696</u>	<u>113.684</u>
Total	\$13.543	\$12.830	\$15.269	\$15.663	\$16.158	\$15.907	\$15.609	\$14.678	\$15.916	\$17.038	\$16.693	\$15.599	184.903
Hudson Line - Commutation Revenue	3.606	3.581	3.799	3.745	4.339	4.067	4.121	3.952	4.199	4.352	4.673	3.988	48.422
Hudson Line - Non-Commutation Revenue	<u>7.152</u>	<u>6.585</u>	<u>8.514</u>	<u>9.471</u>	<u>9.479</u>	<u>9.625</u>	<u>9.573</u>	<u>9.037</u>	<u>9.422</u>	<u>10.317</u>	<u>9.443</u>	<u>9.676</u>	<u>108.295</u>
Total	\$10.758	\$10.166	\$12.313	\$13.216	\$13.818	\$13.692	\$13.695	\$12.989	\$13.621	\$14.669	\$14.116	\$13.663	156.717
New Haven Line - Commutation Revenue	8.294	8.059	8.632	8.495	9.480	9.234	9.243	9.159	9.592	10.244	11.240	9.623	111.294
New Haven Line - Non-Commutation Revenue	<u>15.991</u>	<u>14.648</u>	<u>18.866</u>	<u>20.013</u>	<u>19.964</u>	<u>20.767</u>	<u>20.809</u>	<u>20.029</u>	<u>20.811</u>	<u>23.293</u>	<u>21.613</u>	<u>22.189</u>	<u>238.993</u>
Total	\$24.285	\$22.707	\$27.498	\$28.508	\$29.444	\$30.001	\$30.052	\$29.187	\$30.403	\$33.537	\$32.853	\$31.813	350.286
Total Commutation (East of Hudson)	17.437	17.040	18.171	17.936	20.119	19.225	19.178	18.644	19.874	20.929	22.867	19.514	230.935
Total Non-Commutation (East of Hudson)	<u>31.149</u>	<u>28.663</u>	<u>36.908</u>	<u>39.450</u>	<u>39.301</u>	<u>40.374</u>	<u>40.178</u>	<u>38.211</u>	<u>40.066</u>	<u>44.315</u>	<u>40.794</u>	<u>41.561</u>	<u>460.972</u>
Total Farebox Revenue (East of Hudson)	\$48.586	\$45.703	\$55.080	\$57.387	\$59.420	\$59.600	\$59.356	\$56.855	\$59.940	\$65.244	\$63.661	\$61.075	691.906
West of Hudson	0.848	0.699	0.895	0.915	0.892	0.871	0.938	0.929	0.884	0.922	0.894	0.873	10.559
Total Farebox Revenue	\$49.434	\$46.402	\$55.975	\$58.302	\$60.312	\$60.471	\$60.293	\$57.784	\$60.823	\$66.166	\$64.555	\$61.948	702.465
<u>Ridership by Line & Type</u>													
Harlem Line Ridership - Commutation	0.825	0.706	0.935	0.918	0.944	0.962	0.951	0.879	0.943	1.028	0.935	0.950	10.976
Harlem Line Ridership - Non-Commutation	<u>0.827</u>	<u>0.793</u>	<u>1.003</u>	<u>1.061</u>	<u>1.051</u>	<u>1.071</u>	<u>1.059</u>	<u>0.979</u>	<u>1.050</u>	<u>1.145</u>	<u>1.041</u>	<u>1.058</u>	<u>12.138</u>
Total	1.652	1.499	1.938	1.978	1.995	2.033	2.010	1.858	1.993	2.173	1.976	2.008	23.113
Hudson Line Ridership - Commutation	0.449	0.392	0.519	0.509	0.548	0.558	0.560	0.521	0.548	0.599	0.540	0.548	6.292
Hudson Line Ridership - Non-Commutation	<u>0.587</u>	<u>0.551</u>	<u>0.709</u>	<u>0.810</u>	<u>0.809</u>	<u>0.823</u>	<u>0.826</u>	<u>0.770</u>	<u>0.810</u>	<u>0.885</u>	<u>0.798</u>	<u>0.810</u>	<u>9.187</u>
Total	1.036	0.943	1.229	1.319	1.357	1.380	1.386	1.291	1.358	1.483	1.339	1.358	15.479
New Haven Line Ridership - Commutation	1.161	0.994	1.312	1.295	1.341	1.407	1.406	1.301	1.362	1.471	1.357	1.384	15.793
New Haven Line Ridership - Non-Commutation	<u>1.370</u>	<u>1.279</u>	<u>1.620</u>	<u>1.725</u>	<u>1.718</u>	<u>1.803</u>	<u>1.758</u>	<u>1.627</u>	<u>1.704</u>	<u>1.839</u>	<u>1.697</u>	<u>1.731</u>	<u>19.870</u>
Total	2.531	2.273	2.932	3.020	3.060	3.211	3.163	2.927	3.066	3.310	3.055	3.116	35.663
Total Commutation (East of Hudson)	2.435	2.092	2.766	2.722	2.834	2.927	2.917	2.701	2.853	3.097	2.832	2.883	33.060
Total Non-Commutation (East of Hudson)	<u>2.784</u>	<u>2.623</u>	<u>3.333</u>	<u>3.595</u>	<u>3.578</u>	<u>3.696</u>	<u>3.642</u>	<u>3.375</u>	<u>3.564</u>	<u>3.869</u>	<u>3.537</u>	<u>3.599</u>	<u>41.195</u>
Total Ridership (East of Hudson)	5.219	4.715	6.099	6.317	6.412	6.624	6.559	6.076	6.417	6.966	6.369	6.482	74.255
West of Hudson Ridership	0.087	0.072	0.093	0.095	0.091	0.094	0.094	0.093	0.090	0.098	0.085	0.091	1.082
Total Ridership	5.305	4.788	6.192	6.412	6.504	6.718	6.652	6.169	6.506	7.064	6.455	6.573	75.338

MTA METRO-NORTH RAILROAD
July Financial Plan - 2026 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function
Non-Reimbursable and Reimbursable

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	16	17	17	3	3	3	3	3	3	3	3	3
Security	19	19	19	19	18	18	18	18	18	18	18	18
Safety	47	48	49	48	49	52	52	52	54	55	55	56
Training	95	96	96	96	95	96	96	96	96	96	96	96
Chief Administrative Office	0	0	0	8	7	8	9	9	9	9	9	9
Rolling Stock Programs	9	9	9	8	12	15	16	16	16	16	16	16
Chief of Staff	29	28	28	26	27	31	31	31	31	34	34	34
Communications	47	46	46	46	0	0	0	0	0	0	0	0
Labor Relations	11	11	11	11	0	0	0	0	0	0	0	0
Equal Opportunity	4	4	4	4	0	0	0	0	0	0	0	0
Legal	15	15	15	15	0	0	0	0	0	0	0	0
Procurement & Material Management	120	121	122	118	0	0	0	0	0	0	0	0
Public Safety & Security	9	9	9	9	0	0	0	0	0	0	0	0
Finance	67	66	66	67	0	0	0	0	0	0	0	0
Strategic Initiatives	2	2	2	2	0	0	0	0	0	0	0	0
People	37	37	36	36	0	0	0	0	0	0	0	0
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	527	528	529	516	211	223	225	225	227	231	231	232
Operations												
Operations Support	6	6	12	12	12	12	12	12	12	12	12	12
Service Planning	25	27	27	27	27	27	27	27	27	27	27	29
Enterprise Asset Management	21	22	26	25	25	25	25	25	25	25	25	25
Innovation & Logistics	38	36	37	38	38	38	39	39	39	39	39	39
Transportation	1,786	1,802	1,796	1,799	1,802	1,801	1,798	1,804	1,800	1,804	1,800	1,804
Stations	439	444	440	447	446	451	453	456	456	458	459	459
Penn Station Access	0	0	0	0	0	0	0	0	0	0	0	0
Capital Program Delivery & Oversight	0	0	0	43	42	42	42	42	50	50	50	50
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Operations	2,315	2,337	2,337	2,391	2,392	2,396	2,396	2,405	2,409	2,415	2,412	2,418
Maintenance												
Maintenance of Way	1,979	1,743	1,731	1,682	1,692	1,686	1,710	1,713	1,722	1,740	1,745	1,746
Maintenance of Equipment	1,629	1,624	1,617	1,628	1,642	1,627	1,639	1,643	1,647	1,651	1,651	1,657
Metro-North West	29	30	30	32	27	27	27	27	27	27	27	27
Stations	186	417	415	417	417	418	420	425	434	435	437	440
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Maintenance	3,822	3,814	3,793	3,760	3,778	3,758	3,796	3,808	3,830	3,853	3,860	3,870
Engineering/Capital												
Construction & Development	65	64	63	63	75	75	75	75	75	75	75	75
Total Engineering/Capital	65	64	63	63	75	75	75	75	75	75	75	75
Total Positions	6,729	6,742	6,721	6,729	6,456	6,452	6,492	6,513	6,541	6,574	6,578	6,595
Non-Reimbursable	6,374	6,393	6,195	6,165	5,621	5,677	5,723	5,760	5,767	5,812	5,837	5,881
Reimbursable	355	349	526	565	835	775	769	753	774	762	741	714
Total Full-Time	6,729	6,742	6,721	6,729	6,456	6,452	6,492	6,513	6,541	6,574	6,578	6,595
Total Full-Time-Equivalents	-	-	-	-	-	-	-	-	-	-	-	-

MTA METRO-NORTH RAILROAD
July Financial Plan - 2026 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	200	199	197	192	99	105	107	107	108	112	112	112
Professional/Technical/Clerical	327	329	332	324	112	118	118	118	119	119	119	120
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	527	528	529	516	211	223	225	225	227	231	231	232
Operations												
Managers/Supervisors	302	305	309	338	347	350	352	354	364	364	364	365
Professional/Technical/Clerical	293	295	294	310	315	318	320	320	320	321	322	323
Operational Hourlies	1,720	1,737	1,734	1,743	1,730	1,728	1,724	1,731	1,725	1,730	1,726	1,730
Total Operations	2,315	2,337	2,337	2,391	2,392	2,396	2,396	2,405	2,409	2,415	2,412	2,418
Maintenance												
Managers/Supervisors	753	756	748	729	736	736	740	743	744	747	749	752
Professional/Technical/Clerical	357	355	354	335	335	334	338	341	342	344	346	353
Operational Hourlies	2,713	2,702	2,690	2,696	2,707	2,688	2,718	2,724	2,744	2,762	2,765	2,765
Total Maintenance	3,822	3,814	3,793	3,760	3,778	3,758	3,796	3,808	3,830	3,853	3,860	3,870
Engineering/Capital												
Managers/Supervisors	48	47	46	46	49	49	49	49	49	49	49	49
Professional/Technical/Clerical	17	17	17	17	26	26	26	26	26	26	26	26
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	65	64	63	63	75	75	75	75	75	75	75	75
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional/Technical/Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	1,302	1,307	1,300	1,304	1,231	1,240	1,248	1,253	1,265	1,272	1,274	1,278
Professional/Technical/Clerical	994	996	997	986	788	796	802	805	807	810	813	822
Operational Hourlies	4,433	4,439	4,424	4,439	4,437	4,416	4,442	4,455	4,469	4,492	4,491	4,495
Total Positions	6,729	6,742	6,721	6,729	6,456	6,452	6,492	6,513	6,541	6,574	6,578	6,595



Metropolitan Transportation Authority: Metro-North Railroad (MNR) Diversity and Equal Opportunity 2nd Quarter Progress Report

September 28, 2026





MNR Workforce as of June 30, 2026

JOB CATEGORY	TOTAL		MINORITIES		2+ RACES		AI/AN*		ASIANS		BLACKS		HISPANICS		NHOPI**		WHITES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	719		296	41%	42	6%	3	0%	63	9%	103	14%	84	12%	1	0%	423	59%	39	5%	22	3%
F	146	20%	98	14%	11	2%	2	0%	16	2%	39	5%	30	4%	0	0%	48	7%	4	1%	4	1%
M	573	80%	198	28%	31	4%	1	0%	47	7%	64	9%	54	8%	1	0%	375	52%	35	5%	18	3%
Professionals	183		111	61%	17	9%	1	1%	31	17%	32	17%	30	16%	0	0%	72	39%	2	1%	7	4%
F	46	25%	32	17%	6	3%	0	0%	7	4%	12	7%	7	4%	0	0%	14	8%	0	0%	3	2%
M	137	75%	79	43%	11	6%	1	1%	24	13%	20	11%	23	13%	0	0%	58	32%	2	1%	4	2%
Technicians	160		86	54%	15	9%	0	0%	10	6%	35	22%	26	16%	0	0%	74	46%	16	10%	5	3%
F	15	9%	14	9%	1	1%	0	0%	0	0%	10	6%	3	2%	0	0%	1	1%	2	1%	2	1%
M	145	91%	72	45%	14	9%	0	0%	10	6%	25	16%	23	14%	0	0%	73	46%	14	9%	3	2%
Protective Services	34		10	29%	3	9%	0	0%	0	0%	3	9%	4	12%	0	0%	24	71%	2	6%	1	3%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	34	100%	10	29%	3	9%	0	0%	0	0%	3	9%	4	12%	0	0%	24	71%	2	6%	1	3%
Paraprofessionals	5		1	20%	0	0%	0	0%	0	0%	0	0%	1	20%	0	0%	4	80%	0	0%	0	0%
F	2	40%	1	20%	0	0%	0	0%	0	0%	0	0%	1	20%	0	0%	1	20%	0	0%	0	0%
M	3	60%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	3	60%	0	0%	0	0%
Administrative Support	211		151	72%	21	10%	1	0%	16	8%	76	36%	36	17%	1	0%	60	28%	7	3%	7	3%
F	93	44%	78	37%	12	6%	1	0%	8	4%	39	18%	17	8%	1	0%	15	7%	2	1%	5	2%
M	118	56%	73	35%	9	4%	0	0%	8	4%	37	18%	19	9%	0	0%	45	21%	5	2%	2	1%
Skilled Craft	2,902		1,157	40%	180	6%	15	1%	54	2%	519	18%	388	13%	1	0%	1,745	60%	207	7%	48	2%
F	44	2%	32	1%	2	0%	0	0%	1	0%	23	1%	6	0%	0	0%	12	0%	3	0%	2	0%
M	2,858	98%	1,125	39%	178	6%	15	1%	53	2%	496	17%	382	13%	1	0%	1,733	60%	204	7%	46	2%
Service Maintenance	2,204		1,098	50%	173	8%	3	0%	48	2%	549	25%	324	15%	1	0%	1,106	50%	89	4%	20	1%
F	390	18%	259	12%	37	2%	1	0%	6	0%	156	7%	58	3%	1	0%	131	6%	9	0%	4	0%
M	1,814	82%	839	38%	136	6%	2	0%	42	2%	393	18%	266	12%	0	0%	975	44%	80	4%	16	1%
Total	6,418		2,910	45%	451	7%	23	0%	222	3%	1,317	21%	893	14%	4	0%	3,508	55%	362	6%	110	2%

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process and have been rounded up to the nearest whole number.

* American Indian/Alaskan Native
 ** Native Hawaiian Other Pacific Islander
 *** Persons With Disabilities

• F represents employees who self-identified as female
 • M represents employees who self-identified as male

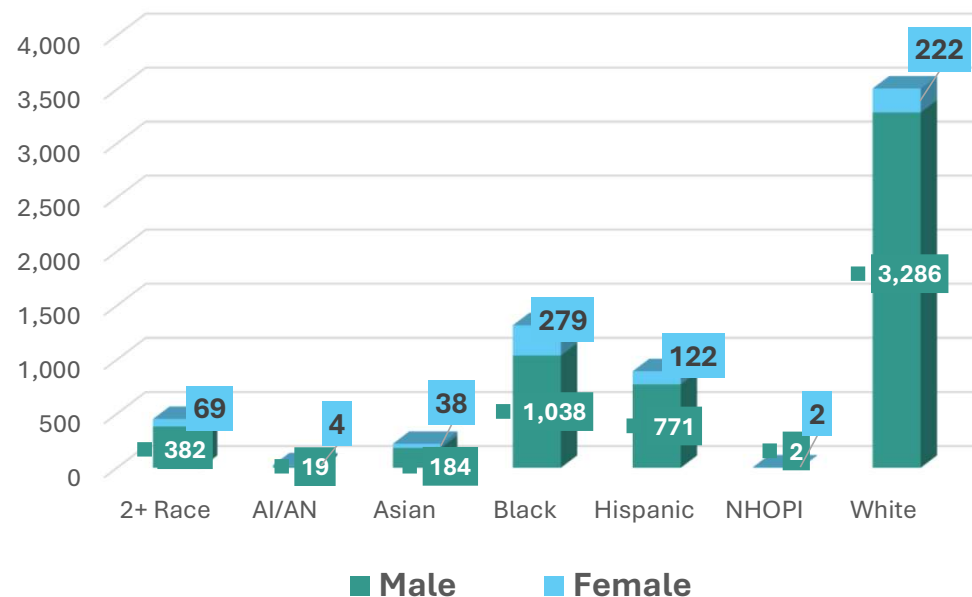


MNR Workforce: Q2

6,418 strong as of June 30, 2026

- **11% (736)** self-identified as **females**
- **45% (2,910)** self-identified as **minorities**
- **6% (362)** are **veterans***
- **2% (110)** self-identified as a **person with a disability**

Workforce by Sex and Ethnicity



* Veteran data reflects employees verified by the MTA as **Eligible Veterans** based on DD-214 documentation issued by the U.S. Department of Defense.

- MTA collects demographic data as part of its obligations under NYS Executive Order 187.

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process



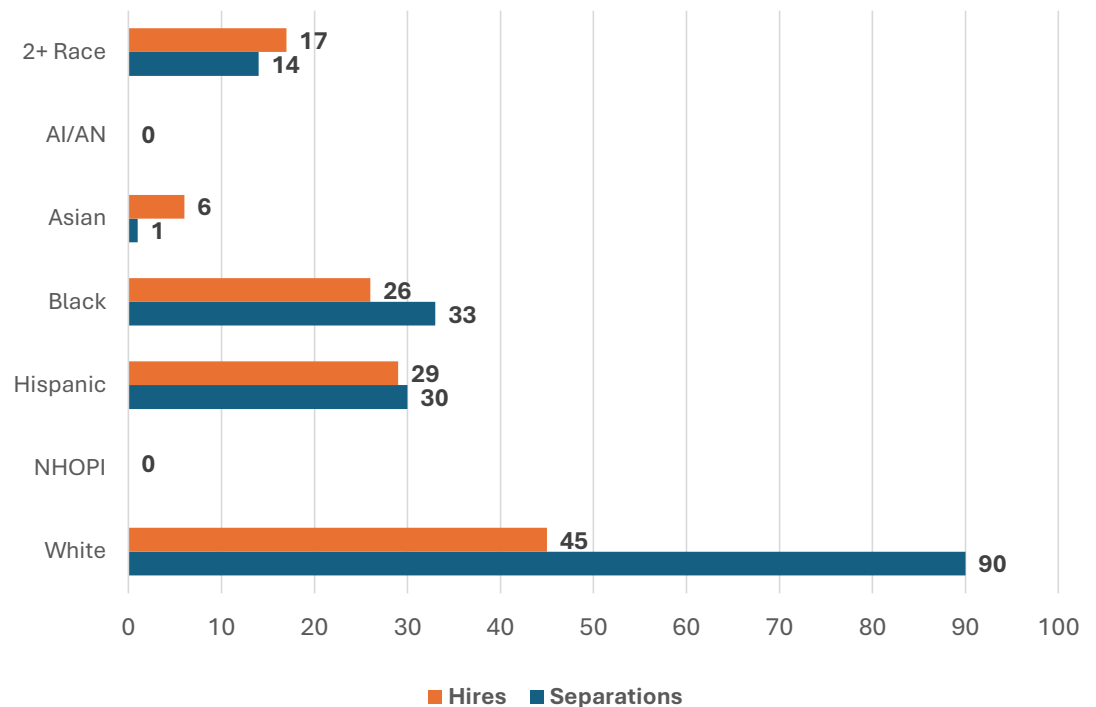


MNR Workforce: Q2

Hires and Separations

January 1, 2026 – June 30, 2026

- **123** new hires and **168** separations
- Net decrease of **6** self-identified female and net decrease of **39** self-identified male employees
- Net decrease of **15** veterans and a net decrease of **2** self-identified individuals with a disability



- Hires & Separations represent cumulative activity from January 1 through June 30, 2026.
- MTA collects demographic data as part of its obligations under NYS Executive Order 187.

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process

All Agency Employee Resource Groups Quarterly Highlights – July - September

Employee Resource Groups (ERGs) are important pillars of the MTA and contribute to a culture of inclusion and belonging while making a positive impact on the MTA. Ultimately all initiatives and programs should serve and champion members, maximize available resources, align with the MTA strategic priorities as well as the ERG goals and objectives.



ALL GENERATIONAL: Train Module Workshop & Exhibition - July 14, August 12, September 9 & September 26

All Generational continued its Train Module Building Workshop, engaging MTA employees from multiple agencies and crafts to collaboratively design and construct individual modules for a functional model railroad. They also exhibited their train modules at the Staten Island Railway Family Day for everyone to learn about the different trains at the MTA.



PRIDE EXPRESS: After Work Social – July 24

Pride Express hosted an after-work networking event that brought together LGBTQIA+ employees and allies, providing an opportunity to connect, build professional relationships, and strengthen a supportive and inclusive community across the MTA.

LATINOS & FRIENDS: Frames Bowling Alley Afterwork Networking – July 30

Latinos & Friends hosted an after-work bowling networking event that brought together MTA employees from across agencies, departments, and job levels to build professional connections, promote collaboration, and strengthen workplace relationships through informal engagement.



MTA Strategic Priority – Elevate The Employee Experience



All Agency Employee Resource Groups Quarterly Highlights – July - September

ALL GENERATIONAL: Back to School Photos – August through September 2026

All Generational hosted a Back-to-School Photo Recognition initiative celebrating the educational milestones of MTA employees and their families. Employees across all generations were invited to submit photos highlighting journeys from preschool through higher education. By showcasing these meaningful moments, the initiative recognized employee and family achievements, celebrated multigenerational experiences, and reinforced an inclusive workplace where all employees feel valued and represented.



VETERANS: Veterans Networking Meet-Up – September 17, 2026

The Veterans Employee Resource Groups hosted their first after-work networking event that united Veterans, military-connected employees, and allies to promote collaboration, encourage peer support, and identify opportunities to positively impact the MTA workplace and the broader military community.



MTA Strategic Priority – Elevate The Employee Experience





Complaints and Lawsuits

January 1, 2026 – June 30, 2026

Title VI and Related Discrimination Complaints



9 Title VI and Related** complaints were **filed**, citing **9** separate bases



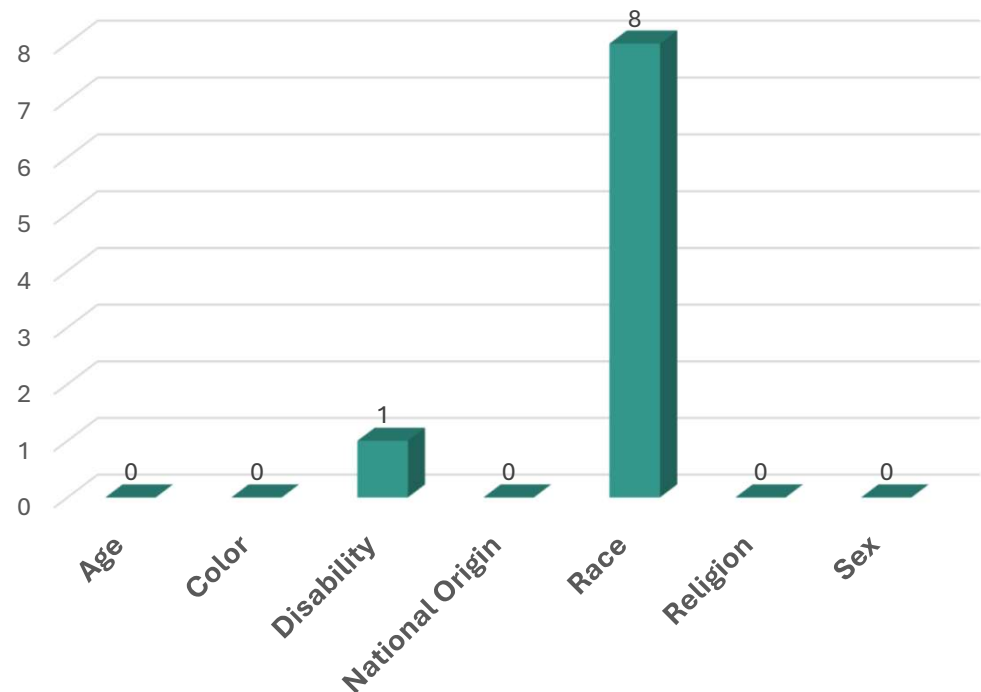
The most frequently cited basis was **Race**



There were **no** Title VI **Lawsuits** filed

Title VI and Related Discrimination Complaints
by Bases

(January 1, 2026 – June 30, 2026)



Note: *Formal complaints and lawsuits can be filed alleging multiple *bases*.

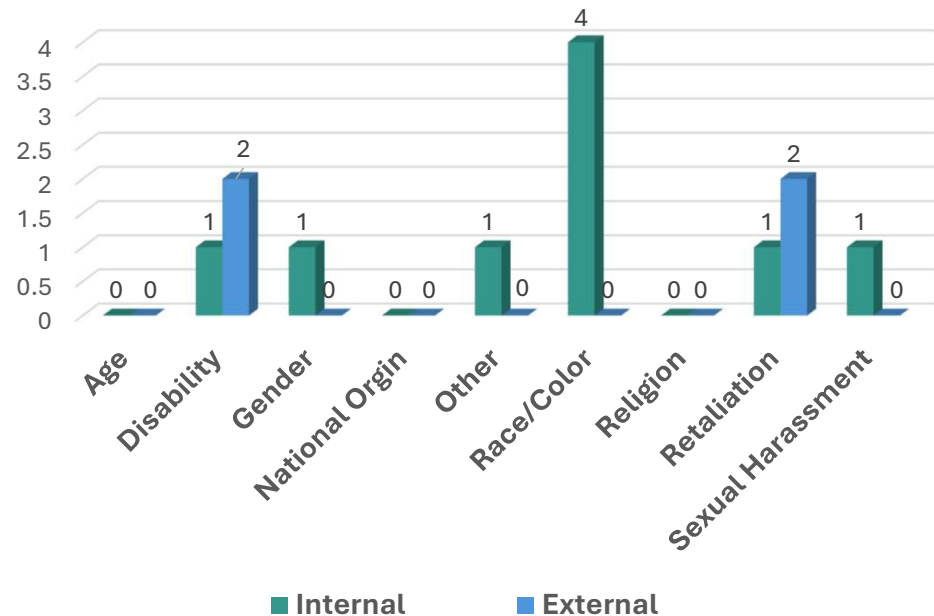
Note: **Related Discrimination complaints are filed by customers based on *age, disability, religion and sex*.

EO Employment Discrimination Complaints



Internal and External Complaints by Bases

(January 1, 2026 – June 30, 2026)



11 complaints were **filed** citing
13 separate bases



The most frequently singularly-
cited** basis was **Race/Color**



There were **no Lawsuits** filed

*Note: *Formal complaints can be filed alleging multiple bases.*

*Note: **Other consists of any of the remaining 12 legally protected bases not individually shown*

Additionally, numerous incoming matters were also handled during this time-period.

Staff Summary

Subject OCTOBER 4, 2026 SCHEDULE CHANGE & FALL/WINTER PROGRAMS	
Department Service Design	
Department Head Name FAHEY, SEAN	
Department Head Signature 	
James Policastro	Mario Fontana

Date SEPTEMBER 10, 2026
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.				

Internal Approvals			
Order	Approval	Order	Approval
2	President 	2	SVP Operations 

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

Page 1 of 1

PURPOSE:

Hudson, Harlem and New Haven Lines – Effective Sunday, October 4, 2026

Metro-North is updating schedules on the Hudson, Harlem, and New Haven Lines to continuously improve service reliability and accommodate ongoing infrastructure projects. These changes support major switch replacements, rail and tie production, the TIME-1 project, and the continuation of the Park Avenue Viaduct, Three Bronx Station Project, and Walk Bridge Replacement Project.

OCTOBER 4, 2026, TIMETABLE CHANGE

Service Improvements

- HUDSON LINE:
 - New Train No. 751 will now stop at Tarrytown, Philipse Manor, Scarborough, Ossining and Croton-Harmon.
 - **AM-Peak Adjustments:** Minor schedule modifications were made to select weekday inbound trains between Poughkeepsie and Grand Central following a review of AM-Peak service.

Staff Summary

- HARLEM LINE:
 - Train 514 will now stop at Hartsdale and Scarsdale.
 - New Train 516 will stop at North White Plains and White Plains.
 - **AM-Peak Adjustments:** Minor schedule modifications were made to select weekday inbound trains between Southeast and Grand Central following a review of AM-Peak service.
 - **Off-Peak Adjustments:** Dwell times for select weekday outbound trains were analyzed and adjusted between North White Plains and Brewster Stations.
 - **Weekend Adjustments:** Minor schedule modifications to select weekend outbound trains for better spacing during the Three Bronx Stations project.
- NEW HAVEN LINE:
 - Re-numbered Train 1211 (previously Train 1213) will stop at New Rochelle, Pelham, Mt. Vernon East, Harlem-125th St., and Grand Central Terminal.
 - New Train 1313 will stop at Harrison, Mamaroneck, Larchmont, Harlem-125th St. and Grand Central Terminal.
 - Train 1546 will no longer stop at Noroton Heights, Darien, Rowayton and South Norwalk.
 - New Train 1446 will now stop at Noroton Heights, Darien, Rowayton and South Norwalk.
 - Train 1548 will add stops at Fairfield and Fairfield-Black Rock.
 - New Train 1448 will now stop at Noroton Heights, Darien, Rowayton and South Norwalk.
 - Train 1554 will no longer stop at Noroton Heights, Darien, Rowayton and South Norwalk.
 - Train 1848 will add a stop at Stamford and no longer stop at Noroton Heights, Darien, and Rowayton.
 - Train 1556 will add stops at Fairfield and Fairfield-Black Rock.
 - **AM-Peak Adjustments:** Minor schedule modifications were made to select weekday inbound trains between New Haven and Grand Central following a review of AM-Peak service.

Holidays

THANKSGIVING HOLIDAY WEEKEND – 11/25/2026 – 11/29/2026

Metro-North will operate a special four-day service plan for the Thanksgiving holiday weekend (Wednesday, November 25, through Sunday, November 29). The schedule is designed to meet the travel needs of our customers and will be available via our website, our Call Center, our TrainTime app, and other third-party apps. As in prior years, off-peak fares will apply throughout the entire four-day period.

- Wednesday, the day before Thanksgiving – 11/25/2026

Staff Summary

Traditionally the busiest travel day of the year, outbound ridership between 12:00 PM and 8:00 PM is typically more than 25% higher than a normal weekday.

- Metro-North will operate a regular weekday schedule with additional service: 6 Hudson Line Trains, 3 Harlem Line Trains, and 10 New Haven Line Trains departing Grand Central Terminal between 12:00 PM and 4:15 PM.
- In the evening, select Hudson and Harlem Line trains will be combined or canceled, and a Friday schedule will be in effect on the New Haven Line.
- Customers should refer to the current timetables for the complete service information.

- Thanksgiving Day – 11/26/2026

Metro-North will provide:

- **Expanded inbound morning service** for customers traveling to the Macy's Thanksgiving Day Parade.
- **Additional outbound service** late morning through mid-afternoon for customers traveling to suburban destinations.
- **Expanded evening service** for those returning to New York City.

Between 10:00 AM and 2:00 PM, fares from Grand Central will be collected before customers board trains ("gate collection"). This process ensures every customer has a valid ticket prior to boarding. Metro-North anticipates providing more than 100,000 rides on Thanksgiving Day.

- Friday, the day after Thanksgiving – 11/27/2026

With fewer commuters and significantly higher discretionary travel, Metro-North will operate on a modified schedule:

- A special expanded **Saturday Schedule** will be in effect, including additional service during traditional AM and PM peak hours.
- On the Harlem Line, trains that normally originate or terminate at Crestwood will instead extend to/from Scarsdale, Hartsdale, White Plains, and North White Plains.

- Saturday, November 28 & Sunday, November 29, 2026 – Thanksgiving Weekend

Normal Saturday and Sunday service will operate as scheduled, with additional cars added to select trains to accommodate holiday travel demand. New Haven Line Shopper Specials will also begin operating this weekend.

- CHRISTMAS-NEW YEAR'S WEEK (Monday 12/21 – Wednesday 12/30)

Historically, commuter ridership decreases during the week between Christmas and New Year's. However, mid-day inbound ridership between 10:00 AM and 2:00 PM increases more than on typical weekdays. This increase reflects higher discretionary travel, as schools are on holiday recess and many shoppers take advantage of after-Christmas sales.

Staff Summary

To accommodate this shift in demand, Metro-North will:

- Suspend select morning and evening rush-hour trains.
- Operate 8 additional inbound and outbound mid-day trains:
 - 2 Hudson – Train Nos. 4844 and 4835.
 - 2 Harlem – Train Nos. 4635 and 4644.
 - 4 New Haven – Train Nos. 3541, 3549, 3538, and 3586.
- Adjust train lengths to accommodate ridership levels.

- Christmas Eve – Thursday, 12/24/2026

On Christmas Eve, Metro-North will operate on a **Friday Service schedule** with the following adjustments:

- Several AM and PM peak trains will not operate.
- 6 additional midday trains will run (2 Hudson, 1 Harlem, 3 New Haven).

- Christmas Day – Friday, 12/25/2026

Christmas Day has one of the lowest ridership levels of the year. Metro-North will operate a **special holiday schedule** with the following service plan:

- Hourly service on the Lower Hudson, Upper Hudson, Mid-Harlem, Upper Harlem, Inner New Haven, and Outer New Haven Lines.
- Service every hour on the New Canaan Branch and every two hours on the Wassaic Branch.
- Service every three hours on the Danbury Branch.
- Substitute Bus Service on the Waterbury Branch.

- New Year's Eve – Thursday, 12/31/2026

On New Year's Eve, Metro-North will operate a **special one-day schedule** on Thursday, 12/31/2026.

- Extra trains will run after midnight to accommodate customers traveling home from the Times Square Ball Drop.
- As in past years, customers traveling on early morning New Year's service will have tickets collected prior to boarding trains at Grand Central.

- New Year's Day – Friday, 1/1/2027

Metro-North will operate a **special holiday schedule** with the following service plan:

- Hourly service on the Lower Hudson, Upper Hudson, Mid-Harlem, Upper Harlem, and Inner New Haven. For the Outer New Haven Line, hourly service with three extra round-trips at targeted high-ridership hours.
- Service every hour on the New Canaan Branch and every two hours on the Wassaic Branch.
- Service every three hours on the Danbury Branch.
- Substitute Bus Service on the Waterbury Branch

Staff Summary

- Martin Luther King Jr. Day – Monday, 01/18/2027

Metro-North will operate an **expanded Saturday schedule** with additional trains during traditional AM and PM peak periods. All service will be listed in the current Saturday timetables.

- Presidents Day – Monday, 02/15/2027

Metro-North will operate a regular **Saturday schedule**.

Special Schedules

- Hudson Line:
 - The popular Fall Foliage trains return to Hudson Valley on October 3rd, 2026, and will continue into the new schedule on October 4, 2026, through November 8th, 2026. There are three extra northbound AM trains toward Beacon and Poughkeepsie and three extra southbound PM trains returning to Grand Central.
- New Haven Line:
 - Extra seasonal weekend service, also known as Shopper Specials, will return to the New Haven Line from November 28, 2026 through January 3, 2027. These additional trains will run on Saturdays and Sundays between Grand Central and New Haven.
 - Metro-North will bring back the popular evening super express train which runs after the PM peak for the holiday season.

Staff Summary

Subject ACQUISITION OF EASEMENTS FROM THE NEW YORK STATE THRUWAY AUTHORITY FOR THE CO-OP CITY STATION IN THE BRONX
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name ANGELA SZU

Date SEPTEMBER 30, 2026
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Othe
1	MNR Committee	09/28/26		X	
2	Finance Committee	09/28/26	X		
3	Board	09/30/26	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad ("MNR")

GRANTOR: New York State Thruway Authority ("NYSTA")

LOCATION: Under the I-95/New England Thruway bridge near Erskine Place, Bronx, NY

EASEMENT AREAS: Portions of NYSTA's Map 277 Parcel 354 to be conveyed as:

- (1) Map 294 Parcel 376: 411± square feet permanent easement
 - (2) Map 295 Parcel 377: 692± square feet permanent easement
 - (3) Map 296 Parcel 378: 3,371± square feet permanent easement
- (Collectively, the "Easements")

USE: Construction, operation, and maintenance of the Co-op City Station underground utilities, access to utilities, service and emergency driveway, and E-80 loading influence

ACTION REQUESTED: Authorization to acquire permanent easements

TERM: Permanent

COMPENSATION: \$181,300

COMMENTS:

MTA Construction and Development ("MTA C&D"), is undertaking to bring MNR service from the Bronx to Penn Station (the "Project"). As part of the Project, MTA C&D is modernizing portions of Amtrak's railroad infrastructure on its Hell Gate Line by realigning tracks, optimizing overhead catenary systems, building electrical power systems inclusive of substations, replacing and installing signal equipment, and constructing four (4) new MNR passenger stations along said line.

The above-described easements are required for the new Co-op City Station in the Bronx. Portions of the future station's service and emergency driveway and underground utilities will be constructed within the Easement Areas.

FINANCE COMMITTEE MEETING

ACQUISITION OF EASEMENTS FROM THE NEW YORK STATE THRUWAY AUTHORITY FOR THE CO-OP CITY STATION IN THE BRONX IN SUPPORT OF THE PENN STATION ACCESS PROJECT

(Cont'd.)

Page 2 of 2

NYSTA has determined the compensation for the Easement Areas to be \$181,300, which is in line with internal estimates based on prior and proximate MTA Real Estate appraisals of comparable easements.

Based on the foregoing, MTA Real Estate hereby requests authorization to enter into a sales agreement on behalf of MNR with NYSTA to acquire the Easements under the above-described terms and conditions.

Subject USE AND OCCUPANCY PERMIT WITH NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR PROPERTY ALONG BRUCKNER BOULEVARD IN SUPPORT OF THE PENN STATION ACCESS PROJECT IN THE BRONX
DEPARTMENT REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name ANGELA SZU

Date SEPTEMBER 30, 2026
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	09/28/26		X	
2	Finance Committee	09/28/26	X		
3	Board	09/30/26	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad ("MNR")
PERMITTOR: New York State Department of Transportation ("NYSDOT")
LOCATION: A portion of the Bruckner Boulevard right-of-way between Southern Boulevard and East 144th Street, Bronx, NY
PREMISES: 10,861± square feet of property consisting of a portion of NYSDOT's Map 29, Parcel 71
USE: Construction, operation, and maintenance of an electric power substation
ACTION REQUESTED: Authorization to enter into a Use & Occupancy Permit with NYSDOT
TERM: Month-to-month
COMPENSATION: Year 1: \$103,000 per annum with two percent (2%) annual escalations

COMMENTS:

MTA Construction and Development ("MTA C&D"), is undertaking to bring MNR service from the Bronx to Penn Station (the "Project"). As part of the Project, MTA C&D is modernizing portions of Amtrak's railroad infrastructure on its Hell Gate Line by realigning tracks, optimizing overhead catenary systems, building electrical power systems inclusive of substations, replacing and installing signal equipment along the Hell Gate Line, and constructing four (4) new MNR passenger stations along said line.

An upgrade to the power systems will be needed at various sites along the corridor to provide adequate power for the expected increase in train traffic. At the Location, a new electric substation is needed to support the additional AC power demands on the railroad right-of-way.

The MTA initially approached NYSDOT with a request to purchase the entire Map 29, Parcel 71 property (19,405± square feet) for the new electric substation. NYSDOT has agreed to convey 8,544± square feet to the MTA but the remaining

FINANCE COMMITTEE MEETING

USE AND OCCUPANCY PERMIT WITH NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR PROPERTY ALONG BRUCKNER BOULEVARD IN SUPPORT OF THE PENN STATION ACCESS PROJECT IN THE BRONX (Cont'd.)

Page 2 of 2

10,861± must be retained by NYSDOT for the construction, reconstruction, and maintenance of the Bruckner Expressway (I-278) adjacent and above the site of the new substation. Under Highway Law §52, NYSDOT is prohibited from allowing permanent structures or conveyances within state highway rights-of-way. Consequently, NYSDOT is not permitted to grant permanent rights, but has agreed to issue a Use & Occupancy Permit for the remaining 10,861± square feet.

NYSDOT has determined the first-year annual permit fee for the MTA's use and occupancy of the Premises to be \$103,000 (\$9.48 per square foot), which is less than the MTA's appraisal.

Based on the foregoing, MTA Real Estate hereby requests authorization to enter into the Use & Occupancy Permit agreement on behalf of MNR with NYSDOT under the above-described terms and conditions.

Staff Summary

Subject

AGREEMENT TO CONSTRUCT TEMPORARY ACCESS IMPROVEMENTS AND REIMBURSE RLF II BASSETT LLC FOR COSTS INCURRED IN CONNECTION WITH THE CONSTRUCTION OF THE SOUTH ENTRANCE TO MNR RAILROAD'S MORRIS PARK STATION AS PART OF THE PENN STATION ACCESS

Department

TRANSIT ORIENTED DEVELOPMENT

Department Head Name

MIRIAM G. HARRIS

Department Head Signature

Project Manager Name

NICHOLAS ROBERTS

Date

SEPTEMBER 30, 2026

Vendor Name

Contract Number

Contract Manager Name

Table of Contents Ref. #

Board Action

Order	To	Date	Approval	Info	Other
1	Finance Committee	09/28/26	X		
2	Board	09/30/26	X		

Internal Approvals

Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief Financial Officer		

AGENCY: Metropolitan Transportation Authority ("MTA") and MTA Construction & Development Company ("C&D")

PROPERTY OWNER: RLF II BASSETT LLC ("Real Term")

LOCATION: 1502 Bassett Avenue, Bronx, New York (the "Property")

ACTIVITY: Agreement for MTA to construct a temporary curb cut and related access improvements at the Property (the "Access Improvement Agreement") to provide Real Term and its tenant Amazon.com Services LLC ("Amazon") with an alternative means of access to the Property during the construction of the south entrance of Metro-North Railroad's new Morris Park Station

ACTION REQUIRED: Authorization for MTA to enter into the Access Improvement Agreement and pay up to \$120,000 as reimbursement for Amazon's costs of reviewing and approving the Access Improvement Agreement and related improvements to the Property

CONSTRUCTION AREA: Temporary curb cut at Marconi Street and related access improvements at the Property

COMPENSATION: \$120,000.

COMMENTS:

At its December 2025 meeting, the Board authorized MTA Transit Oriented Development ("TOD") to negotiate and enter into a series of agreements (the "Pedestrian Overpass Agreements") with Real Term in support of the new Morris Park Station being constructed by C&D as part of MTA's Penn Station Access ("PSA"). A copy of the December 2025 Staff Summary for the Pedestrian Overpass Agreements is attached for reference. The Pedestrian Overpass agreements include a permanent easement and related construction access licenses tied to the construction and eventual use of a

FINANCE COMMITTEE MEETING

AGREEMENT TO CONSTRUCT TEMPORARY ACCESS IMPROVEMENTS AND REIMBURSE RLF II BASSETT LLC FOR COSTS INCURRED IN CONNECTION WITH THE CONSTRUCTION OF THE SOUTH ENTRANCE TO MNR RAILROAD'S MORRIS PARK STATION AS PART OF THE PENN STATION ACCESS PROJCT (Cont'd)

pedestrian overpass (the "Pedestrian Overpass") above a private road, Bassett Avenue, located at the Property. The Pedestrian Overpass will connect Morris Park Station's island platform, to be sited within the Hell Gate Line right-of-way, to the Station's south entrance, to be sited on private property adjacent to the Property. As noted in the December 2025 Staff Summary, Bassett Avenue is the sole means of ingress and egress to a 367,000 square foot last-mile distribution facility (the "Amazon Facility") that Real Term leases to Amazon. Among other things, the Board's authorization gave the MTA permission to construct a temporary curb cut at Marconi Street, which is the nearest public street to the Amazon Facility, and related access improvements at the Property (collectively, the "Marconi Access Improvements") to provide Amazon with an alternative means of access to the Amazon Facility during periods when MTA will close Bassett Avenue to construct the Pedestrian Overpass. The Access Improvement Agreement requires the MTA to, among other things, reimburse Real Term for the costs and expenses incurred by Amazon not to exceed \$120,000 (the "Amazon Cost Reimbursement") to review and approve the design and construction of the Marconi Access Improvements and prepare and file with the New York City Department of Buildings an updated site plan of the Property that reflects that Marconi Access Improvements. Real Term has conditioned the execution of the Pedestrian Overpass Agreements and the Access Improvement Agreement on the payment of the Amazon Cost Reimbursement by MTA.

Based on the foregoing, TOD hereby requests authorization for the MTA to enter into the Access Improvement Agreement with Real Term and pay Real Term the Amazon Cost Reimbursement pursuant to the terms of the Access Improvement Agreement.

Staff Summary

Subject LEASE RENEWAL WITH 42ND STREET GORP PROPERTY LLC FOR EMPLOYEE ASSISTANCE PROGRAM OFFICE SPACE AT 110 EAST 42ND STREET, NEW YORK
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name ANDREW D. GREENBERG

Date SEPTEMBER 30, 2026
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee			X	
2	Finance Committee		X		
3	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad ("MNR")

LESSOR: 42nd Street Gorp Property LLC (d/b/a Meadow Partners) successor to Gotham 42nd Street, LLC

LOCATION: 110 East 42nd Street, Suite 1301, New York, NY

PREMISES: Approximately 1,840 rentable square feet on a portion of the 13th floor.

USE: Offices for MNR Employee Assistance Program ("EAP")

ACTION REQUESTED: Authorization to enter into a lease renewal.

TERM: Five (5) years commencing November 1, 2026, through October 31, 2031 with one (1) five (5) year renewal option at 100% of the then fair market valuation.

REAL ESTATE TAXES: MNR to pay its proportionate share of real estate taxes increases over the 2027 calendar year.

OPERATING EXPENSES: MNR to pay fixed 2.0% annual increases.

UTILITIES: MNR shall continue to pay an electrical rent inclusion factor of \$3.25 per square foot per annum subject to periodic survey.

LESSOR WORK: Within 60 days of execution, Lessor will perform improvements including paint and patch, new blinds, replace all broken or stained ceiling tiles, replace all light bulbs, deep clean all flooring, replace missing door saddle, and will handle moving furniture and equipment as needed to facilitate these improvements.

RENT COMMENCEMENT: November 1, 2026 with a two (2) month rent abatement.

BASE RENT: \$99,360.00 per annum (\$54.00 per square foot) with 2.0% annual increases.

FINANCE COMMITTEE MEETING

LEASE RENEWAL WITH 42ND STREET GORP PROPERTY LLC FOR EMPLOYEE ASSISTANCE PROGRAM OFFICE SPACE AT 110 EAST 42ND STREET, NEW YORK, NY (Cont'd.)

Page 2 of 2

COMMENTS:

MNR's EAP has occupied the Premises since 2014 to provide confidential counseling services to all MNR employees as well as employees of MTA HQ, BSC, C&D and MTA PD. The EAP provides assistance for employees struggling with alcohol and drug-related issues as well as providing fitness for duty evaluations. The EAP has further requested that the term be limited to five (5) years as they assess their future occupancy needs and locations.

MTA Real Estate engaged the services of its exclusive broker CBRE, Inc. to evaluate potential renewal terms and conditions against potentially cost-effective new office locations. CBRE identified eight (8) buildings for consideration from which MNR viewed three (3) of the alternative locations and it was determined that, due to the required five (5) year term, once relocation capital costs are considered, the proposed renewal terms and conditions provide the most cost-effective option.

Based on the foregoing, MTA Real Estate hereby requests authorization for MNR to enter into a lease renewal with 42nd Street Gorp Property LLC under the above-described terms and conditions.



Long Island Rail Road

July Financial Plan – 2026 Mid-Year Forecast

BY MONTH

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2026 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$52.755	\$49.638	\$59.532	\$60.031	\$62.570	\$65.193	\$68.555	\$67.321	\$65.799	\$68.517	\$66.071	\$63.362	\$749.345
Other Operating Revenue	7.094	2.411	4.250	4.098	3.954	4.986	5.218	3.865	3.969	4.433	3.831	5.577	53.686
Total Revenues	\$59.848	\$52.049	\$63.782	\$64.130	\$66.524	\$70.179	\$73.774	\$71.186	\$69.769	\$72.950	\$69.902	\$68.939	\$803.031
Operating Expenses													
Labor:													
Payroll	\$65.902	\$57.188	\$57.261	\$62.933	\$60.999	\$55.540	\$78.905	\$62.318	\$56.743	\$66.254	\$63.107	\$54.406	\$741.555
Overtime	17.288	22.273	14.193	12.424	12.101	14.083	14.163	13.179	15.271	13.249	13.333	17.922	179.481
Health and Welfare	16.513	16.419	14.672	14.724	15.830	15.178	15.969	15.925	15.107	16.040	16.143	15.596	188.116
OPEB Current Payments	7.086	7.146	7.100	7.070	6.992	6.992	6.992	6.992	6.992	6.992	6.992	6.992	84.336
Pension	20.687	20.730	18.983	19.386	16.279	15.561	16.377	16.365	15.575	16.560	16.612	16.194	209.309
Other Fringe Benefits	13.820	16.089	19.488	16.579	16.852	18.544	19.783	16.491	17.599	15.732	13.569	16.684	201.230
Reimbursable Overhead	(2.517)	(2.330)	(4.486)	(3.873)	(3.112)	(3.771)	(2.847)	(3.068)	(3.594)	(2.974)	(2.958)	(3.289)	(38.819)
Total Labor Expenses	\$138.780	\$137.515	\$127.212	\$129.244	\$125.942	\$122.127	\$149.342	\$128.201	\$123.693	\$131.853	\$126.797	\$124.504	\$1,565.209
Non-Labor:													
Electric Power	\$11.721	\$10.729	\$12.181	\$12.719	\$11.903	\$11.614	\$12.120	\$12.986	\$12.953	\$11.275	\$10.712	\$14.834	\$145.745
Fuel	2.613	2.229	3.019	3.326	2.696	3.408	3.471	3.394	3.185	3.274	3.423	3.641	37.681
Insurance	2.453	3.115	2.771	2.803	2.460	2.460	2.460	2.460	2.460	2.460	2.460	5.656	34.018
Claims	0.312	(0.252)	(0.324)	5.767	0.405	0.405	0.405	0.405	0.405	0.405	0.405	0.405	8.740
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.351	7.171	6.925	8.069	9.091	9.118	9.473	9.105	9.165	9.296	10.866	21.864	121.493
Professional Services Contracts	4.075	3.063	3.067	4.482	5.098	6.758	3.920	3.559	4.017	3.514	3.557	7.943	53.053
Materials and Supplies	6.763	9.702	12.615	17.584	10.705	16.155	12.823	13.436	19.553	17.336	15.546	25.584	177.801
Other Business Expenses	1.668	1.700	1.415	1.780	2.079	2.588	2.401	2.311	2.605	2.397	2.485	3.303	26.734
Total Non-Labor Expenses	\$40.955	\$37.458	\$41.670	\$56.531	\$44.436	\$52.506	\$47.072	\$47.655	\$54.342	\$49.956	\$49.453	\$83.229	\$605.265
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Functional Allocations	0.000	0.000	0.000	0.000	5.048	5.048	5.048	5.048	5.048	5.048	5.048	5.048	40.384
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$40.384
Total Expenses	\$179.735	\$174.973	\$168.882	\$185.775	\$175.426	\$179.680	\$201.462	\$180.905	\$183.083	\$186.857	\$181.298	\$212.781	\$2,210.858
Depreciation	\$47.510	\$47.510	\$47.510	\$55.668	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$584.169
GASB Adjustments	7.445	(0.180)	2.403	(0.695)	0.577	0.577	0.577	0.577	0.577	0.577	0.577	(63.919)	(50.910)
Total Non-Cash Liability Adjustments	\$54.955	\$47.330	\$49.912	\$54.973	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	(\$15.672)	\$533.259
Total Expenses After Non-Cash Liability Adjs.	\$234.690	\$222.302	\$218.794	\$240.748	\$224.249	\$228.503	\$250.285	\$229.728	\$231.906	\$235.680	\$230.121	\$197.109	\$2,744.117
Net Surplus/(Deficit)	(\$174.842)	(\$170.253)	(\$155.012)	(\$176.618)	(\$157.726)	(\$158.324)	(\$176.512)	(\$158.541)	(\$162.138)	(\$162.730)	(\$160.220)	(\$128.170)	(\$1,941.086)
Cash Conversion Adjustments:													
Depreciation	\$47.510	\$47.510	\$47.510	\$55.668	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$584.169
Operating/Capital	(1.014)	0.349	(0.485)	(0.379)	(1.776)	(1.998)	(1.432)	(1.433)	(1.808)	(1.546)	(1.438)	(11.208)	(24.167)
Other Cash Adjustments	33.033	10.718	13.033	19.874	(37.431)	7.597	(28.927)	(1.812)	(79.079)	(0.379)	0.082	(52.991)	(116.281)
Total Cash Conversion Adjustments	\$79.529	\$58.577	\$60.058	\$75.163	\$9.040	\$53.845	\$17.887	\$45.001	(\$32.640)	\$46.322	\$46.891	(\$15.952)	\$443.721
Net Cash Surplus/(Deficit)	(\$95.312)	(\$111.676)	(\$94.954)	(\$101.455)	(\$148.686)	(\$104.480)	(\$158.625)	(\$113.540)	(\$194.778)	(\$116.409)	(\$113.329)	(\$144.123)	(\$1,497.366)

-- Differences are due to rounding

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2026 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	22.628	19.397	39.512	38.448	36.633	41.169	35.452	35.814	40.883	34.555	33.606	45.127	423.226
Total Revenues	\$22.628	\$19.397	\$39.512	\$38.448	\$36.633	\$41.169	\$35.452	\$35.814	\$40.883	\$34.555	\$33.606	\$45.127	\$423.226
Operating Expenses													
<u>Labor:</u>													
Payroll	\$7.909	\$7.366	\$13.328	\$11.248	\$11.404	\$13.745	\$11.334	\$11.428	\$13.586	\$11.199	\$11.357	\$12.984	\$136.888
Overtime	2.100	2.039	5.235	5.154	4.694	4.358	4.630	4.545	4.796	4.066	3.547	2.947	48.113
Health and Welfare	2.062	1.947	3.740	3.258	2.954	3.381	2.892	2.900	3.372	2.780	2.748	2.985	35.020
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.243	2.200	3.947	3.544	4.889	5.608	4.792	4.804	5.594	4.609	4.557	4.975	51.763
Other Fringe Benefits	1.931	1.819	3.499	3.076	3.020	3.457	2.958	2.966	3.448	2.843	2.810	3.053	34.881
Reimbursable Overhead	2.517	2.330	4.486	3.873	3.112	3.771	2.847	3.068	3.594	2.974	2.958	3.289	38.819
Total Labor Expenses	\$18.763	\$17.701	\$34.234	\$30.153	\$30.073	\$34.321	\$29.452	\$29.711	\$34.390	\$28.472	\$27.978	\$30.233	\$345.483
<u>Non-Labor:</u>													
Electric Power	\$0.032	\$0.033	\$0.036	\$0.052	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.433
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.437	0.397	0.900	0.818	0.738	0.827	0.714	0.718	0.819	0.680	0.676	0.646	8.370
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.289	1.151	2.778	4.206	1.721	1.769	1.715	1.707	1.755	1.694	1.654	1.647	23.087
Professional Services Contracts	0.465	(0.119)	0.130	0.093	0.069	0.267	0.065	0.067	0.065	0.068	0.061	0.053	1.284
Materials and Supplies	1.621	0.203	1.380	3.021	3.956	3.902	3.429	3.535	3.771	3.567	3.164	12.470	44.019
Other Business Expenses	0.021	0.031	0.053	0.106	0.042	0.048	0.041	0.041	0.048	0.039	0.039	0.042	0.551
Total Non-Labor Expenses	\$3.865	\$1.696	\$5.278	\$8.295	\$6.560	\$6.849	\$6.000	\$6.103	\$6.493	\$6.083	\$5.628	\$14.894	\$77.743
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Functional Allocations	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$22.628	\$19.397	\$39.512	\$38.448	\$36.633	\$41.169	\$35.452	\$35.814	\$40.883	\$34.555	\$33.606	\$45.127	\$423.226
Net Surplus/(Deficit)	(\$0.001)	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

-- Differences are due to rounding

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2026 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$52.755	\$49.638	\$59.532	\$60.031	\$62.570	\$65.193	\$68.555	\$67.321	\$65.799	\$68.517	\$66.071	\$63.362	\$749.345
Other Operating Revenue	7.094	2.411	4.250	4.098	3.954	4.986	5.218	3.865	3.969	4.433	3.831	5.577	53.686
Capital and Other Reimbursements	22.628	19.397	39.512	38.448	36.633	41.169	35.452	35.814	40.883	34.555	33.606	45.127	423.226
Total Revenues	\$82.476	\$71.446	\$103.294	\$102.578	\$103.157	\$111.348	\$109.225	\$107.001	\$110.652	\$107.505	\$103.508	\$114.066	\$1,226.257
Operating Expenses													
Labor:													
Payroll	\$73.812	\$64.554	\$70.589	\$74.181	\$72.402	\$69.285	\$90.239	\$73.745	\$70.329	\$77.453	\$74.463	\$67.390	\$878.443
Overtime	19.389	24.312	19.428	17.578	16.796	18.441	18.793	17.725	20.067	17.315	16.881	20.869	227.594
Health and Welfare	18.575	18.366	18.412	17.983	18.784	18.559	18.861	18.825	18.479	18.820	18.891	18.581	223.136
OPEB Current Payments	7.086	7.146	7.100	7.070	6.992	6.992	6.992	6.992	6.992	6.992	6.992	6.992	84.336
Pension	22.930	22.930	22.930	22.930	22.930	21.169	21.169	21.169	21.169	21.169	21.169	21.169	261.072
Other Fringe Benefits	15.751	17.908	22.987	19.655	19.872	22.001	22.741	19.457	21.047	18.576	16.379	19.737	236.111
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$157.543	\$155.216	\$161.446	\$159.397	\$156.015	\$156.447	\$178.794	\$157.912	\$158.083	\$160.325	\$154.775	\$154.738	\$1,910.692
Non-Labor:													
Electric Power	\$11.753	\$10.762	\$12.217	\$12.770	\$11.938	\$11.649	\$12.155	\$13.021	\$12.988	\$11.310	\$10.747	\$14.869	\$146.178
Fuel	2.613	2.229	3.019	3.326	2.696	3.408	3.471	3.394	3.185	3.274	3.423	3.641	37.681
Insurance	2.890	3.512	3.671	3.620	3.197	3.287	3.174	3.178	3.279	3.140	3.136	6.303	42.387
Claims	0.312	(0.252)	(0.324)	5.767	0.405	0.405	0.405	0.405	0.405	0.405	0.405	0.405	8.740
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.640	8.323	9.704	12.275	10.811	10.887	11.188	10.811	10.920	10.990	12.520	23.511	144.581
Professional Services Contracts	4.540	2.944	3.197	4.575	5.166	7.026	3.985	3.626	4.082	3.582	3.618	7.996	54.337
Materials and Supplies	8.384	9.904	13.995	20.605	14.662	20.057	16.253	16.971	23.324	20.903	18.709	38.053	221.820
Other Business Expenses	1.689	1.732	1.468	1.887	2.121	2.635	2.442	2.352	2.653	2.436	2.524	3.345	27.285
Total Non-Labor Expenses	\$44.820	\$39.154	\$46.947	\$64.826	\$50.997	\$59.355	\$53.072	\$53.759	\$60.835	\$56.040	\$55.082	\$98.123	\$683.008
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Functional Allocations	0.000	0.000	0.000	0.000	5.048	5.048	5.048	5.048	5.048	5.048	5.048	5.048	40.384
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$40.384
Total Expenses	\$202.363	\$194.370	\$208.393	\$224.223	\$212.060	\$220.850	\$236.914	\$216.719	\$223.966	\$221.413	\$214.905	\$257.908	\$2,634.084
Depreciation	\$47.510	\$47.510	\$47.510	\$55.668	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$584.169
GASB Adjustments	7.446	(0.181)	2.403	(0.695)	0.577	0.577	0.577	0.577	0.577	0.577	0.577	(63.919)	(50.910)
Total Non-Cash Liability Adjustments	\$54.956	\$47.329	\$49.912	\$54.973	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	(\$15.672)	\$533.259
Total Expenses After Non-Cash Liability Adjs.	\$257.318	\$241.699	\$258.306	\$279.196	\$260.883	\$269.673	\$285.737	\$265.542	\$272.789	\$270.236	\$263.728	\$242.236	\$3,167.343
Net Surplus/(Deficit)	(\$174.842)	(\$170.253)	(\$155.012)	(\$176.618)	(\$157.726)	(\$158.324)	(\$176.512)	(\$158.541)	(\$162.138)	(\$162.730)	(\$160.220)	(\$128.170)	(\$1,941.086)
Cash Conversion Adjustments:													
Depreciation	\$47.510	\$47.510	\$47.510	\$55.668	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$584.169
Operating/Capital	(1.014)	0.349	(0.485)	(0.379)	(1.776)	(1.998)	(1.432)	(1.433)	(1.808)	(1.546)	(1.438)	(11.208)	(24.167)
Other Cash Adjustments	33.033	10.718	13.033	19.874	(37.431)	7.597	(28.927)	(1.812)	(79.079)	(0.379)	0.082	(52.991)	(116.281)
Total Cash Conversion Adjustments	\$79.529	\$58.577	\$60.058	\$75.163	\$9.040	\$53.845	\$17.887	\$45.001	(\$32.640)	\$46.322	\$46.891	(\$15.952)	\$443.721
Net Cash Surplus/(Deficit)	(\$95.313)	(\$111.675)	(\$94.954)	(\$101.455)	(\$148.686)	(\$104.480)	(\$158.625)	(\$113.540)	(\$194.778)	(\$116.409)	(\$113.329)	(\$144.123)	(\$1,497.366)

-- Differences are due to rounding

MTA LONG ISLAND RAIL ROAD
2026 Mid-Year Forecast
GASB Adjustments - by Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
GASB 49 Environmental Remediation	\$0.167	\$0.167	\$2.407	\$0.063	\$0.587	\$0.587	\$0.587	\$0.587	\$0.587	\$0.587	\$0.587	\$0.587	\$7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(76.330)	(76.330)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(2.000)	(2.000)
GASB 87 Lease Adjustment	6.983	(0.728)	(0.292)	(1.044)	(0.052)	(0.052)	(0.052)	(0.052)	(0.052)	(0.052)	(0.052)	(0.052)	4.505
GASB 94 PPP and APA	0.000	0.084	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	(0.006)
GASB 96 SBITA Adjustment	0.296	0.296	0.297	0.296	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	1.585
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	13.835	13.835
Total GASB Adjustments	\$7.446	(\$0.181)	\$2.403	(\$0.695)	\$0.577	\$0.577	\$0.577	\$0.577	\$0.577	\$0.577	\$0.577	(\$63.919)	(\$50.910)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2026 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$51.688	\$48.950	\$61.617	\$59.576	\$53.869	\$69.092	\$69.401	\$68.151	\$66.611	\$69.362	\$66.885	\$64.143	\$749.345
Other Operating Revenue	2.852	3.160	11.163	5.812	(0.985)	5.698	5.142	3.808	3.911	4.368	3.775	5.496	54.201
Capital and Other Reimbursements	49.043	30.404	29.946	39.537	37.268	32.075	28.939	29.235	33.372	28.207	27.433	36.837	402.297
Total Receipts	\$103.583	\$82.514	\$102.727	\$104.926	\$90.151	\$106.866	\$103.482	\$101.195	\$103.894	\$101.937	\$98.093	\$106.475	\$1,205.843
Expenditures													
Labor:													
Payroll	\$67.514	\$62.430	\$57.345	\$72.710	\$68.818	\$64.008	\$119.697	\$75.350	\$129.149	\$79.829	\$76.218	\$67.673	\$940.741
Overtime	17.081	20.008	21.186	21.026	14.148	16.820	19.536	18.280	36.394	17.798	17.288	21.977	241.542
Health and Welfare	17.987	17.954	17.925	17.626	18.186	17.874	20.408	20.369	19.994	20.364	20.440	20.105	229.232
OPeB Current Payments	6.801	6.889	6.843	6.839	8.548	6.889	6.921	6.921	6.921	6.921	6.921	6.921	84.336
Pension	22.936	22.929	22.930	22.923	22.930	22.930	21.559	21.559	21.559	21.559	21.559	21.559	266.930
Other Fringe Benefits	19.830	21.078	17.218	17.953	27.512	19.666	22.492	20.221	26.442	18.163	15.881	19.371	245.825
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$152.149	\$151.289	\$143.447	\$159.077	\$160.141	\$148.188	\$210.613	\$162.700	\$240.459	\$164.634	\$158.306	\$157.605	\$2,008.607
Non-Labor:													
Electric Power	\$10.505	\$7.701	\$17.009	\$13.212	\$11.046	\$9.684	\$12.474	\$13.362	\$13.332	\$11.609	\$11.030	\$15.213	\$146.178
Fuel	2.541	2.075	3.754	3.686	2.381	3.842	3.435	3.346	3.139	3.150	3.144	3.188	37.681
Insurance	0.000	2.003	0.000	0.000	24.586	5.621	1.328	1.330	1.372	1.314	1.312	2.637	41.502
Claims	(0.007)	0.001	(0.007)	0.019	0.069	1.288	0.895	0.895	0.895	0.895	0.895	0.895	6.732
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	10.788	8.399	13.966	12.125	12.166	10.681	12.758	12.328	12.452	12.532	14.277	26.809	159.280
Professional Services Contracts	3.119	2.337	1.134	1.284	8.875	7.139	3.829	3.485	3.923	3.442	3.476	7.683	49.727
Materials and Supplies	17.685	18.487	16.628	14.979	17.462	22.331	13.987	14.606	20.073	17.990	16.102	32.750	223.080
Other Business Expenses	2.116	1.898	1.750	1.999	2.111	2.570	2.787	2.684	3.028	2.780	2.880	3.818	30.422
Total Non-Labor Expenditures	\$46.748	\$42.901	\$54.234	\$47.304	\$78.696	\$63.158	\$51.494	\$52.035	\$58.213	\$53.712	\$53.116	\$92.993	\$694.602
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$198.896	\$194.189	\$197.681	\$206.381	\$238.837	\$211.345	\$262.106	\$214.735	\$298.672	\$218.346	\$211.422	\$250.598	\$2,703.209
Net Cash Balance	(\$95.313)	(\$111.675)	(\$94.954)	(\$101.455)	(\$148.686)	(\$104.480)	(\$158.625)	(\$113.540)	(\$194.778)	(\$116.409)	(\$113.329)	(\$144.123)	(\$1,497.366)
Cash Timing and Availability Adjustment	(\$1.019)	\$1.348	(\$0.861)	\$0.731	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.198)	\$0.000
Net Cash Balance after Cash	(\$96.332)	(\$110.327)	(\$95.815)	(\$100.724)	(\$148.686)	(\$104.480)	(\$158.625)	(\$113.540)	(\$194.778)	(\$116.409)	(\$113.329)	(\$144.321)	(\$1,497.366)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2026 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

Cash Flow Adjustments

Receipts

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Farebox Revenue	(\$1.067)	(\$0.689)	\$2.085	(\$0.455)	(\$8.701)	\$3.900	\$0.845	\$0.830	\$0.811	\$0.845	\$0.815	\$0.781	\$0.000
Other Operating Revenue	(4.241)	0.749	6.913	1.714	(4.939)	0.712	(0.076)	(0.057)	(0.058)	(0.065)	(0.056)	(0.082)	0.515
Capital and Other Reimbursements	26.415	11.007	(9.566)	1.089	0.634	(9.094)	(6.513)	(6.579)	(7.511)	(6.348)	(6.174)	(8.290)	(20.929)
Total Receipts	\$21.107	\$11.068	(\$0.567)	\$2.348	(\$13.006)	(\$4.483)	(\$5.744)	(\$5.806)	(\$6.757)	(\$5.568)	(\$5.415)	(\$7.591)	(\$20.414)

Expenditures

Labor:

Payroll	6.298	2.124	13.244	1.471	3.584	5.276	(29.458)	(1.605)	(58.820)	(2.376)	(1.754)	(0.284)	(62.298)
Overtime	2.308	4.304	(1.759)	(3.447)	2.648	1.622	(0.743)	(0.555)	(16.327)	(0.483)	(0.407)	(1.108)	(13.948)
Health and Welfare	0.588	0.412	0.488	0.356	0.598	0.685	(1.547)	(1.544)	(1.515)	(1.543)	(1.549)	(1.524)	(6.097)
OPEB Current Payments	0.285	0.256	0.257	0.231	(1.556)	0.102	0.071	0.071	0.071	0.071	0.071	0.071	0.000
Pension	(0.006)	0.001	0.000	0.007	(1.761)	(1.761)	(0.390)	(0.390)	(0.390)	(0.390)	(0.390)	(0.390)	(5.858)
Other Fringe Benefits	(4.078)	(3.170)	5.769	1.702	(7.639)	2.336	0.249	(0.764)	(5.395)	0.412	0.498	0.367	(9.715)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$5.395	\$3.927	\$17.999	\$0.320	(\$4.126)	\$8.260	(\$31.819)	(\$4.787)	(\$82.376)	(\$4.309)	(\$3.531)	(\$2.868)	(\$97.915)

Non-Labor:

Electric Power	\$1.247	\$3.061	(\$4.792)	(\$0.442)	\$0.892	\$1.965	(\$0.319)	(\$0.341)	(\$0.344)	(\$0.299)	(\$0.284)	(\$0.344)	\$0.000
Fuel	0.071	0.154	(0.735)	(0.359)	0.316	(0.434)	0.036	0.049	0.046	0.124	0.280	0.454	0.000
Insurance	2.890	1.509	3.671	3.620	(21.389)	(2.334)	1.846	1.848	1.907	1.826	1.824	3.666	0.885
Claims	0.318	(0.252)	(0.317)	5.748	0.336	(0.884)	(0.490)	(0.490)	(0.490)	(0.490)	(0.490)	(0.490)	2.008
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.851	(0.076)	(4.262)	0.150	(1.354)	0.206	(1.570)	(1.517)	(1.532)	(1.542)	(1.756)	(3.298)	(14.700)
Professional Services Contracts	1.421	0.607	2.063	3.291	(3.709)	(0.114)	0.156	0.142	0.159	0.140	0.141	0.312	4.610
Materials and Supplies	(9.301)	(8.583)	(2.633)	5.626	(2.801)	(2.274)	2.265	2.365	3.251	2.913	2.608	5.303	(1.260)
Other Business Expenses	(0.427)	(0.166)	(0.281)	(0.113)	0.010	0.065	(0.345)	(0.332)	(0.375)	(0.344)	(0.356)	(0.472)	(3.137)
Total Non-Labor Expenditures	(\$1.928)	(\$3.746)	(\$7.287)	\$17.522	(\$27.699)	(\$3.803)	\$1.578	\$1.723	\$2.622	\$2.328	\$1.966	\$5.130	(\$11.594)

Other Expenditure Adjustments:

Other	\$0.000	\$0.000	\$0.000	\$0.000	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$40.384
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$5.048	\$40.384

Total Expenditures	\$3.467	\$0.181	\$10.713	\$17.842	(\$26.777)	\$9.504	(\$25.192)	\$1.984	(\$74.706)	\$3.067	\$3.483	\$7.310	(\$69.125)
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Total Cash Conversion before Non-Cash Liability Adjs.	\$24.574	\$11.248	\$10.145	\$20.190	(\$39.783)	\$5.022	(\$30.936)	(\$3.822)	(\$81.463)	(\$2.501)	(\$1.932)	(\$0.280)	(\$89.539)
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Depreciation	\$47.510	\$47.510	\$47.510	\$55.668	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$48.246	\$584.169
GASB Adjustments	7.446	(0.181)	2.403	(0.695)	0.577	0.577	0.577	0.577	0.577	0.577	0.577	(63.919)	(50.910)
Total Non-Cash Liability Adjustments	\$54.956	\$47.329	\$49.912	\$54.973	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	\$48.823	(\$15.672)	\$533.259

Total Cash Conversion Adjustments	\$79.529	\$58.577	\$60.058	\$75.163	\$9.040	\$53.845	\$17.887	\$45.001	(\$32.640)	\$46.322	\$46.891	(\$15.952)	\$443.721
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Cash Timing and Availability	(\$1.019)	\$1.348	(\$0.861)	\$0.731	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.198)	\$0.000
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Net Cash Conversion Adjustments	\$78.510	\$59.925	\$59.197	\$75.894	\$9.040	\$53.845	\$17.887	\$45.001	(\$32.640)	\$46.322	\$46.891	(\$16.151)	\$443.721
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MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2026 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
<i>Total Commutation</i>	2.667	2.315	3.067	2.929	2.850	3.204	3.381	3.301	3.277	3.486	3.153	3.209	36.841
<i>Total Non-Commutation</i>	3.481	3.227	4.167	4.284	4.377	4.404	4.647	4.536	4.504	4.791	4.334	4.410	51.163
Total Ridership	6.148	5.542	7.234	7.214	7.228	7.608	8.028	7.837	7.781	8.277	7.487	7.619	88.004

FAREBOX REVENUE

Baseline Total Farebox Revenue	\$52.755	\$49.638	\$59.532	\$60.031	\$62.570	\$65.193	\$68.555	\$67.321	\$65.799	\$68.517	\$66.071	\$63.362	\$749.345
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MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2026 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	18	18	17	17	20	20	20	20	20	20	20	20
Market Dev & Mailroom	13	13	13	13	14	14	14	14	14	14	14	14
Security	11	11	11	11	13	13	13	13	13	13	13	13
Safety	55	55	54	54	55	55	55	55	55	55	55	55
Training	67	67	67	66	73	73	73	73	73	73	73	73
Rolling Stock Programs	10	10	10	10	16	16	16	16	16	16	16	16
VP Ops Support & Org Res	4	4	4	4	4	4	4	4	4	4	4	4
Communications	56	56	55	55	0	0	0	0	0	0	0	0
Labor Relations	13	13	13	13	0	0	0	0	0	0	0	0
Diversity	2	2	2	2	0	0	0	0	0	0	0	0
Legal	25	25	25	25	0	0	0	0	0	0	0	0
Procurement & Matl Mgmt	144	140	142	142	0	0	0	0	0	0	0	0
Finance	55	57	58	57	0	0	0	0	0	0	0	0
People	32	32	32	31	0	0	0	0	0	0	0	0
Security Pass Office	3	3	3	3	0	0	0	0	0	0	0	0
Total Administration	508	506	506	503	195	195	195	195	195	195	195	195
Operations												
Service Planning	31	30	30	30	31	31	31	31	31	31	31	31
Sr Vice President - Operations	4	4	4	4	4	4	4	4	4	4	4	4
Enterprise Asset Management	7	7	8	8	9	9	12	12	12	12	12	12
Transportation	2,325	2,332	2,316	2,311	2,269	2,270	2,270	2,270	2,270	2,268	2,267	2,267
Stations	530	522	524	519	537	537	537	537	537	536	536	536
Total Operations	2,897	2,895	2,882	2,872	2,850	2,851	2,854	2,854	2,854	2,851	2,850	2,850
Maintenance												
Sr. Vice President - Engineering	1	1	1	1	1	1	1	1	1	1	1	1
Maintenance of Way	2,074	2,092	2,091	2,090	2,144	2,144	2,145	2,144	2,144	2,174	2,209	2,209
Maintenance of Equipment	2,197	2,194	2,212	2,204	2,270	2,281	2,265	2,256	2,222	2,229	2,226	2,243
Railroad Program Support	38	38	38	38	52	52	52	52	52	52	52	52
Total Maintenance	4,310	4,325	4,342	4,333	4,467	4,478	4,463	4,453	4,419	4,456	4,488	4,505
Engineering/Capital												
Special Projects	29	29	29	29	47	47	47	47	47	47	47	47
Construction & Development	78	79	79	78	128	128	128	128	128	128	128	128
Total Engineering/Capital	107	108	108	107	175	175	175	175	175	175	175	175
Total Positions	7,822	7,834	7,838	7,815	7,688	7,700	7,688	7,678	7,644	7,678	7,709	7,725
<i>Non-Reimbursable</i>	7,080	7,146	7,058	6,802	6,620	6,648	6,620	6,602	6,620	6,613	6,609	6,796
<i>Reimbursable</i>	742	688	780	1,013	1,068	1,052	1,067	1,076	1,024	1,064	1,099	930
<i>Total Full-Time</i>	7,822	7,834	7,838	7,815	7,688	7,700	7,688	7,678	7,644	7,678	7,709	7,725
<i>Total Full-Time-Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2026 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total Administration Headcount	508	506	506	503	195	195	195	195	195	195	195	195
Managers/Supervisors	248	247	246	243	140	140	140	140	140	140	140	140
Professional/Technical/Clerical	149	149	149	148	49	49	49	49	49	49	49	49
Operational Hourlies	111	110	111	112	6	6	6	6	6	6	6	6
Total Operations Headcount	2,897	2,895	2,882	2,872	2,850	2,851	2,854	2,854	2,854	2,851	2,850	2,850
Managers/Supervisors	378	376	376	375	397	398	401	401	401	400	400	400
Professional/Technical/Clerical	144	144	143	142	153	153	153	153	153	151	150	150
Operational Hourlies	2,375	2,375	2,363	2,355	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300
Total Maintenance Headcount	4,310	4,325	4,342	4,333	4,467	4,478	4,463	4,453	4,419	4,456	4,488	4,505
Managers/Supervisors	917	917	929	926	1,075	1,074	1,063	1,055	1,071	1,054	1,041	1,060
Professional/Technical/Clerical	216	214	202	203	263	263	263	263	246	246	256	256
Operational Hourlies	3,177	3,194	3,211	3,204	3,129	3,142	3,137	3,136	3,103	3,156	3,191	3,189
Total Engineering Headcount	107	108	108	107	175	175	175	175	175	175	175	175
Managers/Supervisors	96	97	97	96	119	119	119	119	119	119	119	119
Professional/Technical/Clerical	11	11	11	11	56	56	56	56	56	56	56	56
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0	0	0	0	0	0	0
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Baseline Total Positions	7,822	7,834	7,838	7,815	7,688	7,700	7,688	7,678	7,644	7,678	7,709	7,725
Managers/Supervisors	1,639	1,637	1,648	1,640	1,731	1,731	1,723	1,715	1,731	1,713	1,700	1,719
Professional, Technical, Clerical	520	518	505	504	521	521	521	521	504	502	511	511
Operational Hourlies	5,663	5,679	5,685	5,671	5,435	5,448	5,443	5,442	5,409	5,462	5,497	5,495



Metropolitan Transportation Authority: Long Island Rail Road (LIRR) Diversity and Equal Opportunity 2nd Quarter Progress Report

September 28, 2026



LIRR Workforce as of June 30, 2026

JOB CATEGORY	TOTAL		MINORITIES		2+ RACES		AI/AN*		ASIANS		BLACKS		HISPANICS		NHOPI**		WHITES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	573		230	40%	37	6%	1	0%	56	10%	75	13%	61	11%	0	0%	343	60%	31	5%	15	3%
F	142	25%	76	13%	7	1%	0	0%	19	3%	28	5%	22	4%	0	0%	66	12%	1	0%	3	1%
M	431	75%	154	27%	30	5%	1	0%	37	6%	47	8%	39	7%	0	0%	277	48%	30	5%	12	2%
Professionals	381		194	51%	35	9%	1	0%	55	14%	49	13%	54	14%	0	0%	187	49%	21	6%	6	2%
F	49	13%	30	8%	8	2%	0	0%	8	2%	8	2%	6	2%	0	0%	19	5%	0	0%	0	0%
M	332	87%	164	43%	27	7%	1	0%	47	12%	41	11%	48	13%	0	0%	168	44%	21	6%	6	2%
Technicians	29		17	59%	2	7%	1	3%	4	14%	4	14%	6	21%	0	0%	12	41%	1	3%	0	0%
F	4	14%	3	10%	1	3%	0	0%	2	7%	0	0%	0	0%	0	0%	1	3%	0	0%	0	0%
M	25	86%	14	48%	1	3%	1	3%	2	7%	4	14%	6	21%	0	0%	11	38%	1	3%	0	0%
Protective Services	7		1	14%	1	14%	0	0%	0	0%	0	0%	0	0%	0	0%	6	86%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	7	100%	1	14%	1	14%	0	0%	0	0%	0	0%	0	0%	0	0%	6	86%	0	0%	0	0%
Paraprofessionals	11		6	55%	1	9%	0	0%	1	9%	4	36%	0	0%	0	0%	5	45%	0	0%	1	9%
F	8	73%	4	36%	0	0%	0	0%	1	9%	3	27%	0	0%	0	0%	4	36%	0	0%	1	9%
M	3	27%	2	18%	1	9%	0	0%	0	0%	1	9%	0	0%	0	0%	1	9%	0	0%	0	0%
Administrative Support	366		220	60%	22	6%	0	0%	20	5%	123	34%	55	15%	0	0%	146	40%	5	1%	7	2%
F	187	51%	131	36%	11	3%	0	0%	10	3%	78	21%	32	9%	0	0%	56	15%	2	1%	2	1%
M	179	49%	89	24%	11	3%	0	0%	10	3%	45	12%	23	6%	0	0%	90	25%	3	1%	5	1%
Skilled Craft	3,274		1,352	41%	206	6%	14	0%	134	4%	535	16%	460	14%	3	0%	1,922	59%	195	6%	20	1%
F	71	2%	49	1%	5	0%	1	0%	1	0%	27	1%	15	0%	0	0%	22	1%	1	0%	0	0%
M	3,203	98%	1,303	40%	201	6%	13	0%	133	4%	508	16%	445	14%	3	0%	1,900	58%	194	6%	20	1%
Service Maintenance	2,844		1,237	43%	186	7%	8	0%	93	3%	588	21%	362	13%	0	0%	1,607	57%	69	2%	22	1%
F	522	18%	316	11%	40	1%	0	0%	22	1%	192	7%	62	2%	0	0%	206	7%	14	0%	4	0%
M	2,322	82%	921	32%	146	5%	8	0%	71	2%	396	14%	300	11%	0	0%	1,401	49%	55	2%	18	1%
Total	7,485		3,257	44%	490	7%	25	0%	363	5%	1,378	18%	998	13%	3	0%	4,228	56%	322	4%	71	1%

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process and have been rounded up to the nearest whole number.

* American Indian/Alaskan Native
 ** Native Hawaiian Other Pacific Islander
 *** Persons With Disabilities

• F represents employees who self-identified as female
 • M represents employees who self-identified as male

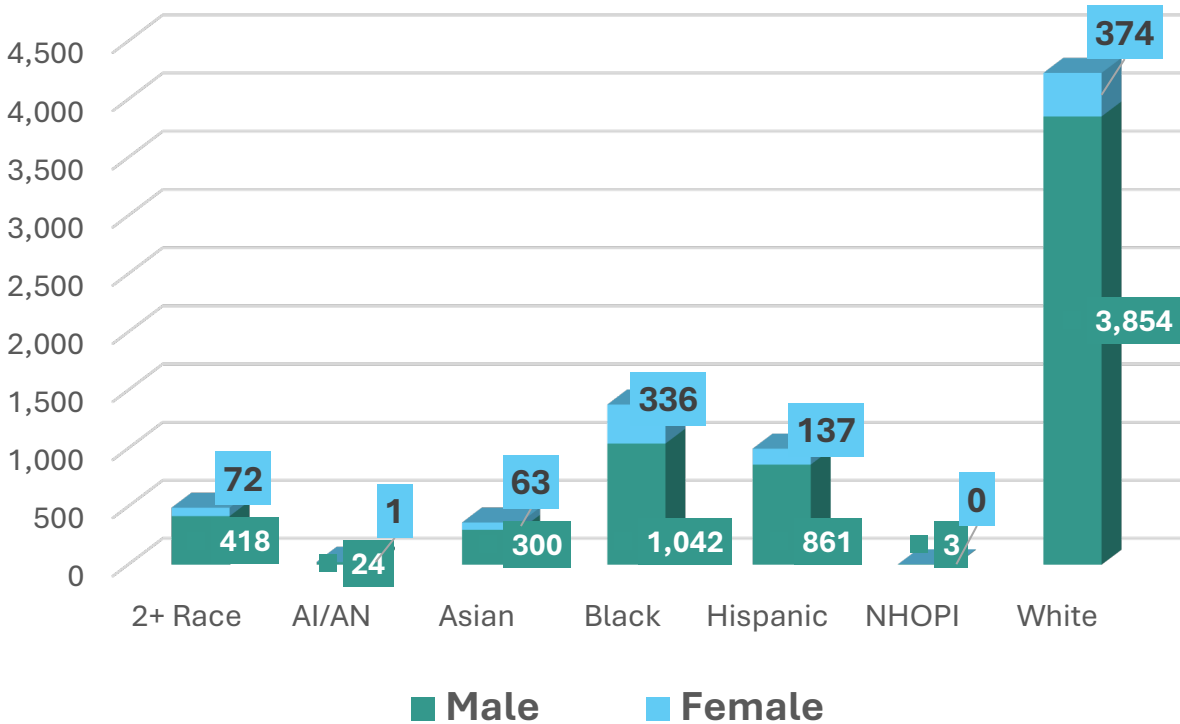


LIRR Workforce: Q2

7,485 strong as of June 30, 2026

- **13% (983)** self-identified as **females**
- **44% (3,257)** self-identified as **minorities**
- **4% (322)** are **veterans***
- **1% (71)** self-identified as a **person with a disability**

Workforce by Sex and Ethnicity



* Veteran data reflects employees verified by the MTA as **Eligible Veterans** based on DD-214 documentation issued by the U.S. Department of Defense.

• MTA collects demographic data as part of its obligations under NYS Executive Order 187.

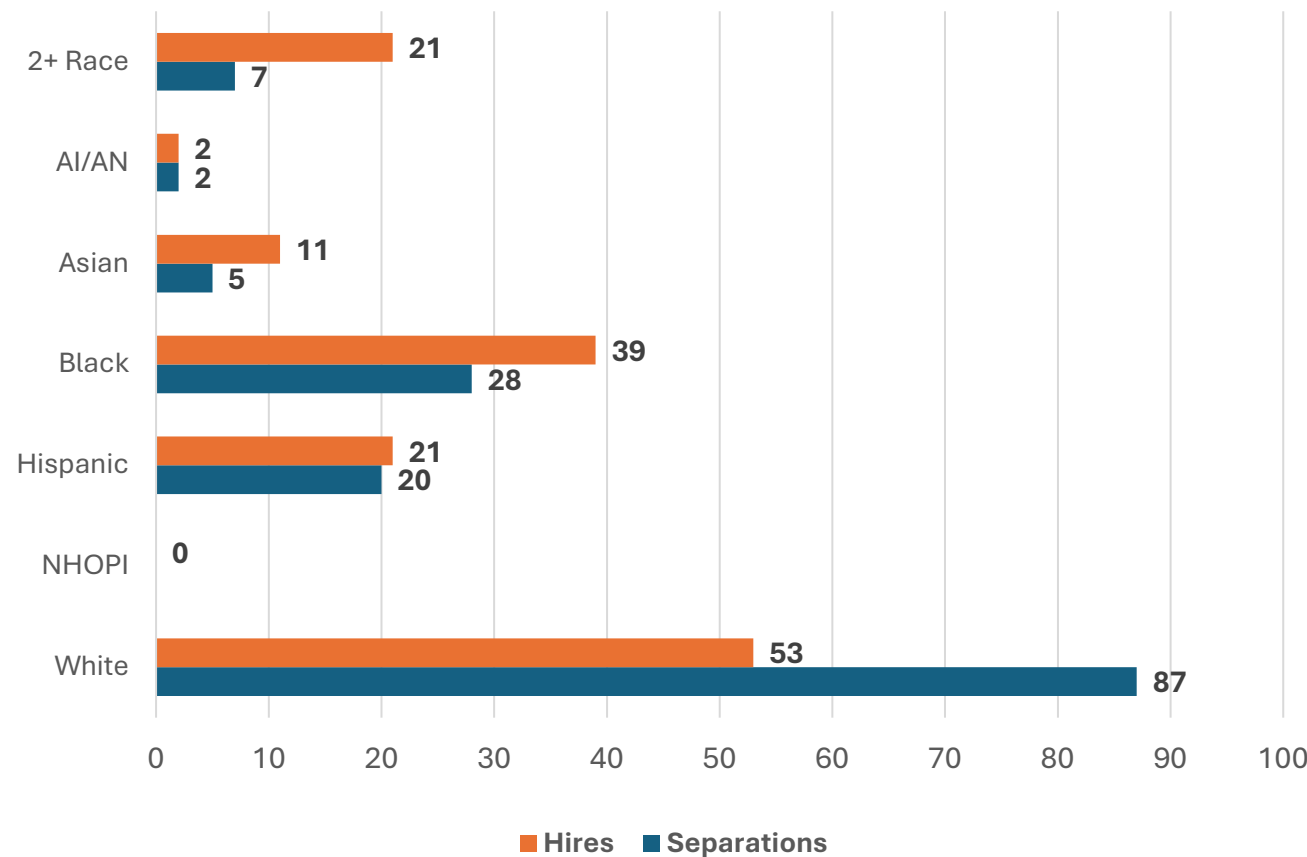




LIRR Workforce: Q2

Hires and Separations
January 1, 2026 – June 30, 2026

- **147** new hires and **149** separations
- Net decrease of **9** self-identified female and net increase of **7** self-identified male employees
- Net decrease of **7** veteran and a net decrease of **3** self-identified individual with a disability



- Hires & Separations represent cumulative activity from January 1 through June 30, 2026.
- MTA collects demographic data as part of its obligations under NYS Executive Order 187.

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process.
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All Agency Employee Resource Groups Quarterly Highlights – July - September

Employee Resource Groups (ERGs) are important pillars of the MTA and contribute to a culture of inclusion and belonging while making a positive impact on the MTA. Ultimately all initiatives and programs should serve and champion members, maximize available resources, align with the MTA strategic priorities as well as the ERG goals and objectives.



ALL GENERATIONAL: Train Module Workshop & Exhibition - July 14, August 12, September 9 & September 26

All Generational continued its Train Module Building Workshop, engaging MTA employees from multiple agencies and crafts to collaboratively design and construct individual modules for a functional model railroad. They also exhibited their train modules at the Staten Island Railway Family Day for everyone to learn about the different trains at the MTA.

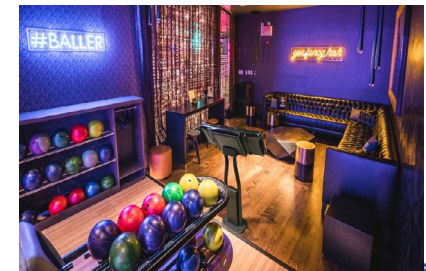


PRIDE EXPRESS: After Work Social – July 24

Pride Express hosted an after-work networking event that brought together LGBTQIA+ employees and allies, providing an opportunity to connect, build professional relationships, and strengthen a supportive and inclusive community across the MTA.

LATINOS & FRIENDS: Frames Bowling Alley Afterwork Networking – July 30

Latinos & Friends hosted an after-work bowling networking event that brought together MTA employees from across agencies, departments, and job levels to build professional connections, promote collaboration, and strengthen workplace relationships through informal engagement.



All Agency Employee Resource Groups Quarterly Highlights – July - September

ALL GENERATIONAL: Back to School Photos – August through September 2026

All Generational hosted a Back-to-School Photo Recognition initiative celebrating the educational milestones of MTA employees and their families. Employees across all generations were invited to submit photos highlighting journeys from preschool through higher education. By showcasing these meaningful moments, the initiative recognized employee and family achievements, celebrated multigenerational experiences, and reinforced an inclusive workplace where all employees feel valued and represented.



VETERANS: Veterans Networking Meet-Up – September 17, 2026

The Veterans Employee Resource Groups hosted their first after-work networking event that united Veterans, military-connected employees, and allies to promote collaboration, encourage peer support, and identify opportunities to positively impact the MTA workplace and the broader military community.





Complaints and Lawsuits

January 1, 2026 – June 30, 2026

Title VI and Related Discrimination Complaints



19 Title VI and Related** complaints were **filed**, citing **20** separate bases

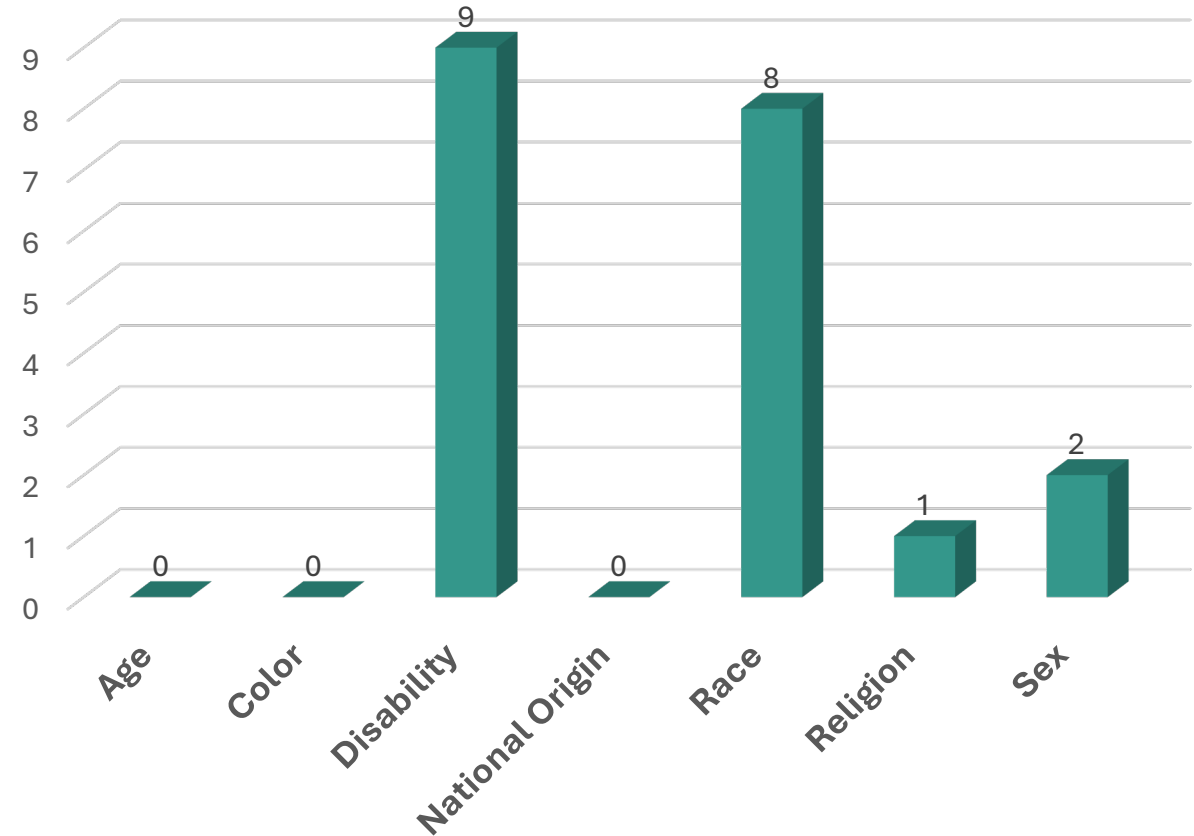


The most frequently cited basis was **Disability**



There were **no** Title VI **Lawsuits** filed

Title VI and Related Discrimination Complaints
by Bases
(January 1, 2026 – June 30, 2026)



Note: *Formal complaints and lawsuits can be filed alleging multiple *bases*.

Note: ***Related Discrimination complaints are filed by customers based on age, disability, religion and sex.*

EO Employment Discrimination Complaints



10 complaints were **filed** citing **10** separate bases

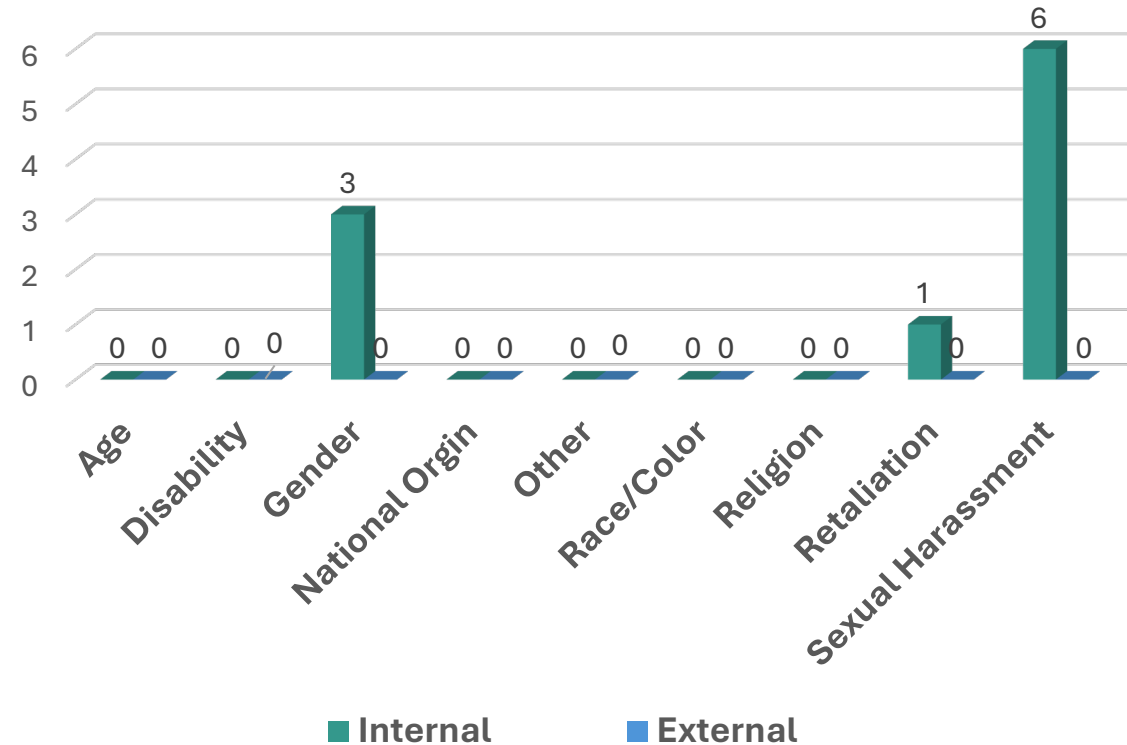


The most frequently singularly-cited** basis was **Sexual Harassment**



There was **3** **Lawsuit** filed

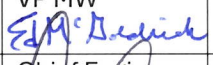
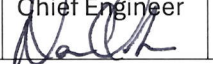
Internal and External Complaints
by Bases
(January 1, 2026 – June 30, 2026)



*Note: *Formal complaints can be filed alleging multiple bases.*

*Note: **Other consists of any of the remaining 12 legally protected bases not individually shown*

Additionally, numerous incoming matters were also handled during this time period

Subject FALL TRACKWORK PROGRAMS						Date September 23, 2026			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names P. DIETLIN						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	9/28/26				1	President 	4	VP – Deputy Program Executive, LIRR BU 
						2	VP MW 	5	CTO 
						3	Chief Engineer 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to perform state of good repair work to maintain reliability and support capacity improvement work at Jamaica. Temporary schedule adjustments are necessary to support track and power maintenance on the Atlantic Branch west of Jamaica, track and signal construction near Jamaica in support of the Hall Expansion Project, track maintenance between Amityville and Babylon, grade crossing renewals and track maintenance on the Montauk Branch east of Babylon, and track maintenance on the Long Beach Branch.

TRACK WORK PROGRAMS

Construction Activities (Short-term trackwork items requiring a special program)

- **Atlantic Branch – Track and Power Maintenance** – On the weekend of October 3-4, all tracks will be out service between Jamaica and Atlantic Terminal for rail replacement in Atlantic Terminal, column repairs, impedance bond replacement, and third rail cable renewal at Grand Avenue Substation. This is the final weekend of state of good repair work for the project this year.
 - **Temporary Service Adjustments:** With all tracks out of service between Jamaica and Atlantic Terminal, there will be no LIRR train service to East New York, Nostrand Avenue or Atlantic Terminal. NYCT will cross-honor LIRR fares.
- **Jamaica – Track Construction and Signal Cutover** – On the weekends of October 3-4, and October 10-11, one of two main tracks will be taken out of service between Jamaica

and Valley Stream on the Montauk Branch while Track and Signal work is performed in support of the Hall Expansion as part of the Jamaica Capacity Improvements Project.

- **Temporary Service Adjustments:** With one of two main tracks being taken out of service on the Montauk Branch, bus service will replace train service on the West Hempstead Branch. Additionally, schedules adjustments will be required on the Babylon/Montauk Branches.
- **Montauk Branch – Track Maintenance** – On the weekend of October 10-11, one of two main tracks will be out of service between Amityville and Babylon to support state of good repair track maintenance and rail replacement.
 - **Temporary Service Adjustments:** With one of two main tracks out of service between Amityville and Babylon, schedule adjustments will be required on the Montauk Branch in both directions.
- **Montauk Branch – Grade Cross Renewals & Track Maintenance** – In support of grade crossing renewals and track maintenance, one of two main tracks will be out of service between Babylon and Sayville, and the single main track will be taken out of service between Speonk and Montauk during the midday/weekday period, October 13th through October 16th, and October 19th through October 23rd. Track Department will perform various state of good repairs activities and renew three grade crossing (Old Country Road, Old Riverhead Road, and Sag Harbor Turnpike) during this outage.
 - **Temporary Service Adjustments:** With one of two main tracks out of service between Babylon and Sayville, and the single main track out of service between Speonk and Montauk, schedule adjustments will be required on Montauk Branch trains in both directions. Additionally, bus service will replace train service between Speonk and Montauk.
- **Long Beach Branch – Track Maintenance** – On the weekend of October 17-18, and October 24-25, both main tracks will be out of service between Valley Stream and Long Beach to support state of good repair track maintenance. The Structures Department will perform waterproofing activities in the vicinity of Lynbrook Station and the Track Department will replace the miter rails / expansion rails at Wreck Lead Bridge.
 - **Temporary Service Adjustments:** With both main tracks out of service between Valley Stream and Long Beach, bus service will replace train service in both directions for a period of 48 hours.

IMPACT ON FUNDING

Funding for these projects is contained in the Long Island Rail Road Operating and MTA Capital Program budget.



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

September 2026



The LIRR provided service to and from the US Open throughout August and September, adding four peak-period trains in the AM and PM that stopped at Mets–Willets Point to accommodate fans. This year, the LIRR carried 208,611 riders during the tournament, more than 22,000 above last year’s record.

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

2 Broadway • New York, NY 10004
September 28, 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.



METRO-NORTH RAILROAD





Metro-North Railroad

MESSAGE FROM THE PRESIDENT



Justin Vonashek
President, Metro-North Railroad

Ridership & Performance

Metro-North delivered excellent service throughout the summer. In July, on-time performance reached 97.2%, in August it was 96.7%, and the year-to-date rate was 97.1%, more than 3% above goal of 94%. Our service-delivery rate for both July and August was 99.8%, reflecting our continued commitment to providing safe and reliable service.

In July, Metro-North carried 6.6 million riders, with an average weekday ridership of 239,623—4.6% higher than July 2025—pushing weekday recovery to 84.6% of July 2019. In August, we carried 6.1 million riders, with an average weekday ridership of 226,415—6.6% higher than August 2025, with weekday recovery at 83% of August 2019.

Metro-North set a Yankee service record during the Yankee-Red Sox doubleheader on Saturday, August 29. Metro-North carried 13.6% of the gate, totaling nearly 25,000 rides, the highest ridership ever for a single day at Yankees-E 153rd Street station.

Fall Schedule Change

Our regular fall schedule begins on Sunday, October 4, and features added service for our customers. With growing ridership, we're adding one new train each on the Hudson and Harlem Lines, as well as three trains on the New Haven Line. These five new trains will provide our customers with more options and improve capacity during peak travel periods.

We're also bringing back our popular Leaf Peeper weekend trains on the Hudson Line between October 3 and November 8, providing additional capacity to transport New York City and Westchester County residents to some of the loveliest scenery and most enjoyable festivals and outdoor activities on the East Coast.

The schedule also supports nearly 20 significant infrastructure



projects across all three lines. Metro-North is an industry leader in schedule development and project-management, combining anticipated passenger demand with increased productivity for our work crews. Our thorough planning allows essential work to be completed with greater efficiency, higher quality, and reduced cost.

Successful Innovation with the Laser Train

While fall foliage is beautiful, leaves on the tracks have long caused delays during slip-slide season. Crushed leaves leave a slick residue that reduces adhesion between wheels and rail, slowing trains and creating wheel defects. To address this, Metro-North will begin operating the Laser Train for the autumn season, continuing the work that has significantly improved performance over the past four years.

Since its launch in 2022, the Laser Train has cleaned rail at speeds up to 60 mph and has reduced delayed trains by 65 percent and total delay minutes by 68 percent. The Laser Train received an upgrade last year that improved cleaning of hard-to-reach locations such as grade crossings and track switches, raising overall cleaning efficiency per mile to 98 percent. We also added technology that measures remaining residue so crews can target deeper cleaning where needed.

These improvements have resulted in a 30 percent reduction in wheel defects, improving reliability for customers and reducing maintenance costs. As slip-slide season begins, the Laser Train will again support safe, efficient, and dependable service throughout the fall.

Leading the Way on Safety

Safety is the cornerstone of the transportation industry and our highest priority at Metro-North. Over the past three years, we have proudly hosted an industry-wide Confidential Close Call Reporting System (C³RS) Symposium, highlighting the transformative impact of C³RS

245
TVMs installed

65%
reduction in "slip slide"
train delays

10th
Heritage Locomotive
honoring 9/11

Metro-North Railroad

MESSAGE FROM THE PRESIDENT

and discussing its ongoing evolution to improve safety culture.

This year's symposium held in mid-September brought together rail professionals, labor leaders, regulatory bodies, and safety advocates from Metro-North, LIRR, NASA, FRA, Metra, Norfolk Southern, Keolis, and the United Kingdom to explore how we can refine voluntary reporting systems and make C³RS even more effective for the entire rail industry.

See Tracks? THINK TRAIN Week!

September 21-27 was North American railroads' annual See Tracks? THINK TRAIN Week!- Metro-North's 10th year participating in this awareness week. Metro-North's Office of System Safety staff, together with MTA Police and CT Operation Lifesaver, connected with the public and our customers at 11 stations and 6 highway/rail grade crossings across our territory to reinforce the importance of safe behaviors around tracks. New this year, employees signed the Operation Lifesaver safety pledge as a simple but meaningful way to show our collective commitment to promoting safe behaviors.

New Ticket-Vending Machines

This week we will finish replacing all 245 Ticket Vending Machines and Ticket Office Machines across the railroad. Under the leadership of Anne Sheehan and John Daly, the ticketing team managed this complicated interdepartmental effort to modernize our paper ticketing systems. The new systems ensure customers can seamlessly purchase their fares, which improves the customer experience and Metro-North's revenue collection. I extend my congratulations to the team for this significant accomplishment and the clear benefit it delivers to our customers.

Our 9/11 Heritage Locomotive

On Wednesday, September 9, we unveiled Locomotive No. 218, our moving memorial commemorating the 25th anniversary of September 11, 2001. The locomotive was designed in-house to honor those who lost their lives during the attacks and their aftermath, as well as the first responders, rescue and recovery workers, survivors, and families forever affected by that day.

Across the sides of the locomotive, the New York City skyline appears at sunset as the twin beams of Tribute in Light rise into the sky. Our team at the North White Plains Paint Shop worked with the National September 11 Memorial & Museum to help ensure the design would serve as a respectful tribute. Alongside the emblems of the New York Fire Department, New York Police Department, and Port Authority Police Department are the words, "The City That Never Sleeps Never Forgets," and, on the front, an image of the Twin Towers carries a simple message: "Never Forget."



Along with our other nine Heritage locomotives, the vinyl wraps are more than a way to tell a story. They provide an efficient, cost-effective way to refinish locomotives following exterior repairs, helping us extend the service life of the fleet while transforming each locomotive into a moving piece of Metro-North history.

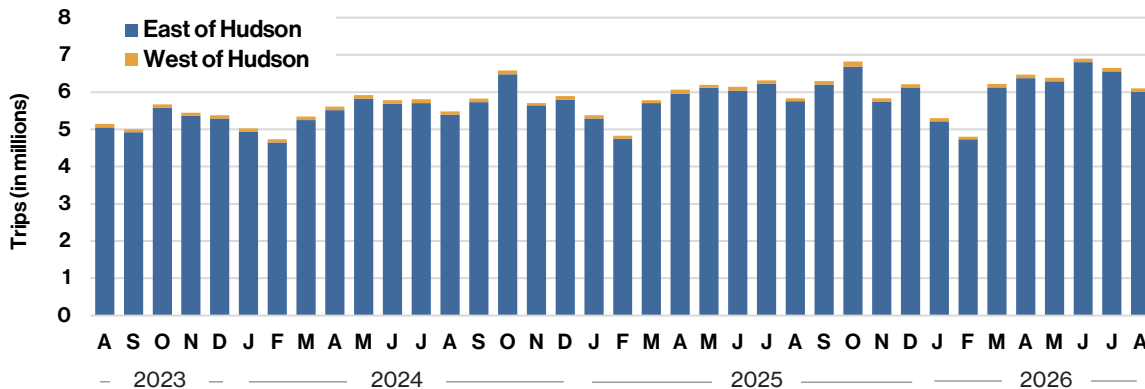
My deepest thanks and gratitude to the team involved in the conception and execution of this beautiful depiction.

Metro-North Railroad

RIDERSHIP

Monthly Ridership

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



Data Review

July ridership remained solid after June's exceptional performance, posting our second-highest recovery rate at 87.7% versus July 2019. August slowed for vacation but gained on 2025, and weekend ridership beat 2019 in both months.

Total July ridership declined 3.6% from June to 6.6 million yet improved 5.4% over July 2025. Average daily ridership fell 6.7% to 213,540. Weekday ridership decreased 6.7% to 239,623, rose 4.6% year-over-year, and reached 84.6% recovery. Tuesday–Thursday ridership dropped 8.8% to 244,245, increased 5.1% year-over-year, and achieved 86.2% recovery. Weekend ridership fell 10.6% to 128,140, grew 7.1% compared to July 2025, and exceeded July 2019 by 2%. Commutation ridership declined 2.8%, and commutation plus peak ridership fell 2.9%. Commutation's share of total ridership rose slightly to 39.9%, up 0.4% from June.

August's total and average daily ridership each declined 8.4%, landing at 6.1 million and 195,699, respectively. Compared to August 2025, total ridership was up 4.5% and reached 83.1% of August 2019 levels. Weekday ridership fell 5.5% from July to 226,415, Tuesday–Thursday ridership decreased 3.3% to 236,132, and weekend ridership dipped 1.3% to 126,523. Weekday ridership rose 6.6% from 2025 and stood at 83% of 2019, Tuesday–Thursday ridership increased 8.1% with an 86.5% recovery, and weekend ridership improved 6.8%, surpassing 2019 by 0.7%. Total commutation ridership dropped 18.5% from July, while commutation plus peak ridership fell 15.2%. Commutation's ridership share decreased 4.4% to 35.4%.

Moving Forward

After June's surge, driven by sports events, summer weekday ridership dropped as usual. Fall, however, is primetime for Metro-North. With vacations over, ridership is already increasing and we expect fall foliage and October baseball to drive another strong rebound.



FINANCIAL RESULTS

2026 Revenues & Expenses, August Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$485.4	\$495.8	\$10.4
Farebox Revenues	\$449.0	\$458.3	\$9.3
Other Revenues	\$36.4	\$37.5	\$1.1
Total Non-Reimbursable Expenses	\$1,163.3	\$1,130.2	\$33.1
Labor Expenses	\$775.4	\$764.3	\$11.1
Non-Labor Expenses	\$367.7	\$346.9	\$20.8
Other Expense adjustments	\$20.2	\$18.9	\$1.2
Non Cash Liabilities	\$241.6	\$242.4	(\$0.8)
Net Surplus/(Deficit) - Accrued	(\$919.5)	(\$876.9)	\$42.6

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	5,760	5,621	139
Reimbursable	753	682	71
Total Positions	6,513	6,303	210

Data Review

Through August, farebox revenue was \$9.3M favorable to the Forecast due to higher non-commutation ridership across all East of Hudson lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership on all East of Hudson lines.

Labor expenses are lower than the Forecast by \$11.1 million due primarily to lower payroll as well as lower health and welfare. At the end of August, paid headcount was 210 lower than Budget reflecting 292 vacancies against the year-end paid headcount.

Non-labor expenses are lower than the Forecast by \$20.8 million due primarily to lower electric power along with materials and supplies.

Other expense adjustments are \$1.2 million favorable to the Forecast. This represents the transfer of consolidated functions costs to MTA HQ which are charged back to Metro-North as Functional Allocations.

Moving Forward

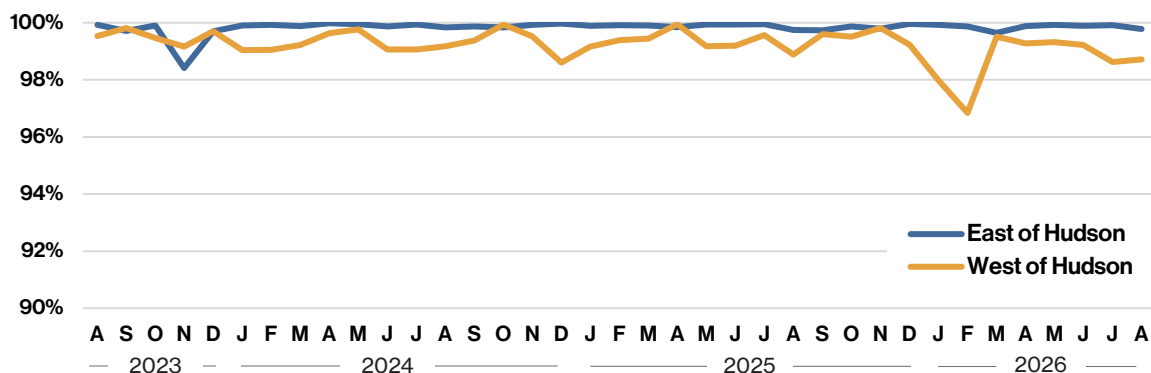
We are focused on growing staff to budgeted targets across all crafts. We are aware of the financial challenges faced by the MTA, and we continually look for cost-effective ways to operate efficiently, ranging from workforce management to material needs.

Metro-North Railroad

SERVICE PERFORMANCE

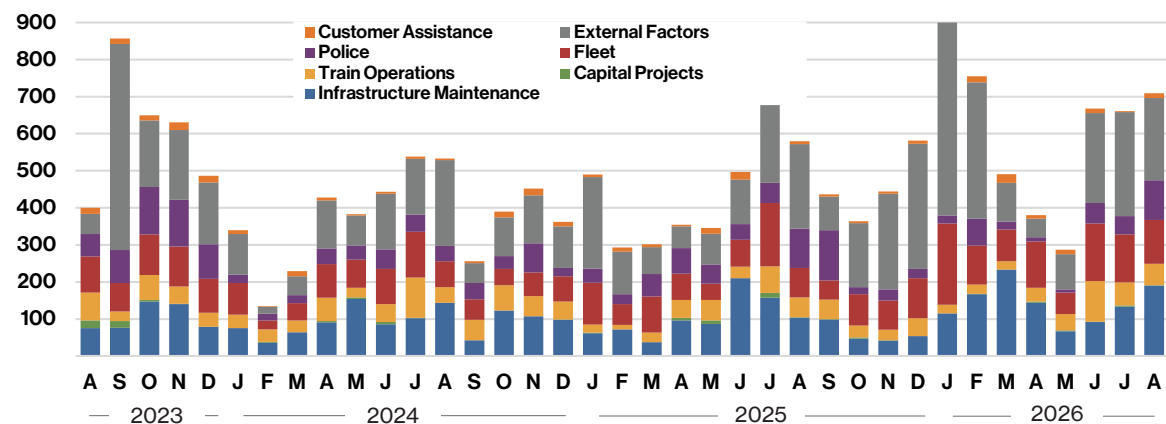
Service Delivered

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



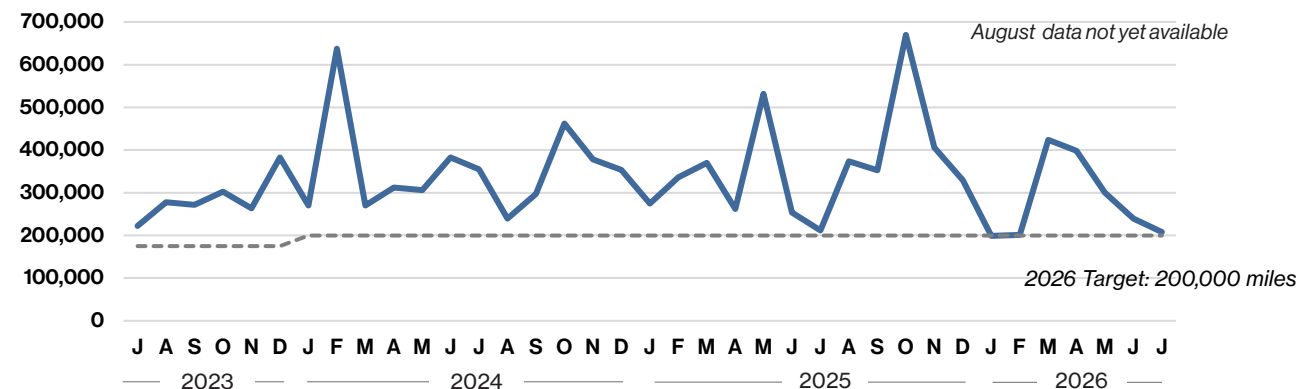
Delays by Type

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



Mean Distance Between Failures

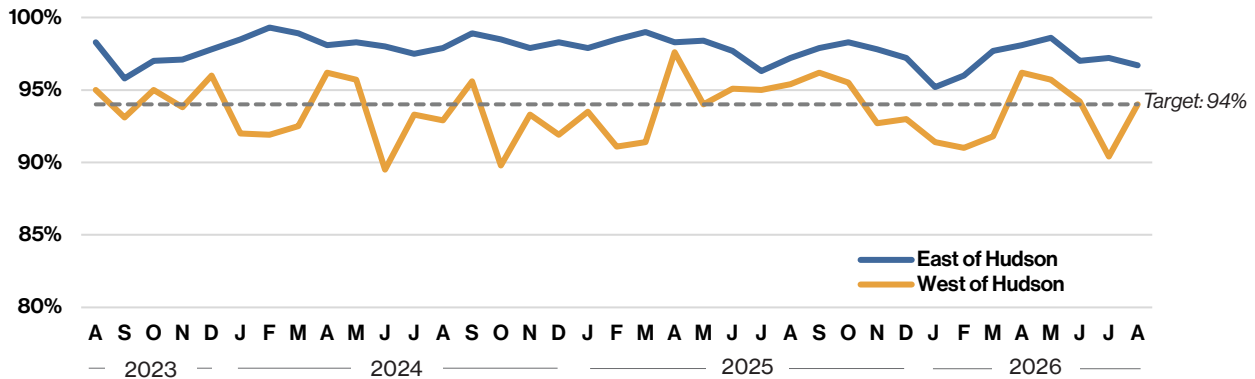
The average number of miles a railcar or locomotive travels on East of Hudson lines before failing and causing a delay



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

	July	August		July	August
Hudson	97.3%	96.7%	Pascack Valley	87.7%	94.2%
Harlem	97.8%	96.0%	Port Jervis	92.2%	93.9%
New Haven	96.8%	97.2%			

Data Review

Metro-North's service delivered in August was 99.8% and the systemwide OTP exceeded the 94% goal, reaching 97.0% and 96.7% YTD. 12 major incidents impacted August's OTP. The most significant happened on August 27, when a tree fell at Botanical Gardens and 56 trains were affected.

The July mean distance between failures was 207,769 miles, above the 200,000-mile goal. YTD it is 259,294 miles.

Moving Forward

The popular Fall Foliage trains return to Hudson Valley on October 3rd, 2026, and will continue through November 8, 2026.

Beginning October 5, work will begin on the upper Harlem Line. In support, service between Southeast and Wassaic will be replaced by buses through November 23, 2026. In addition, work continues off-peak days and weekends through November 14th on the Port Jervis Line.

Effective October 4, 2026, Metro-North will implement schedule updates on the Hudson, Harlem, and New Haven Lines. These changes are designed to improve service reliability, support ridership trends, and accommodate ongoing maintenance, production, and infrastructure projects.

Metro-North Railroad

MAJOR PROJECTS

Installation of Dry Water Lines at Five Harlem Line Stations

This month, MTA Construction & Development is moving forward with a project to install new dry water lines at five Metro-North Harlem Line stations: Southeast, Mount Kisco, North White Plains, White Plains, and Fordham. These installations are part of a broader program which has completed similar installations at 15 other Metro-North stations.

Dry water lines are built-in pipes that make it easier for crews to connect high-pressure cleaning equipment and keep stations in good condition. By giving workers easier access to water connections, they reduce the need to drag long hoses through busy passenger areas. That means fewer trip hazards, smoother maintenance, and less disruption for customers.



The project will replace older or deteriorated systems and add new ones where needed. This includes installing stronger galvanized steel piping, improved supports, self-draining features, ball valves, and quick-connect fittings that make setup faster and easier.

At historic stations, the new pipes will be painted to match the building's architectural style so they blend in and help preserve the historical character of the station. Construction is already underway, beginning with the removal of outdated equipment, and the project is expected to be completed by May 2027.

CUSTOMERS & COMMUNITIES

Metro-North Railroad Delivers for Fordham University Students

This back-to-school season, Metro-North had the unique opportunity to support Fordham University's first-year orientation. Metro-North is no stranger to student travel, with many students regularly commuting to and from class, but this effort was larger than usual. Our employees guided 2,100 incoming students from Fordham's Bronx campus to their orientation at Lincoln Center.

This coordinated effort brought together Government & Community Relations, the Group Travel team, and station operations to safely and efficiently move a very large group during rush hour. Thanks to careful planning and communication, the trip went smoothly from start to finish.



Metro-North is always ready to support large group travel and we're proud to have helped launch the Fordham Class of 2030.

Metro-North Commuter Council Tours Penn Station Access Project

Government & Community Relations Director Andrew Buder and Assistant Director Mae Patel joined members of the Metro-North Railroad Commuter Council, including Chair and MTA Board Member Randy Glucksman, and Permanent Citizens Advisory Council (PCAC) staff on a tour of the Penn Station Access project. The group visited two stations currently under construction: Parkchester–Van Nest and Morris Park.

The tour was led by Brad Knote, Assistant Vice President and Project Executive for Penn Station Access, who walked the group through current construction, progress to date, and the phasing of the work ahead. These new state-of-the-art stations will connect Bronx neighborhoods that have long watched trains pass them by, providing direct access to Manhattan, Westchester, and Connecticut. Penn Station Access is expected to reduce daily commute times for Bronx residents by as much as two hours.

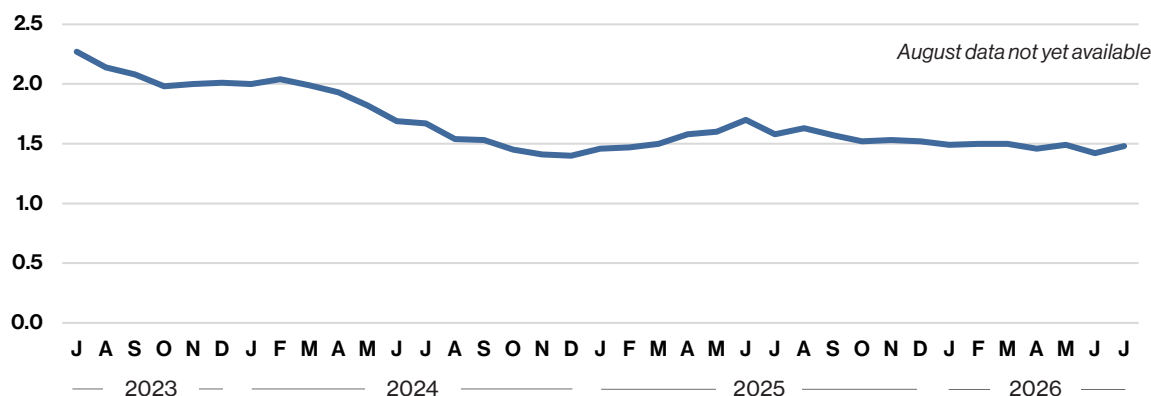
Seeing the new track alignments, infrastructure improvements, and station construction firsthand underscored the significant progress underway on Penn Station Access.

Metro-North Railroad

SAFETY & SECURITY

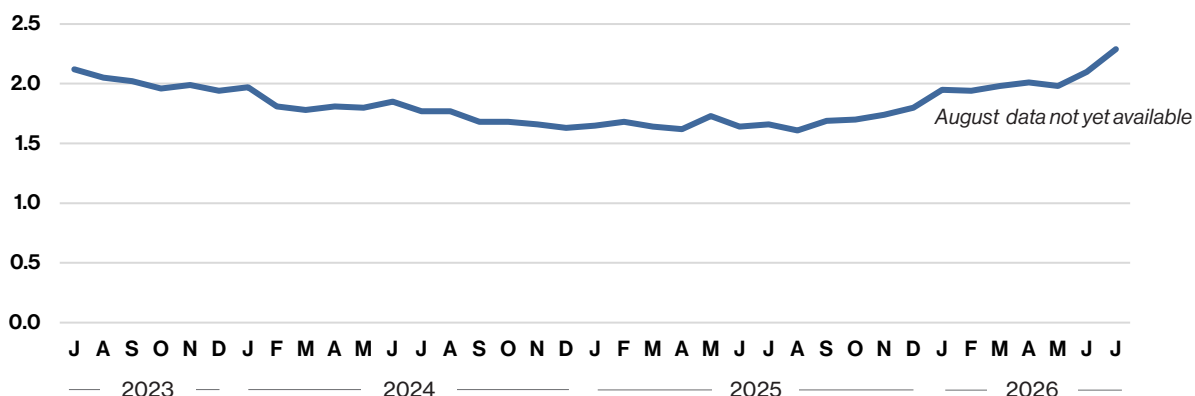
Customer Injury Rate

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 1.58 to 1.48 per one million customers in the current 12-month reporting period, Aug 2025 through July 2026, compared to the prior 12 months. The reportable employee lost time injury rate increased from 1.66 to 2.29 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

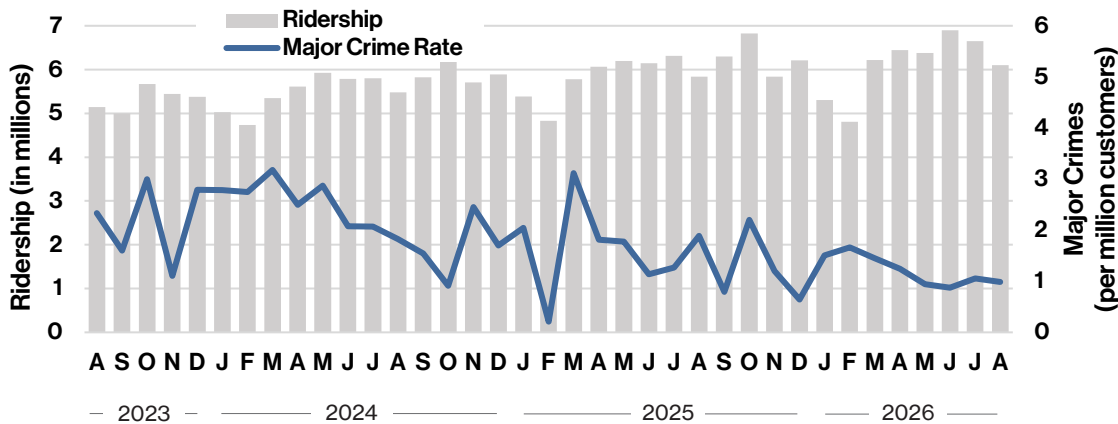
See Tracks? Think Train® Week took place September 21-27 across the U.S., Canada, and Mexico. This year marked Metro-North's 10th year of participation and strong support of the cause. Throughout the week, MNR System Safety staff, MTA Police, and CT Operation Lifesaver engaged customers at 11 stations and 6 grade crossings to reinforce safe behavior around tracks. This year also included a new employee safety pledge, with participants receiving a 'Red Out for Rail Safety' T-shirt to wear on Friday as a visible show of support for track safety.



SAFETY & SECURITY

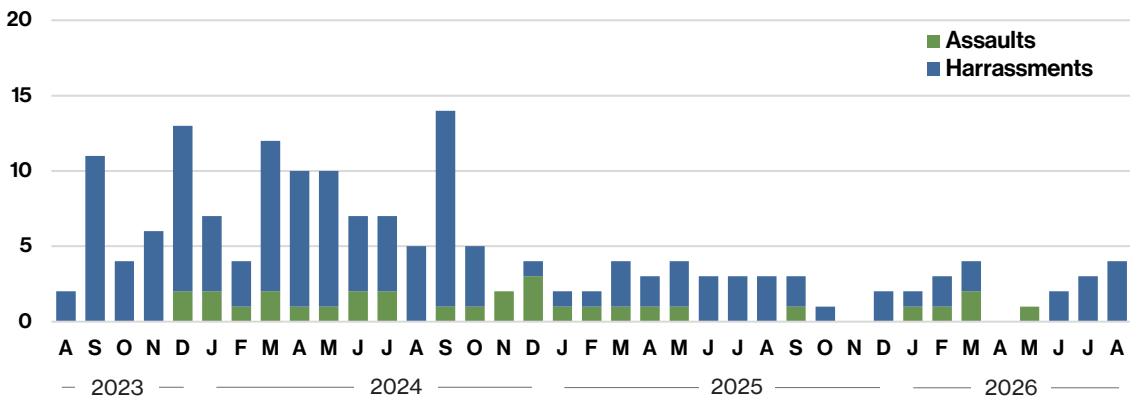
Major Crimes Against Customers

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



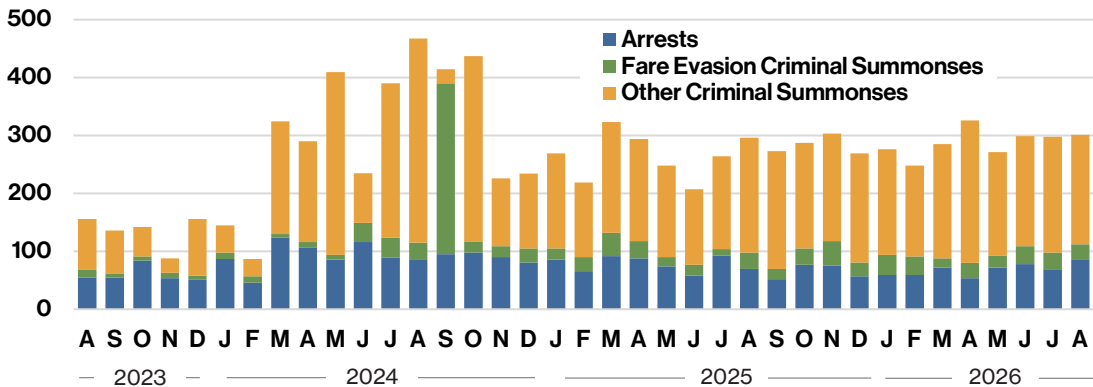
Assaults and Harassments Against Employees

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

On Ridership and Performance

Summer ridership was extremely strong, aided by both the FIFA World Cup and US Open tennis at Flushing Meadows.

July's total ridership was 7.7 million riders.

August ridership was 7.5 million riders, which was up 4.5% compared to August 2025 and represented 95% of August 2019.

We also broke a post-COVID record for highest Friday ridership on September 11 (307,706).

So far in 2026, we have surpassed 300,000 daily riders a total of 25 times (as of 9/23) and counting.

August monthly ticket ridership increased 5.9% over August 2025. Total OTP for July was 95.5%, and for August was 95.6% - bringing our YTD OTP to 94.9%.

Safety

For the 12 month period ending July 2026 we had a 6.7% increase in the customer injury rate over July 2025 - and our employee injury rate decreased 2.0% compared to the prior 12 months.

US Open Another Smash

We had another record breaking year for US Open ridership as tennis fans are realizing how convenient it is to use our service.

This year's ridership was 208,611 riders to and from our Mets-Willets Point station, breaking last year's record by more than 22,000 riders.



More for The Montauk

As we planned and rolled out our current Capital Program, we prioritized SOGR to ensure that the system keeps up with all the new infrastructure introduced over the last several years.

But we also planned for the future to continue all the tremendous progress we've made expanding and modernizing our system.

On August 25 in Hampton Bays, we announced improvements that are coming to the Montauk Branch with the goal of increasing reliability and train service in the future.

There is a lot of excitement about this work as the event was attended by Board Members Herbst, Leathers, and Bringmann as well as numerous elected officials - all of whom recognize the potential these improvements will have on our East End service.

Phase One will extend a siding track at Amagansett and interlock it, which will allow switch and signal control from our operations center as opposed to moving the switches by hand in the field.

The new siding will also reduce the length of single track between Southampton and Montauk (with a 45-minute run time) to eleven miles Amagansett to Montauk and sixteen miles between Southampton and Amagansett.

Phase Two will build a permanent second platform at Hampton Bays, along with track and signal upgrades. The second platform will allow two trains to board and detrain customers at the same time, as opposed to one at a time.

25

days this year LIRR
has topped 300K in
ridership in a single day
(as of 9/23)

208,611

riders transported to and
from Mets-Willets Point
on 2026 US Open days, a
new record

7.7M

riders used the LIRR in
July and 7.5 million in
August

Big Things Pulling Into Port

Up in Port Washington, we are currently in the Preliminary Design phase of a Station Renewal and Yard Extension project. This work will include station building and platform improvements in addition to a yard expansion that will increase capacity, allowing us to store and operate more trains out of Port Washington. This is something that had been talked about for a long time but is now being delivered.

Sprucing Up Along the Long Beach Branch

From what's coming up to what just wrapped-up. As part of our Station Spruce Up program, we recently completed improvements at our Island Park and Centre Avenue stations. The work included improved platform lighting and signage on top of upgrades to the platform shelter sheds.

There were also platform repairs and stair/ramp improvements, as well as station building upgrades to lighting, restroom fixtures and more. What a great job by our skilled in-house work force to improve the customer experience!

Debut of the New Belmont

And finally, Friday September 18 marked the grand opening of the brand new Belmont Park, a beautiful new horseracing mecca that's just a few steps away from our Elmont-UBS Arena station. The LIRR has been providing train service to Belmont Park since the day it opened in 1905. And we are thrilled to continue that service with the re-opening of Belmont Park with 90 trains stopping at Elmont-UBS on weekdays and 159 each weekend day.

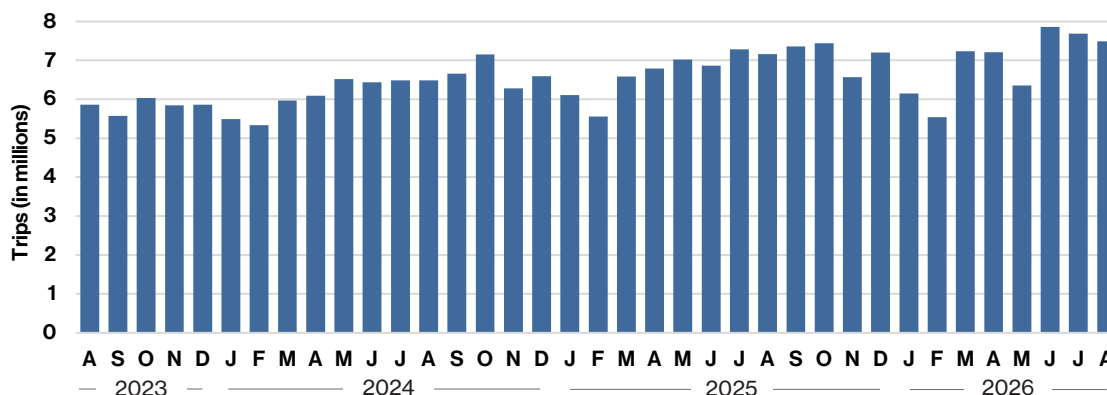


Long Island Rail Road

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 compared to the same months last year. In July 2026, ridership reached 7.7 million customers, a 5.5% increase over July 2025 and 96.1% of July 2019 levels. Commutation ridership for July increased 7.1%, while non-commutation ridership rose 4.6% compared to July 2025.

August 2026 ridership totaled 7.5 million customers, up 4.5% from August 2025 and representing 94.5% of August 2019. Commutation ridership reached 2.5 million customers, an 8.2% increase over 2025. Non-commutation ridership hit 5.0 million customers, growing 2.8% above 2025 and surpassing pre-pandemic levels at 130.3% of 2019 ridership. Year-to-date, LIRR has carried 55.5 million customers, 4.9% above 2025 and 91.7% of ridership for the same period in 2019.

Average weekday ridership in August 2026 was 278,540 customers, a slight 0.2% increase over July. Weekend ridership rose 4% overall, with Saturdays up 11.8% and Sundays down 3.7% from the previous month. July 19, 2026 marked the highest Sunday ridership since the start of the pandemic, with 171,137 customers traveling for the FIFA World Cup event at MetLife Stadium.

Moving Forward

In August 2026, GCM ridership was 1,697,089 passengers (based on load weigh data). GCM accounted for 40% of all AM Peak travel to Manhattan, while 60% used Penn Station.

Looking ahead, LIRR ridership is expected to continue its positive growth trajectory, driven in part by strong leisure travel to major events, including Mets games and the reopening of Belmont Park on September 18. This continued momentum is already evident, with combined ridership for the U.S. Open and Mets events increasing 12.6% compared with last year, demonstrating continued growth in leisure and event-driven travel.



FINANCIAL RESULTS

2026 Revenues & Expenses, August Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$521.5	\$514.8	(\$6.7)
Farebox Revenues	\$485.6	\$478.17	(\$7.4)
Other Revenues	\$35.9	\$36.60	\$0.7
Total Non-Reimbursable Expenses	\$1,446.8	\$1,423.5	\$23.3
Labor Expenses	\$1,058.4	\$1,042.82	\$15.5
Non-Labor Expenses	\$368.3	\$360.87	\$7.4
Other Expense adjustments	\$20.2	\$19.8	\$0.4
Non Cash Liabilities	\$402.5	\$399.7	\$2.8
Net Surplus/(Deficit) - Accrued	(\$1,327.8)	(\$1,308.4)	\$19.4

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,602	6,480	122
Reimbursable	1,076	995	81
Total Positions	7,678	7,475	203

Data Review

Through August, farebox revenue was \$7.4 million lower than the forecast due to lower-than-expected ridership, partially offset by higher yield per passenger.

Labor expenses are lower than the forecast by \$15.5 million due to lower payroll, overtime, health and welfare, and other fringe costs, partially offset by pension costs. At the end of August, there were 203 vacancies compared to the forecast.

Non-labor expenses are lower than the forecast by \$7.4 million, primarily driven by electric power, maintenance and other operating contracts costs, claims, materials & supplies, professional service contracts and other business expenses, partially offset by insurance and fuel expenses.

Moving Forward

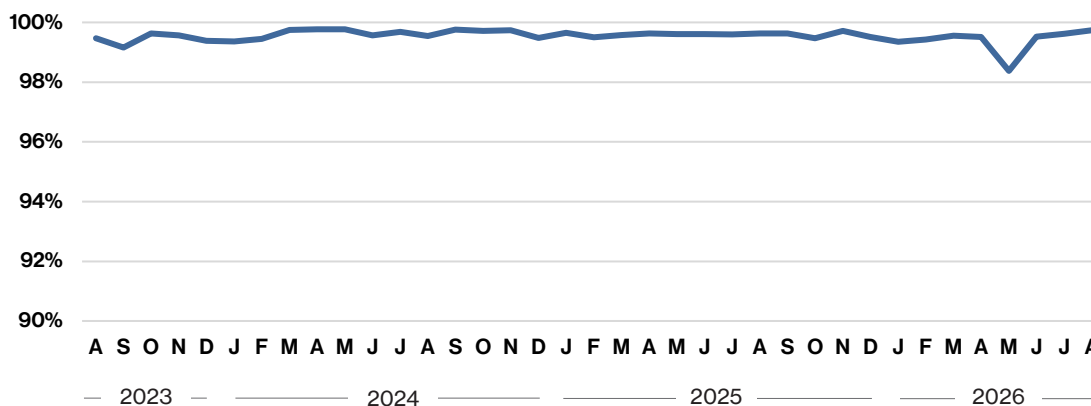
We are aggressively moving forward to fill all vacancies at LIRR. We are aware of the financial challenges faced by the MTA, and we continually look for cost-effective ways to operate efficiently, ranging from workforce management to material needs.

Long Island Rail Road

SERVICE PERFORMANCE

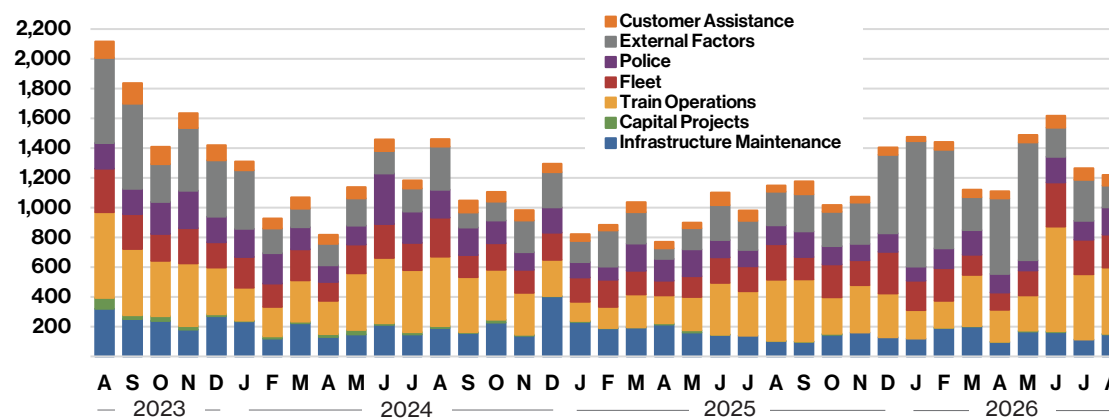
Service Delivered

The share of scheduled train trips completed



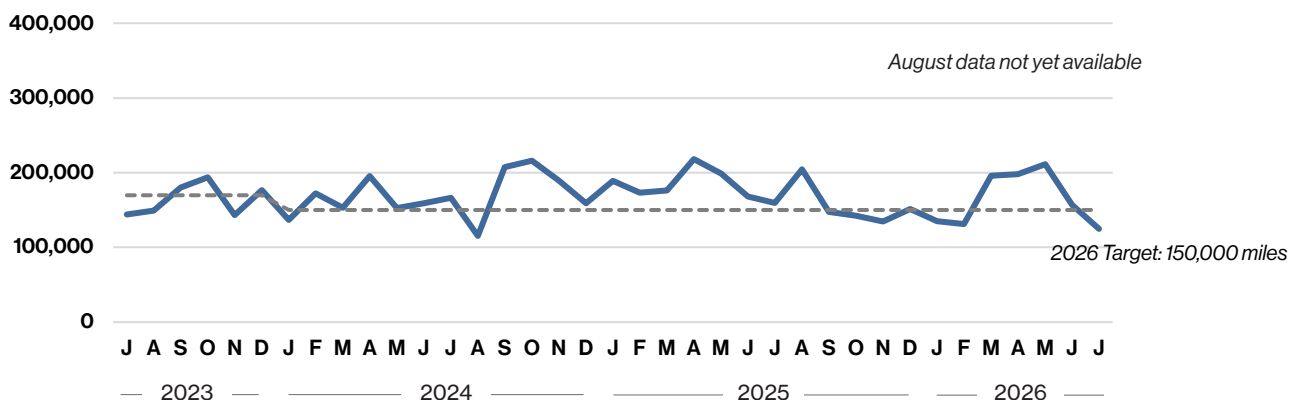
Delays by Type

The number of delayed trains by type of delay



Mean Distance Between Failures

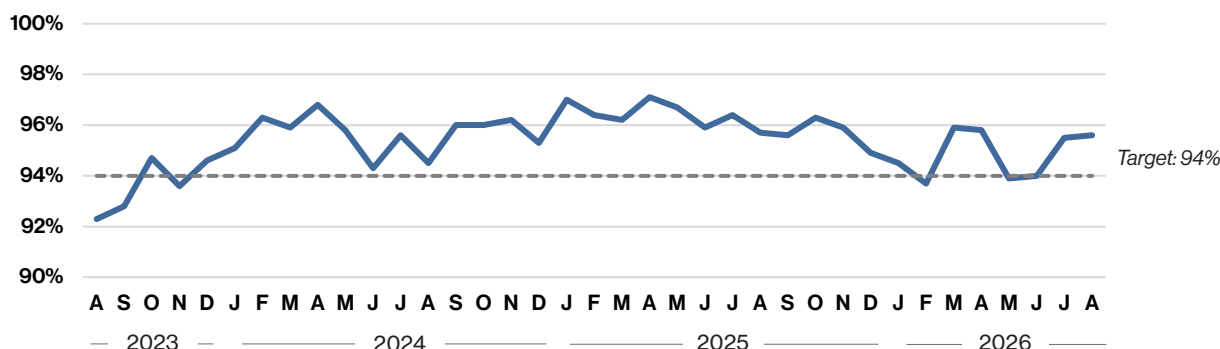
The average number of miles a railcar or locomotive travels before failing and causing a delay



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

	July	August		July	August
Atlantic	98.0%	99.0%	Montauk	88.4%	92.3%
Babylon	94.0%	93.7%	Oyster Bay	94.4%	95.1%
Far Rockaway	97.1%	96.8%	Port Jefferson	95.3%	92.0%
Hempstead	97.0%	96.8%	Port Washington	97.9%	96.9%
Huntington	95.4%	94.0%	Ronkonkoma	94.2%	94.1%
Long Beach	95.7%	96.8%	West Hempstead	97.3%	99.1%

Data Review

In August, on-time performance was 95.6%, above the goal of 94%. Year-to-date on-time performance (OTP) is 94.9% which is also above goal. 11 branches operated at or above their goal and year to date eight branches operated at or above their goal.

Ten incidents in August results in ten or more late, cancelled, or terminated trains. The most significant event occurred on August 13th when there was Trespasser Strike west of New Hyde Park. The event caused 69 late trains, delayed our customers an average of 19 minutes and reduced our monthly OTP by 0.3%.

In August, 69% of trains arrived into Jamaica less than 3 minutes behind scheduled time during the morning peak periods and 70.7% during evening 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 124,832 miles in July, and 157,766 year-to- date against the target of 150,000 miles.

Moving Forward

On the weekend of October 3-4, all tracks will be out service between Jamaica and Atlantic Terminal while track and power maintenance is performed. There will be no LIRR train service to East New York, Nostrand Avenue, or Atlantic Terminal. New City Transit will cross-honor LIRR fares.

Long Island Rail Road

MAJOR PROJECTS

ADA Upgrades for Two Nassau County Stations

MTA Construction & Development, in partnership with LIRR, is advancing a package of ADA station upgrades at Floral Park and Bellerose as part of its ongoing work to improve accessibility across the LIRR system. This collection of upgrades in Nassau County is known as Package 3 and was officially awarded on August 20, 2026, marking an important milestone and moving us closer to a more inclusive, fully accessible transit network.

Floral Park Station is getting a full overhaul to address the wear and tear on its platforms, station building, and viaduct. The project includes replacing all platforms, adding new foundations where needed, installing snow-melt systems, extending Platforms A and B, and replacing the existing escalator. These upgrades will make the station easier to navigate and improve safety and overall customer flow and accessibility.

Bellerose Station will also undergo a comprehensive rebuild, focused on making the station fully ADA compliant for the first time. The work includes updating the existing tunnel, adding a new elevator and machine room, installing ADA-accessible ramps, and extending the center island platform. Like Floral Park, Bellerose will get new platforms with snow-melt systems, structural upgrades, and improvements to electrical, mechanical, and station system, creating a safer, more accessible experience for all riders.

These upgrades highlight the MTA and LIRR's continued commitment to improving the customer experience and ensuring accessibility for all riders.



CUSTOMERS & COMMUNITIES

Community Collaboration Brings New Murals to Deer Park Avenue

The LIRR Government & Community Relations team partnered with the Deer Park Arts Council to coordinate the preparation and installation of new murals at the Deer Park Avenue trestle. Together, the teams power-washed the structure, applied fresh paint, and removed the previous artwork to ready the space for the new murals.

The completed murals were unveiled at a community event attended by the artists, Town of Babylon officials, Superintendent Rich Schaffer, Deputy Superintendent Tony Martinez, Councilman Terrance McSweeney, and members of the Deer Park Arts Council Board. The celebration highlighted the transformation of the trestle and the positive impact public art can have on a community. Town officials noted how much residents appreciate and enjoy the new artwork.

We are grateful for the support of the Town of Babylon, the artists, our community partners, and all LIRR staff who contributed to this project. Their collaboration helped bring new life to the trestle and created a vibrant, welcoming space for the community.

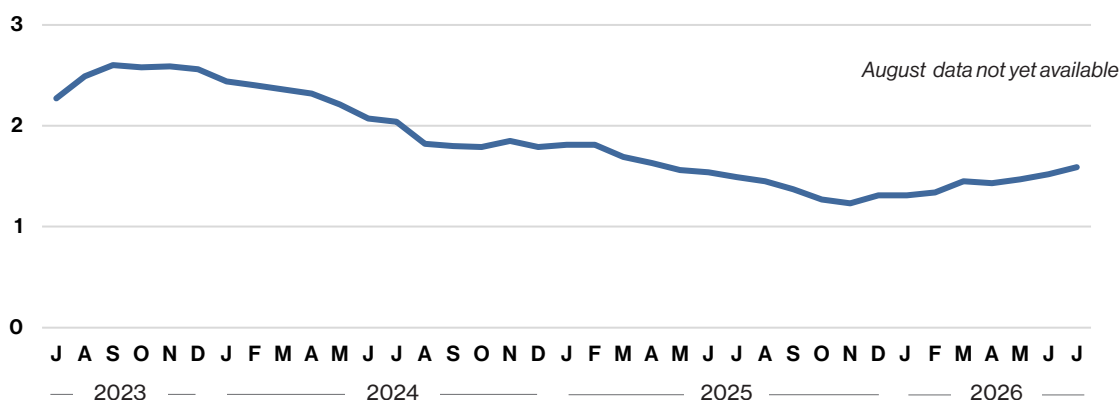


Long Island Rail Road

SAFETY & SECURITY

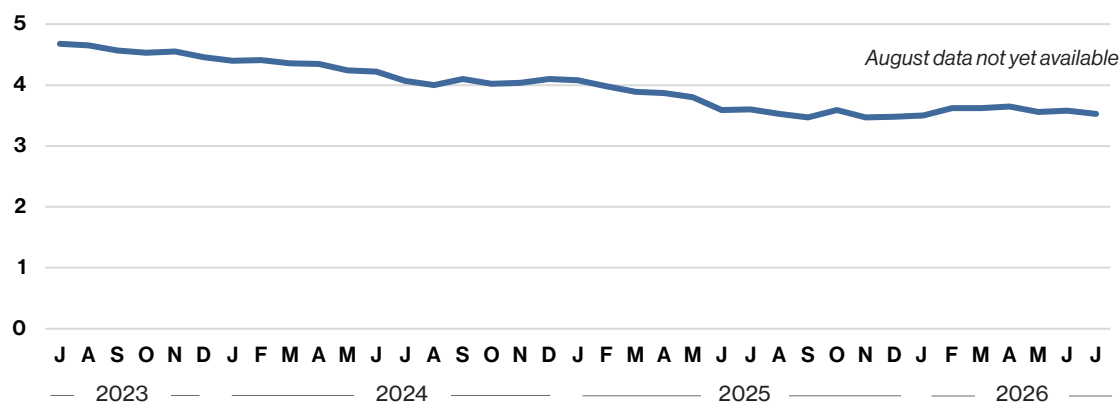
Customer Injury Rate

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 increased from 1.49 to 1.59 per one million customers in the current 12-month reporting period, August 2025 through July 2026, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 3.60 to 3.53 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

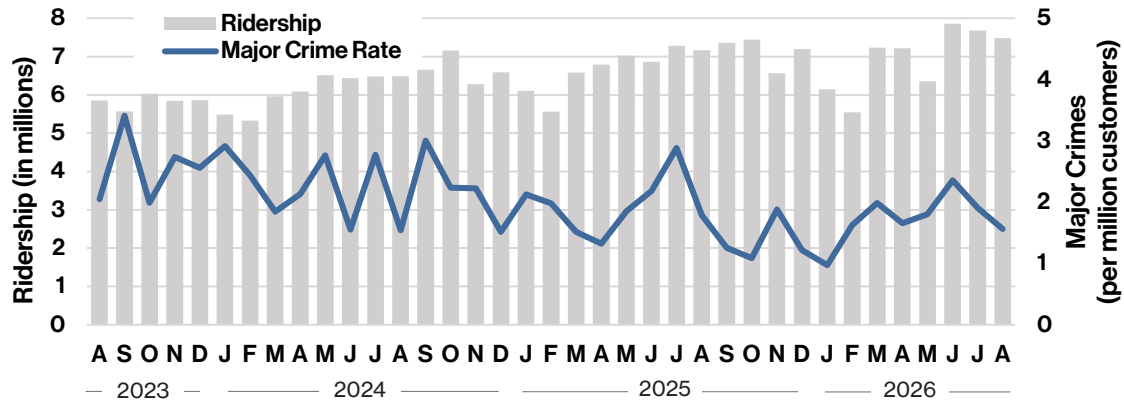
The LIRR conducted its quarterly Safety Focus Day on Tuesday, September 15. Safety Focus Day provides dedicated time for supervisors and employees to discuss the importance of safety without distractions or competing priorities. President Rob Free and senior leadership visited field personnel at the Valley Stream Yard to gather feedback and gain insight into current safety practices. Additionally, Corporate Safety staff, in coordination with our partners at the MTA Police Department, supported the See Tracks? Think Train® Week program which took place September 21–27, 2026, across the LIRR network.



SAFETY & SECURITY

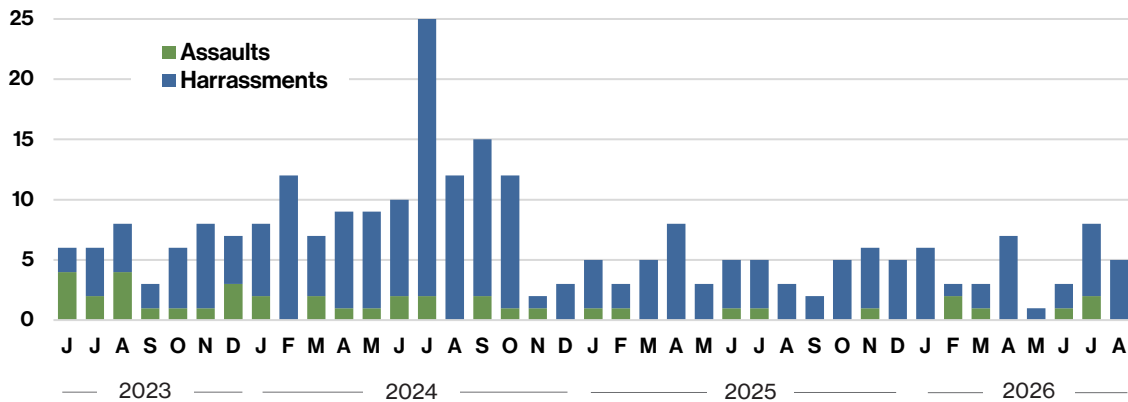
Major Crimes Against Customers

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



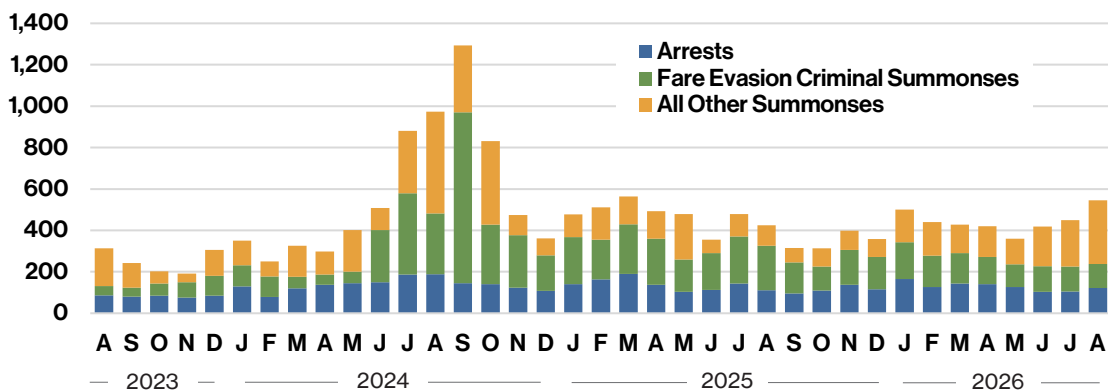
Assaults and Harassments Against Employees

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





MTA Information

NEW HAVEN LINE DEPARTURES

TIME	TRK	DESTINATION	REMARKS
10:04		NH-STATE ST.	CONNECTION TO NEW CANAAN
10:07		STAMFORD	FORDHAM - 1ST STOP
10:34		NEW HAVEN	STAMFORD - 1ST STOP
10:37		STAMFORD	FORDHAM - 1ST STOP CONNECTION TO DANBURY, WATERBURY

MTA METRO-NORTH TIMETABLES



MTA METRO-NORTH ARRIVALS

ARRIVALS

TRAIN ARRIVALS

NEW HAVEN LINE			
TIME	TRK	ORIGIN	STATUS
7:08	106	Stamford	Arrived
7:10	19	Bridgeport	Arrived
7:20	18	Stamford	On Time
7:24	21	New Haven	On Time
HARLEM LINE			
7:13	32	Crestwood	On Time
7:17	26	Southeast	On Time
7:21	111	N. White Plains	On Time
7:25	38	Crestwood	On Time
HUDSON LINE			
7:11	43	Croton-Harmon	Arrived
7:15	34	Phougkeagosa	On Time
7:33		Croton-Harmon	On Time
7:35		Croton-Harmon	On Time

MTA METRO-NORTH TIMETABLES

Plan trips. Buy tickets. Use TrainTime.

Looking for a timetable?
Scan the QR codes below to download PDF timetables.

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
- Melva M. Miller
- James O'Donnell
- Matt Rand
- Lisa Sorin
- Ed Valente
- Neal Zuckerman





Financial and Ridership Reports – August 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenue of \$713.1 million was \$21.5 million lower than the Forecast. This unfavorable variance was due to lower capital reimbursements partially offset by higher ridership and other operating revenues.
- Through August 2026, ridership was 48.6 million, 4.9% above 2025, 15.3% below 2019 pre-COVID levels and 0.3% below the Forecast. Commutation ridership of 20.2 million was 11.4% above 2025 and 6.7% below the Forecast. Non-commutation ridership of 28.4 million was 0.7% above 2025 and 4.8% above the Forecast. Farebox revenue of \$458.3 million was \$9.3 million higher than the Forecast.
- Total expenses before non-cash liability adjustments of \$1,347.5 million were \$65.0 million or 4.6% favorable to the Forecast. The favorable variance is primarily driven by lower labor costs, materials and supplies, maintenance and other operating contracts, electric power and professional service contracts.
- At the end of August, total headcount was 6,303, which was 210 lower than the Forecast of 6,513. Non-reimbursable positions were 139 lower than the Forecast and reimbursable positions were 71 lower than the Forecast.
- August YTD non-reimbursable operating results were \$42.6 million or 4.6% favorable to the Forecast. Non-reimbursable revenues through August were \$10.4 million favorable to the Forecast driven by higher non-commutation ridership across all East of Hudson lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership on all East of Hudson lines. Total non-reimbursable expenses were \$32.3 million favorable primarily due to lower electric costs, materials and supplies, payroll as well as health and welfare.

2026 Operating Revenue & Expenses, August Year-to-Date

In \$ Millions	Metro-North Railroad		
	Budget	Actual	Variance
Total Revenues	\$485.4	\$495.8	\$10.4
Farebox Revenue	\$449.0	\$458.3	\$9.3
Other Revenue	\$36.4	\$37.5	\$1.1
Total Expenses	\$1,163.3	\$1,130.2	\$33.1
Labor Expenses	\$775.4	\$764.3	\$11.1
Non Labor Expenses	\$367.7	\$346.9	\$20.8
Other Expense Adjustments	\$20.2	\$18.9	\$1.2
Non Cash Liabilities	\$241.6	\$242.4	(\$0.8)
Net Surplus/(Deficit) - Accrued	(\$919.5)	(\$876.9)	\$42.6

Staffing Levels

In Full-Time Equivalents	Metro-North Railroad		
	Budget	Actual	Variance
Non-Reimbursable	5,760	5,621	139
Reimbursable	753	682	71
Total Positions	6,513	6,303	210

Revenues

- **Farebox Revenues** were \$9.3 million favorable to the Forecast due to higher non-commutation ridership across all East of Hudson lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership on all East of Hudson lines. Total ridership through August was 48.6 million. This was 4.9% above 2025 and 0.3% lower than the Forecast.
- **Other Operating Revenues** were \$1.1 million favorable to the Forecast reflecting higher interest and station revenues partially offset by lower net GCT retail revenues.

Expenses

Labor Expenses: \$11.1 million favorable to the Forecast.

- **Payroll** was \$5.5 million favorable to the Forecast primarily driven by the net impact of hiring and attrition, the transfer of State of Good Repair (SOGR) expenses from operating to capital work orders as well as lower retro-active wage accruals partially offset by reduced capital project activity and timing of retiree payouts.
- **Overtime** was \$2.9 million favorable to the Forecast primarily driven by lower programmatic maintenance and lower scheduled service partially offset by higher vacancy coverage.
- **Health & Welfare** was \$5.2 million favorable to the Forecast due to lower rates and labor costs.
- **OPEB Current Payment** was \$0.1 million unfavorable to the Forecast reflecting a higher number of retirees receiving healthcare premiums.
- **Pensions** were \$0.7 million favorable to the Forecast reflecting lower labor costs partially offset by higher rates.
- **Other Fringe Benefits** were \$4.1 million unfavorable to the Forecast reflecting higher employee claim provisions partially offset by lower labor costs.
- **Reimbursable Overhead** was \$0.9 million favorable to the Forecast primarily due to scheduling and timing changes in capital project expenditures.

Non-Labor Expenses: \$20.8 million favorable to the Forecast.

- **Electric Power** was \$13.9 million favorable to the Forecast due to lower rates partially offset by higher usage.
- **Fuel** was flat to Forecast.
- **Insurance** was \$0.3 million favorable to Forecast, reflecting lower insurance premiums.
- **Claims** were \$2.3 million unfavorable to the Forecast, reflecting a higher passenger injury claim provision.

- **Maintenance and Other Operating Contracts** were \$3.6 million favorable to the Forecast due to the timing of invoice payments for miscellaneous maintenance and other operating contracts partially offset by higher real estate rentals.
- **Professional Service Contracts** were \$3.2 million favorable to the Forecast due to lower consolidated service chargebacks and MTA IT allocation partially offset by higher MTA police allocation and legal fees.
- **Materials and Supplies** were \$5.9 million favorable to the Forecast due to the timing of rolling stock maintenance events and material usage partially offset by higher gain/loss material disposal and emergency transformer costs.
- **Other Business Expenses** were \$3.9 million unfavorable to the Forecast primarily due to higher New Jersey Transit expense resulting from inflationary adjustments and the timing of expense recoveries for operation and maintenance of M8 rail cars in Shore Line East service partially offset by lower miscellaneous expense.

Other Expense Adjustments were \$1.2 million favorable to the Forecast driven by the transfer of consolidated functions costs to MTA HQ which are charged back to Metro-North under Functional Allocations.

Depreciation and Other were \$0.8 million unfavorable to the Forecast driven by higher depreciation expense, GASB 87 Lease adjustment and GASB 101 Compensated Absences partially offset by lower GASB 49 Environmental Remediation and GASB 96 SBITA adjustment.

Overtime

- Total overtime was \$1.3 million favorable to the Forecast. Non-reimbursable was \$2.9 million favorable and reimbursable was \$1.7 million unfavorable.
- Favorable non-reimbursable overtime was primarily due to lower programmatic maintenance and lower scheduled service partially offset by higher vacancy coverage.

Staffing Levels

- Total headcount at the end of August was 6,303, which was 210 lower than the Forecast.
- Non-reimbursable headcount was 139 lower than the Forecast.
- Reimbursable headcount was 71 lower than the Forecast.

Financial Metrics

- The year-to-date August Adjusted Farebox Operating Ratio was 47.6%, which was higher than the Forecast due to higher farebox revenue.
- The year-to-date August Adjusted Cost per Passenger was \$21.92, which was lower than Forecast.
- The year-to-date August Revenue per Passenger was \$9.43, which was higher than the Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 2026
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$57.784	\$60.049	\$2.265	3.9	\$0.000	\$0.000	\$0.000	-	\$57.784	\$60.049	\$2.265	3.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.522	4.865	0.343	7.6	0.000	0.000	0.000	-	4.522	4.865	0.343	7.6
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	15.263	27.015	11.752	77.0	15.263	27.015	11.752	77.0
CDOT	0.000	0.000	0.000	-	30.648	11.084	(19.565)	(63.8)	30.648	11.084	(19.565)	(63.8)
Other	0.000	0.000	0.000	-	1.093	1.604	0.511	46.7	1.093	1.604	0.511	46.7
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	47.004	39.702	(7.302)	(15.5)	47.004	39.702	(7.302)	(15.5)
Total Revenue	\$62.306	\$64.914	\$2.608	4.2	\$47.004	\$39.702	(\$7.302)	(15.5)	\$109.310	\$104.616	(\$4.694)	(4.3)
Expenses												
<i>Labor:</i>												
Payroll	\$53.278	\$49.339	\$3.939	7.4	\$5.932	\$6.830	(\$0.898)	(15.1)	59.209	56.169	\$3.041	5.1
Overtime	7.111	5.182	1.928	27.1	3.213	5.085	(1.872)	(58.3)	10.324	10.268	0.056	0.5
Health and Welfare	12.484	11.121	1.364	10.9	2.519	3.195	(0.676)	(26.8)	15.004	14.316	0.688	4.6
OPEB Current Payment	4.832	4.602	0.230	4.8	0.000	0.000	0.000	-	4.832	4.602	0.230	4.8
Pensions	11.403	10.541	0.861	7.6	1.610	2.031	(0.421)	(26.2)	13.013	12.573	0.440	3.4
Other Fringe Benefits	12.310	12.412	(0.103)	(0.8)	1.660	2.121	(0.461)	(27.8)	13.970	14.533	(0.563)	(4.0)
Reimbursable Overhead	(10.018)	(15.316)	5.298	52.9	9.953	15.204	(5.251)	(52.8)	(0.066)	(0.112)	0.047	71.2
Total Labor	\$91.399	\$77.882	\$13.517	14.8	\$24.887	\$34.466	(\$9.579)	(38.5)	\$116.286	\$112.347	\$3.938	3.4
<i>Non-Labor:</i>												
Electric Power	\$11.171	\$7.043	\$4.128	37.0	(\$0.009)	\$0.000	(\$0.009)	(100.0)	\$11.163	\$7.043	\$4.119	36.9
Fuel	2.988	2.830	0.158	5.3	0.000	0.000	0.000	-	2.988	2.830	0.158	5.3
Insurance	2.758	2.678	0.080	2.9	0.054	0.076	(0.023)	(42.2)	2.811	2.754	0.057	2.0
Claims	0.142	2.757	(2.615)	*	0.000	0.000	0.000	-	0.142	2.757	(2.615)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.619	6.431	2.188	25.4	1.432	2.866	(1.434)	*	10.051	9.297	0.753	7.5
Professional Service Contracts	8.084	6.199	1.886	23.3	16.928	0.007	16.922	100.0	25.013	6.206	18.807	75.2
Materials & Supplies	12.046	12.033	0.014	0.1	3.726	2.272	1.454	39.0	15.772	14.305	1.467	9.3
Other Business Expenses	2.767	4.728	(1.962)	(70.9)	(0.014)	0.015	(0.028)	*	2.753	4.743	(1.990)	(72.3)
Total Non-Labor	\$48.575	\$44.699	\$3.876	8.0	\$22.117	\$5.236	\$16.881	76.3	\$70.693	\$49.935	\$20.758	29.4
<i>Other Adjustments:</i>												
Functional Allocations	4.899	4.577	0.323	6.6	0.000	-	0.000	-	4.899	4.577	0.323	6.6
Total Other Adjustments	\$4.899	\$4.577	\$0.323	6.6	\$0.000	\$0.000	\$0.000	-	\$4.899	\$4.577	\$0.323	6.6
Total Expenses before Non-Cash Liability Adjs.	\$144.874	\$127.157	\$17.716	12.2	\$47.004	\$39.702	\$7.302	15.5	\$191.878	\$166.859	\$25.019	13.0
Depreciation	29.710	28.263	1.447	4.9	0.000	0.000	0.000	-	29.710	28.263	1.447	4.9
GASB 49 Environmental Remediation	0.480	-	0.480	100.0	0.000	0.000	0.000	-	0.480	0.000	0.480	100.0
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	0.543	0.784	(0.241)	(44.4)	0.000	0.000	0.000	-	0.543	0.784	(0.241)	(44.4)
GASB 96 SBITA Adjustment	0.342	0.211	0.131	38.2	0.000	0.000	0.000	-	0.342	0.211	0.131	38.2
GASB 101 Compensated Absences	0.130	0.130	0.000	0.2	0.000	0.000	0.000	-	0.130	0.130	0.000	0.2
Total Expenses	\$176.080	\$156.546	\$19.534	11.1	\$47.004	\$39.702	\$7.302	15.5	\$223.084	\$196.248	\$26.837	12.0
Net Surplus/(Deficit)	(\$113.774)	(\$91.632)	\$22.142	19.5	\$0.000	\$0.000	\$0.000	-	(\$113.774)	(\$91.632)	\$22.142	19.5
<i>Cash Conversion Adjustments:</i>												
Depreciation	29.710	28.263	(1.447)	(4.9)	0.000	0.000	0.000	-	29.710	28.263	(1.447)	(4.9)
Operating/Capital	(0.816)	(1.466)	(0.649)	(79.5)	0.000	0.000	0.000	-	(0.816)	(1.466)	(0.649)	(79.5)
Other Cash Adjustments	17.310	(2.660)	(19.970)	*	0.000	0.000	0.000	-	17.310	(2.660)	(19.970)	*
Total Cash Conversion Adjustments	\$46.204	\$24.138	(\$22.066)	(47.8)	\$0.000	\$0.000	\$0.000	-	\$46.204	\$24.138	(\$22.066)	(47.8)
Net Cash Surplus/(Deficit)	(\$67.570)	(\$67.494)	\$0.076	0.1	\$0.000	\$0.000	\$0.000	-	(\$67.570)	(\$67.494)	\$0.076	0.1

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST YEAR-TO-DATE

(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$448.973	\$458.277	\$9.304	2.1	\$0.000	\$0.000	\$0.000	-	\$448.973	\$458.277	\$9.304	2.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	36.449	37.501	1.053	2.9	0.000	0.000	0.000	-	36.449	37.501	1.053	2.9
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	106.589	119.364	12.775	12.0	106.589	119.364	12.775	12.0
CDOT	0.000	0.000	0.000	-	132.997	85.641	(47.356)	(35.6)	132.997	85.641	(47.356)	(35.6)
Other	0.000	0.000	0.000	-	9.574	12.294	2.720	28.4	9.574	12.294	2.720	28.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	249.159	217.298	(31.861)	(12.8)	249.159	217.298	(31.861)	(12.8)
Total Revenue/Receipts	\$485.421	\$495.778	\$10.357	2.1	\$249.159	\$217.298	(\$31.861)	(12.8)	\$734.581	\$713.077	(\$21.504)	(2.9)
Expenses												
<i>Labor:</i>												
Payroll	\$436.367	\$430.869	\$5.497	1.3	\$40.860	\$38.206	\$2.654	6.5	\$477.226	\$469.075	\$8.151	1.7
Overtime	60.425	57.493	2.933	4.9	24.493	26.163	(1.669)	(6.8)	84.919	83.655	1.264	1.5
Health and Welfare	107.081	101.890	5.191	4.8	17.810	17.335	0.475	2.7	124.891	119.225	5.666	4.5
OPEB Current Payment	38.672	38.747	(0.074)	(0.2)	0.000	0.000	0.000	-	38.672	38.747	(0.074)	(0.2)
Pensions	94.314	93.565	0.748	0.8	11.340	11.048	0.292	2.6	105.654	104.613	1.040	1.0
Other Fringe Benefits	108.254	112.397	(4.143)	(3.8)	11.707	11.444	0.263	2.2	119.961	123.841	(3.880)	(3.2)
Reimbursable Overhead	(69.679)	(70.626)	0.947	1.4	69.742	71.977	(2.235)	(3.2)	0.063	1.351	(1.288)	*
Total Labor	\$775.434	\$764.334	\$11.100	1.4	\$175.952	\$176.173	(\$0.220)	(0.1)	\$951.386	\$940.507	\$10.879	1.1
<i>Non-Labor:</i>												
Electric Power	\$80.454	\$66.537	\$13.917	17.3	\$0.044	\$0.132	(\$0.088)	*	\$80.498	\$66.669	\$13.829	17.2
Fuel	21.667	21.651	0.016	0.1	0.000	0.000	0.000	-	21.667	21.651	0.016	0.1
Insurance	22.051	21.732	0.319	1.4	0.379	0.400	(0.021)	(5.6)	22.430	22.132	0.298	1.3
Claims	0.635	2.962	(2.327)	*	0.000	0.000	0.000	-	0.635	2.962	(2.327)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	70.839	67.209	3.630	5.1	4.587	21.458	(16.871)	*	75.426	88.667	(13.241)	(17.6)
Professional Service Contracts	64.215	61.046	3.169	4.9	51.114	2.120	48.995	95.9	115.329	63.165	52.164	45.2
Materials & Supplies	89.395	83.474	5.922	6.6	17.004	16.824	0.180	1.1	106.399	100.298	6.101	5.7
Other Business Expenses	18.452	22.340	(3.887)	(21.1)	0.079	0.192	(0.113)	*	18.531	22.532	(4.000)	(21.6)
Total Non-Labor	\$367.708	\$346.949	\$20.759	5.6	\$73.207	\$41.126	\$32.081	43.8	\$440.915	\$388.075	\$52.840	12.0
<i>Other Adjustments</i>												
Functional Allocations	20.175	18.927	1.248	6.2	0.000	0.000	0.000	-	20.175	18.927	1.248	6.2
Total Other Adjustments	\$20.175	\$18.927	\$1.248	6.2	\$0.000	\$0.000	\$0.000	-	\$20.175	\$18.927	\$1.248	6.2
Total Expenses before Non-Cash Liability Adj.	\$1,163.316	\$1,130.210	\$33.106	2.8	\$249.159	\$217.298	\$31.861	12.8	\$1,412.475	\$1,347.509	\$64.966	4.6
Depreciation	235.052	236.894	(1.842)	(0.8)	0.000	0.000	0.000	-	235.052	236.894	(1.842)	(0.8)
GASB 49 Environmental Remediation	2.079	0.158	1.921	92.4	0.000	0.000	0.000	-	2.079	0.158	1.921	92.4
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	2.954	4.508	(1.554)	(52.6)	0.000	0.000	0.000	-	2.954	4.508	(1.554)	(52.6)
GASB 96 SBITA Adjustment	0.463	(0.376)	0.839	*	0.000	0.000	0.000	-	0.463	(0.376)	0.839	*
GASB 101 Compensated Absences	1.042	1.239	(0.197)	(18.9)	0.000	0.000	0.000	-	1.042	1.239	(0.197)	(18.9)
Total Expenses	\$1,404.907	\$1,372.634	\$32.273	2.3	\$249.159	\$217.298	\$31.861	12.8	\$1,654.066	\$1,589.932	\$64.133	3.9
Net Surplus/(Deficit)	(\$919.485)	(\$876.855)	\$42.630	4.6	\$0.000	\$0.000	\$0.000	-	(\$919.485)	(\$876.855)	\$42.630	4.6
<i>Cash Conversion Adjustments:</i>												
Depreciation	235.052	236.894	1.842	0.8	0.000	0.000	0.000	-	235.052	236.894	1.842	0.8
Operating/Capital	(7.670)	(15.409)	(7.739)	*	0.000	0.000	0.000	-	(7.670)	(15.409)	(7.739)	*
Other Cash Adjustments	48.009	8.461	(39.548)	(82.4)	0.000	0.000	0.000	-	48.009	8.461	(39.548)	(82.4)
Total Cash Conversion Adjustments	\$275.391	\$229.946	(\$45.444)	(16.5)	\$0.000	\$0.000	\$0.000	-	\$275.391	\$229.946	(\$45.444)	(16.5)
Net Cash Surplus/(Deficit)	(\$644.094)	(\$646.909)	(\$2.815)	(0.4)	\$0.000	\$0.000	\$0.000	-	(\$644.094)	(\$646.909)	(\$2.815)	(0.4)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's adjustments.
-- Differences are due to rounding.
* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	AUGUST 2026				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$56.225	\$58.355	\$2.130	3.8	\$434.316	\$440.714	\$6.398	1.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	8.505	16.709	8.204	96.5	171.269	179.078	7.809	4.6
<i>Capital & Other Reimbursements:</i>								
MTA	14.715	17.354	2.639	17.9	108.779	91.352	(17.427)	(16.0)
CDOT	35.712	5.817	(29.895)	(83.7)	145.124	77.877	(67.247)	(46.3)
Other	1.504	0.813	(0.691)	(45.9)	7.930	6.365	(1.565)	(19.7)
Total Capital and Other Reimbursements	51.931	23.984	(27.947)	(53.8)	261.833	175.594	(86.239)	(32.9)
Total Receipts	\$116.660	\$99.048	(\$17.612)	(15.1)	\$867.417	\$795.386	(\$72.031)	(8.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$57.792	\$55.134	\$2.658	4.6	\$473.041	\$469.294	\$3.747	0.8
Overtime	9.908	10.220	(0.312)	(3.1)	85.373	83.761	1.612	1.9
Health and Welfare	18.307	14.836	3.471	19.0	142.325	122.416	19.909	14.0
OPEB Current Payment	4.832	4.617	0.215	4.4	38.622	38.714	(0.092)	(0.2)
Pensions	13.648	14.322	(0.674)	(4.9)	111.923	114.648	(2.725)	(2.4)
Other Fringe Benefits	13.132	16.147	(3.015)	(23.0)	119.928	138.217	(18.289)	(15.2)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	(0.000)	0.000	(0.000)	(100.0)
Total Labor	\$117.619	\$115.276	\$2.343	2.0	\$971.212	\$967.050	\$4.162	0.4
<i>Non-Labor:</i>								
Electric Power	\$11.233	\$8.175	\$3.058	27.2	\$88.359	\$74.833	\$13.526	15.3
Fuel	2.988	3.918	(0.930)	(31.1)	21.592	21.427	0.165	0.8
Insurance	0.960	0.000	0.960	100.0	7.669	8.691	(1.022)	(13.3)
Claims	0.161	10.067	(9.906)	*	54.513	80.234	(25.721)	(47.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.137	8.553	3.584	29.5	85.669	89.484	(3.815)	(4.5)
Professional Service Contracts	21.320	0.983	20.337	95.4	146.536	57.157	89.379	61.0
Materials & Supplies	14.719	10.448	4.271	29.0	101.388	98.862	2.526	2.5
Other Business Expenditures	3.094	9.122	(6.028)	*	34.574	44.557	(9.983)	(28.9)
Total Non-Labor	\$66.611	\$51.266	\$15.345	23.0	\$540.299	\$475.245	\$65.054	12.0
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$184.231	\$166.542	\$17.689	9.6	\$1,511.512	\$1,442.295	\$69.217	4.6
Net Cash Deficit (excludes Opening Cash Balance)	(\$67.570)	(\$67.494)	\$0.076	0.1	(\$644.094)	(\$646.909)	(\$2.815)	(0.4)
Subsidies								
MTA	44.641	72.860	28.219	63.2	446.838	447.663	0.825	0.2
CDOT	22.929	18.279	(4.650)	(20.3)	182.618	173.969	(8.649)	(4.7)
Total Subsidies	\$67.570	\$91.139	\$23.569	34.9	\$629.456	\$621.632	(\$7.824)	(1.2)
Cash Timing and Availability Adjustment	\$0.000	(\$14.262)	(\$14.262)	-	(\$2.974)	(\$4.480)	(\$1.506)	(50.6)

Notes:

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	AUGUST 2026				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	(\$1.559)	(\$1.694)	(\$0.134)	(8.6)	(\$14.657)	(\$17.563)	(\$2.906)	(19.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.983	11.844	7.861	*	134.820	141.577	6.757	5.0
<i>Capital & Other Reimbursements:</i>								
MTA	(0.547)	(9.661)	(9.113)	*	2.190	(28.012)	(30.202)	*
CDOT	5.063	(5.267)	(10.330)	*	12.127	(7.764)	(19.890)	*
Other	0.411	(0.791)	(1.202)	*	(1.643)	(5.929)	(4.286)	*
Total Capital and Other Reimbursements	4.927	(15.718)	(20.645)	*	12.673	(41.704)	(54.378)	*
Total Revenue/Receipts	\$7.350	(\$5.568)	(\$12.918)	*	\$132.837	\$82.309	(\$50.528)	(38.0)
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$1.418	\$1.035	(\$0.383)	(27.0)	\$4.185	(\$0.219)	(\$4.404)	*
Overtime	0.416	0.048	(0.368)	(88.5)	(0.455)	(0.106)	0.349	76.7
Health and Welfare	(3.304)	(0.520)	2.783	84.3	(17.434)	(3.191)	14.243	81.7
OPEB Current Payment	0.000	(0.015)	0.000	-	0.051	0.033	(0.018)	(35.8)
Pensions	(0.635)	(1.749)	(1.114)	*	(6.269)	(10.035)	(3.766)	(60.1)
Other Fringe Benefits	0.838	(1.614)	(2.451)	*	0.033	(14.376)	(14.409)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.066)	(0.112)	(0.047)	(71.2)	0.063	1.351	1.288	*
Total Labor	(\$1.333)	(\$2.929)	(\$1.595)	*	(\$19.827)	(\$26.543)	(\$6.717)	(33.9)
<i>Non-Labor:</i>								
Electric Power	(\$0.071)	(\$1.132)	(\$1.061)	*	(\$7.861)	(\$8.164)	(\$0.303)	(3.9)
Fuel	0.000	(1.088)	(1.088)	-	0.075	0.224	0.148	*
Insurance	1.852	2.754	0.902	48.7	14.761	13.441	(1.320)	(8.9)
Claims	(0.018)	(7.310)	(7.292)	*	(53.878)	(77.272)	(23.394)	(43.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(2.086)	0.744	2.830	*	(10.244)	(0.817)	9.427	92.0
Professional Service Contracts	3.693	5.223	1.529	41.4	(31.206)	6.008	37.215	*
Materials & Supplies	1.053	3.857	2.804	*	5.011	1.436	(3.575)	(71.3)
Other Business Expenses	(0.341)	(4.379)	(4.038)	*	(16.042)	(22.025)	(5.983)	(37.3)
Total Non-Labor	\$4.081	(\$1.331)	(\$5.412)	*	(\$99.384)	(\$87.170)	\$12.214	12.3
<i>Other Adjustments:</i>								
Other	4.899	4.577	(0.323)	(6.6)	20.175	18.927	(1.248)	(6.2)
Total Other Adjustments	\$4.899	\$4.577	(\$0.323)	(6.6)	\$20.175	\$18.927	(\$1.248)	(6.2)
Total Expenditures before Non-Cash Liability Adjs.	\$7.647	\$0.317	(\$7.330)	(95.9)	(\$99.036)	(\$94.786)	\$4.250	4.3
Depreciation	29.710	28.263	(1.447)	(4.9)	235.052	236.894	1.842	0.8
GASB 49 Environmental Remediation	0.480	0.000	(0.480)	(100.0)	2.079	0.158	(1.921)	92.4
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	0.543	0.784	0.241	44.4	2.954	4.508	1.554	(52.6)
GASB 96 SBITA Adjustment	0.342	0.211	(0.131)	(38.2)	0.463	(0.376)	(0.839)	*
GASB 101 Compensated Absences	0.130	0.130	(0.000)	(0.2)	1.042	1.239	0.197	(18.9)
Total Expenditures Adjustments	\$38.854	\$29.706	(\$9.148)	(23.5)	\$142.554	\$147.637	\$5.083	3.6
Total Cash Conversion Adjustments	\$46.204	\$24.138	(\$22.066)	(47.8)	\$275.391	\$229.946	(\$45.444)	(16.5)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
2026 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2026

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	0	
Security	18	19	(1)	
Safety	52	46	6	
Training	96	94	2	
Chief Administrative Office	9	9	0	
Rolling Stock Programs	16	11	5	
Chief of Staff	31	29	2	
Communications	0	0	0	
Labor Relations	0	0	0	
Equal Opportunity	0	0	0	
Legal	0	0	0	
Procurement & Material Management	0	0	0	
Public Safety & Security	0	0	0	
Finance	0	0	0	
Strategic Initiatives	0	0	0	
People	0	0	0	
Total Administration	225	211	14	
Operations				
Operations Support	12	14	(2)	
Service Planning	27	27	0	
Enterprise Asset Management	25	24	1	
Innovation & Logistics	39	40	(1)	
Transportation	1,804	1,769	35	A,B
Stations	456	439	17	
Penn Station Access	0	0	0	
Capital Program Delivery & Oversight	42	38	4	
Total Operations	2,405	2,351	54	
Maintenance				
Maintenance of Way	1,713	1,642	71	A,B
Maintenance of Equipment	1,643	1,600	43	
Metro-North West	27	28	(1)	
Stations	425	408	17	
Total Maintenance	3,808	3,678	130	
Engineering/Capital				
Construction & Development	75	63	12	
Total Engineering/Capital	75	63	12	
Total Positions	6,513	6,303	210	
Non-Reimbursable	5,760	5,621	139	
Reimbursable	753	682	71	
Total Full-Time	6,513	6,303	210	
Total Full-Time-Equivalents			-	

Notes

- (A) Variance reflects higher attrition than planned
(B) Variance reflects delayed hiring of vacant positions
(C) Variance reflects internal re-organization

MTA METRO-NORTH RAILROAD
2026 MID-YEAR FORECAST VS. ACTUALS
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration				
	Managers/Supervisors	107	133	(26)
	Professional, Technical, Clerical	118	78	40
	Operational Hourlies	-	-	-
	Total Administration	225	211	14
Operations				
	Managers/Supervisors	354	377	(23)
	Professional, Technical, Clerical	320	259	61
	Operational Hourlies	1,731	1,714	17
	Total Operations	2,405	2,351	54
Maintenance				
	Managers/Supervisors	743	850	(107)
	Professional, Technical, Clerical	341	195	146
	Operational Hourlies	2,724	2,634	90
	Total Maintenance	3,808	3,678	130
Engineering/Capital				
	Managers/Supervisors	49	49	-
	Professional, Technical, Clerical	26	14	12
	Operational Hourlies	-	-	-
	Total Engineering/Capital	75	63	12
Public Safety				
	Managers/Supervisors	-	-	-
	Professional, Technical, Clerical	-	-	-
	Operational Hourlies	-	-	-
	Total Public Safety	-	-	-
Total Positions				
	Managers/Supervisors	1,253	1,409	(156)
	Professional, Technical, Clerical	805	546	259
	Operational Hourlies	4,455	4,348	107
	Total Positions	6,513	6,303	210

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
AUGUST 2026

	MONTH			VARIANCE Fav/(Unfav)	
	MID-YEAR FORECAST	2026	2025	MID-YEAR FORECAST	2025
Farebox Operating Ratio					
Standard ^(B)	41.1%	48.6%	41.2%	7.5%	7.4%
Adjusted ^(C)	46.6%	55.5%	49.4%	8.8%	6.1%
Cost per Passenger					
Standard ^(B)	\$22.81	\$20.37	\$22.79	\$2.44	\$2.42
Adjusted ^(C)	\$22.03	\$19.61	\$21.98	\$2.42	\$2.37
Passenger Revenue/Passenger	\$9.37	\$9.90	\$9.39	\$0.53	\$0.51
	YEAR-TO-DATE			VARIANCE Fav/(Unfav)	
	MID-YEAR FORECAST	2026	2025	MID-YEAR FORECAST	2025
Farebox Operating Ratio					
Standard ^(B)	39.6%	41.5%	39.8%	1.9%	1.7%
Adjusted ^(C)	45.4%	47.6%	47.3%	2.2%	0.3%
Cost per Passenger					
Standard ^(B)	\$23.25	\$22.72	\$23.18	\$0.53	\$0.46
Adjusted ^(C)	\$22.46	\$21.92	\$22.39	\$0.54	\$0.48
Passenger Revenue/Passenger	\$9.21	\$9.43	\$9.21	\$0.22	\$0.21

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses.

(B) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments; as well as the NHL share of MTA Police, Business Service Center, and IT costs.

(C) Adjusted Fare Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between Metro-North and the LIRR, and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenues and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB retiree expenses, and Inclusion of estimated farebox revenue from an equalization of the Connecticut fare structure.

Farebox Revenue Report Highlights

Month of August

Metro-North farebox revenue totaled \$60.0 million, which was \$2.3 million or 3.9% above the Forecast. The variances below are driven by higher non-commutation ridership and higher commutation average yield per passenger on all lines partially offset by lower commutation ridership on all lines and lower non-commutation average yield per passenger on the New Haven line.

- Commutation revenue of \$16.1 million was \$2.7 million or 14.4% below the Forecast.
- Non-Commutation revenue of \$43.9 million was \$5.0 million or 12.8% above the Forecast.

Year-to-Date

Metro-North farebox revenue totaled \$458.3 million, which was \$9.3 million or 2.1% above the Forecast. The variances below are driven by higher non-commutation ridership across all East of Hudson lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership across all East of Hudson lines.

- Commutation revenue of \$142.0 million was \$7.1 million or 4.8% below the Forecast.
- Non-Commutation revenue of \$316.3 million was \$16.4 million or 5.5% above the Forecast.

August 2026 Ridership vs. Budget - (In Millions)								
	August				August Year-to-Date			
	More/(Less)				More/(Less)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Commutation	2.728	2.150	(0.577)	-21.2%	21.604	20.167	(1.438)	-6.7%
Non-Commutation	3.442	3.916	0.475	13.8%	27.136	28.441	1.305	4.8%
Total	6.169	6.067	(0.103)	-1.7%	48.740	48.607	(0.133)	-0.3%

August 2026 Farebox Revenue vs. Budget - (In \$ Millions)								
	August				August Year-to-Date			
	Fav/(Unfav)				Fav/(Unfav)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Commutation	\$18.8	\$16.1	(\$2.7)	-14.4%	\$149.1	\$142.0	(\$7.1)	-4.8%
Non-Commutation	\$39.0	\$43.9	\$5.0	12.8%	\$299.9	\$316.3	\$16.4	5.5%
Total	\$57.8	\$60.0	\$2.3	3.9%	\$449.0	\$458.3	\$9.3	2.1%



Financial and Ridership Reports – July 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenue of \$608.5 million was \$16.8 million lower than the Forecast. This unfavorable variance was due to lower capital reimbursements partially offset by higher ridership and other operating revenues.
- Through July 2026, ridership was 42.5 million, 4.9% above 2025, 15.1% below 2019 pre-COVID levels and 0.1% below the Forecast. Commutation ridership of 18.0 million was 12.0% above 2025 and 4.6% below the Forecast. Non-commutation ridership of 24.5 million was 0.3% above 2025 and 3.5% above the Forecast. Farebox revenue of \$398.2 million was \$7.0 million higher than the Forecast.
- Total expenses before non-cash liability adjustments of \$1,180.7 million were \$39.9 million or 3.3% favorable to the Forecast. The favorable variance is primarily driven by lower professional service contracts and labor costs.
- At the end of July, total headcount was 6,349, which was 143 lower than the Forecast of 6,492. Non-reimbursable positions were 26 lower than the Forecast and reimbursable positions were 117 lower than the Forecast.
- July YTD non-reimbursable operating results were \$20.5 million or 2.5% favorable to the Forecast. Non-reimbursable revenues through July were \$7.7 million favorable to the Forecast driven by higher non-commutation ridership across all lines, higher average yield per passenger on all East of Hudson lines partially and higher interest revenue partially offset by lower commutation ridership on all lines. Total non-reimbursable expenses were \$15.4 million favorable primarily due to lower electric costs along with materials and supplies.

2026 Operating Revenue & Expenses, July Year-to-Date

In \$ Millions	Metro-North Railroad		
	Budget	Actual	Variance
Total Revenues	\$423.1	\$430.9	\$7.7
Farebox Revenue	\$391.2	\$398.2	\$7.0
Other Revenue	\$31.9	\$32.6	\$0.7
Total Expenses	\$1,018.4	\$1,003.1	\$15.4
Labor Expenses	\$684.0	\$686.5	(\$2.4)
Non Labor Expenses	\$319.1	\$302.3	\$16.9
Other Expense Adjustments	\$15.3	\$14.4	\$0.9
Non Cash Liabilities	\$210.4	\$213.0	(\$2.7)
Net Surplus/(Deficit) - Accrued	(\$805.7)	(\$785.2)	\$20.5

Staffing Levels

In Full-Time Equivalents	Metro-North Railroad		
	Budget	Actual	Variance
Non-Reimbursable	5,723	5,697	26
Reimbursable	769	652	117
Total Positions	6,492	6,349	143

Revenues

- **Farebox Revenues** were \$7.0 million favorable to the Forecast due to higher non-commutation ridership across all lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership on all lines. Total ridership through July was 42.5 million. This was 4.9% above 2025 and 0.1% lower than the Forecast.
- **Other Operating Revenues** were \$0.7 million favorable to the Forecast reflecting higher interest and station revenues partially offset by lower net GCT retail revenues.

Expenses

Labor Expenses: \$2.4 million unfavorable to the Forecast.

- **Payroll** was \$1.6 million favorable to the Forecast primarily driven by the net impact of hiring and attrition as well as lower retro-active wage accruals partially offset by reduced capital project activity and timing of retiree payouts.
- **Overtime** was \$1.0 million favorable to the Forecast primarily driven by lower programmatic maintenance, as planned work could not be completed during weather preparation and response efforts along with lower scheduled service partially offset by higher vacancy coverage and weather emergencies.
- **Health & Welfare** was \$3.8 million favorable to the Forecast due to lower rates and labor costs.
- **OPEB Current Payment** was \$0.3 million unfavorable to the Forecast reflecting a higher number of retirees receiving healthcare premiums.
- **Pensions** were \$0.1 million unfavorable to the Forecast reflecting higher rates partially offset by lower labor costs.
- **Other Fringe Benefits** were \$4.0 million unfavorable to the Forecast reflecting higher employee claim provisions and other employee reimbursements partially offset by lower labor costs.
- **Reimbursable Overhead** was \$4.4 million unfavorable to the Forecast primarily due to scheduling and timing changes in capital project expenditures.

Non-Labor Expenses: \$16.9 million favorable to the Forecast.

- **Electric Power** was \$9.8 million favorable to the Forecast due to lower rates partially offset by higher usage.
- **Fuel** was \$0.1 million unfavorable to Forecast due to higher rates partially offset by lower usage.
- **Insurance** was \$0.2 million favorable to Forecast, reflecting lower insurance premiums.
- **Claims** were \$0.3 million favorable to the Forecast, reflecting a lower passenger injury claim provision.

- **Maintenance and Other Operating Contracts** were \$1.4 million favorable to the Forecast due to the timing of invoice payments for miscellaneous maintenance and other operating contracts partially offset by higher real estate rentals, equipment/vehicle rentals and utilities.
- **Professional Service Contracts** were \$1.3 million favorable to the Forecast due to MTA police allocation partially offset by lower consolidated service chargebacks and MTA IT allocation.
- **Materials and Supplies** were \$5.9 million favorable to the Forecast due to the timing of rolling stock maintenance events and material usage in MoE along with lower material adjustment true ups.
- **Other Business Expenses** were \$1.9 million unfavorable to the Forecast primarily due to higher New Jersey Transit expense resulting from inflationary adjustments and the timing of expense recoveries for operation and maintenance of M8 rail cars in Shore Line East service.

Other Expense Adjustments were \$0.9 million favorable to the Forecast driven by the transfer of consolidated functions costs to MTA HQ which are charged back to Metro-North under Functional Allocations.

Depreciation and Other were \$2.7 million unfavorable to the Forecast driven by a higher depreciation expense, GASB 87 Lease adjustment and GASB 101 Compensated Absences partially offset by lower GASB 49 Environmental Remediation and GASB 96 SBITA adjustment.

Overtime

- Total overtime was \$1.2 million favorable to the Forecast. Non-reimbursable was \$1.0 million favorable and reimbursable was \$0.2 million favorable.
- Favorable non-reimbursable overtime was primarily due to lower programmatic maintenance, as planned work could not be completed during weather preparation and response efforts along with lower scheduled service partially offset by higher vacancy coverage and weather emergencies.

Staffing Levels

- Total headcount at the end of July was 6,349, which was 143 lower than the Forecast.
- Non-reimbursable headcount was 26 lower than the Forecast.
- Reimbursable headcount was 117 lower than the Forecast.

Financial Metrics

- The year-to-date July Adjusted Farebox Operating Ratio was 46.6%, which was higher than the Forecast due to higher farebox revenue.
- The year-to-date July Adjusted Cost per Passenger was \$22.25, which was lower than Forecast.
- The year-to-date July Revenue per Passenger was \$9.36, which was higher than the Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRAAL STATEMENT of OPERATIONS by CATEGORY
JULY 2026
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$60.293	\$63.142	\$2.848	4.7	\$0.000	\$0.000	\$0.000	-	\$60.293	\$63.142	\$2.848	4.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.522	4.645	0.123	2.7	0.000	0.000	0.000	-	4.522	4.645	0.123	2.7
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	16.621	20.663	4.042	24.3	16.621	20.663	4.042	24.3
CDOT	0.000	0.000	0.000	-	24.901	12.644	(12.256)	(49.2)	24.901	12.644	(12.256)	(49.2)
Other	0.000	0.000	0.000	-	1.208	2.569	1.361	*	1.208	2.569	1.361	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	42.730	35.876	(6.853)	(16.0)	42.730	35.876	(6.853)	(16.0)
Total Revenue	\$64.816	\$67.787	\$2.971	4.6	\$42.730	\$35.876	(\$6.853)	(16.0)	\$107.545	\$103.663	(\$3.882)	(3.6)
Expenses												
<i>Labor:</i>												
Payroll	\$54.927	\$49.665	\$5.262	9.6	\$6.447	\$6.132	\$0.315	4.9	61.375	55.797	\$5.577	9.1
Overtime	7.010	8.209	(1.200)	(17.1)	3.553	4.036	(0.483)	(13.6)	10.563	12.245	(1.682)	(15.9)
Health and Welfare	13.139	11.323	1.816	13.8	2.754	2.834	(0.080)	(2.9)	15.893	14.157	1.736	10.9
OPEB Current Payment	4.832	4.903	(0.071)	(1.5)	0.000	0.000	0.000	-	4.832	4.903	(0.071)	(1.5)
Pensions	11.701	10.993	0.708	6.0	1.759	1.816	(0.057)	(3.3)	13.460	12.809	0.651	4.8
Other Fringe Benefits	12.675	12.265	0.411	3.2	1.809	1.880	(0.071)	(3.9)	14.484	14.144	0.340	2.3
Reimbursable Overhead	(10.933)	(10.854)	(0.078)	(0.7)	10.854	11.562	(0.708)	(6.5)	(0.079)	0.708	(0.786)	*
Total Labor	\$93.352	\$86.504	\$6.848	7.3	\$27.176	\$28.259	(\$1.083)	(4.0)	\$120.528	\$114.764	\$5.764	4.8
<i>Non-Labor:</i>												
Electric Power	\$11.034	\$7.562	\$3.472	31.5	(\$0.009)	\$0.052	(\$0.061)	*	\$11.025	\$7.615	\$3.411	30.9
Fuel	2.925	2.894	0.032	1.1	0.000	0.000	0.000	-	2.925	2.894	0.032	1.1
Insurance	2.758	2.547	0.211	7.7	0.060	0.066	(0.006)	(10.3)	2.818	2.613	0.205	7.3
Claims	0.142	0.000	0.142	100.0	0.000	0.000	0.000	-	0.142	0.000	0.142	100.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.667	9.115	(0.449)	(5.2)	1.070	0.802	0.268	25.0	9.736	9.917	(0.181)	(1.9)
Professional Service Contracts	8.174	8.490	(0.316)	(3.9)	11.664	0.355	11.309	97.0	19.838	8.845	10.993	55.4
Materials & Supplies	11.942	8.905	3.037	25.4	2.782	6.324	(3.542)	*	14.724	15.229	(0.505)	(3.4)
Other Business Expenses	2.829	3.933	(1.103)	(39.0)	(0.014)	0.017	(0.031)	*	2.816	3.950	(1.134)	(40.3)
Total Non-Labor	\$48.472	\$43.445	\$5.027	10.4	\$15.553	\$7.617	\$7.937	51.0	\$64.025	\$51.062	\$12.963	20.2
<i>Other Adjustments:</i>												
Functional Allocations	5.321	14.350	(9.030)	*	0.000	-	0.000	-	5.321	14.350	(9.030)	*
Total Other Adjustments	\$5.321	\$14.350	(\$9.030)	*	\$0.000	\$0.000	\$0.000	-	\$5.321	\$14.350	(\$9.030)	*
Total Expenses before Non-Cash Liability Adjs.	\$147.144	\$144.299	\$2.845	1.9	\$42.730	\$35.876	\$6.853	16.0	\$189.874	\$180.176	\$9.698	5.1
Depreciation	29.710	34.209	(4.499)	(15.1)	0.000	0.000	0.000	-	29.710	34.209	(4.499)	(15.1)
GASB 49 Environmental Remediation	0.480	-	0.480	100.0	0.000	0.000	0.000	-	0.480	0.000	0.480	100.0
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	0.605	0.547	0.058	9.6	0.000	0.000	0.000	-	0.605	0.547	0.058	9.6
GASB 96 SBITA Adjustment	0.333	0.274	0.059	17.7	0.000	0.000	0.000	-	0.333	0.274	0.059	17.7
GASB 101 Compensated Absences	0.130	0.130	0.000	0.2	0.000	0.000	0.000	-	0.130	0.130	0.000	0.2
Total Expenses	\$178.403	\$179.460	(\$1.057)	(0.6)	\$42.730	\$35.876	\$6.853	16.0	\$221.133	\$215.336	\$5.797	2.6
Net Surplus/(Deficit)	(\$113.588)	(\$111.673)	\$1.914	1.7	\$0.000	\$0.000	\$0.000	-	(\$113.588)	(\$111.673)	\$1.914	1.7
<i>Cash Conversion Adjustments:</i>												
Depreciation	29.710	34.209	4.499	15.1	0.000	0.000	0.000	-	29.710	34.209	4.499	15.1
Operating/Capital	(0.689)	(2.712)	(2.024)	*	0.000	0.000	0.000	-	(0.689)	(2.712)	(2.024)	*
Other Cash Adjustments	3.921	(37.825)	(41.745)	*	0.000	0.000	0.000	-	3.921	(37.825)	(41.745)	*
Total Cash Conversion Adjustments	\$32.943	(\$6.328)	(\$39.270)	*	\$0.000	\$0.000	\$0.000	-	\$32.943	(\$6.328)	(\$39.270)	*
Net Cash Surplus/(Deficit)	(\$80.645)	(\$118.001)	(\$37.356)	(46.3)	\$0.000	\$0.000	\$0.000	-	(\$80.645)	(\$118.001)	(\$37.356)	(46.3)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JULY YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$391.189	\$398.228	\$7.039	1.8	\$0.000	\$0.000	\$0.000	-	\$391.189	\$398.228	\$7.039	1.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	31.926	32.636	0.709	2.2	0.000	0.000	0.000	-	31.926	32.636	0.709	2.2
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	91.326	92.349	1.023	1.1	91.326	92.349	1.023	1.1
CDOT	0.000	0.000	0.000	-	102.348	74.557	(27.791)	(27.2)	102.348	74.557	(27.791)	(27.2)
Other	0.000	0.000	0.000	-	8.481	10.690	2.210	26.1	8.481	10.690	2.210	26.1
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	202.155	177.597	(24.558)	(12.1)	202.155	177.597	(24.558)	(12.1)
Total Revenue/Receipts	\$423.115	\$430.864	\$7.749	1.8	\$202.155	\$177.597	(\$24.558)	(12.1)	\$625.270	\$608.461	(\$16.810)	(2.7)
Expenses												
<i>Labor:</i>												
Payroll	\$383.089	\$381.530	\$1.559	0.4	\$34.928	\$31.376	\$3.552	10.2	\$418.017	\$412.906	\$5.110	1.2
Overtime	53.315	52.310	1.005	1.9	21.280	21.077	0.203	1.0	74.595	73.387	1.207	1.6
Health and Welfare	94.597	90.769	3.828	4.0	15.291	14.140	1.151	7.5	109.887	104.909	4.978	4.5
OPEB Current Payment	33.840	34.145	(0.305)	(0.9)	0.000	0.000	0.000	-	33.840	34.145	(0.305)	(0.9)
Pensions	82.911	83.024	(0.113)	(0.1)	9.730	9.017	0.713	7.3	92.641	92.041	0.600	0.6
Other Fringe Benefits	95.944	99.984	(4.040)	(4.2)	10.047	9.323	0.724	7.2	105.991	109.308	(3.316)	(3.1)
Reimbursable Overhead	(59.661)	(55.310)	(4.351)	(7.3)	59.790	56.773	3.016	5.0	0.128	1.463	(1.335)	*
Total Labor	\$684.035	\$686.452	(\$2.418)	(0.4)	\$151.065	\$141.707	\$9.359	6.2	\$835.100	\$828.159	\$6.941	0.8
<i>Non-Labor:</i>												
Electric Power	\$69.282	\$59.494	\$9.789	14.1	\$0.053	\$0.132	(\$0.079)	*	\$69.336	\$59.626	\$9.710	14.0
Fuel	18.679	18.821	(0.141)	(0.8)	0.000	0.000	0.000	-	18.679	18.821	(0.141)	(0.8)
Insurance	19.293	19.054	0.239	1.2	0.326	0.324	0.001	0.5	19.618	19.378	0.240	1.2
Claims	0.492	0.205	0.287	58.4	0.000	0.000	0.000	-	0.492	0.205	0.287	58.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	62.220	60.778	1.442	2.3	3.155	18.592	(15.437)	*	65.375	79.370	(13.995)	(21.4)
Professional Service Contracts	56.130	54.847	1.284	2.3	34.186	2.113	32.073	93.8	90.316	56.960	33.357	36.9
Materials & Supplies	77.349	71.441	5.908	7.6	13.278	14.552	(1.274)	(9.6)	90.627	85.993	4.634	5.1
Other Business Expenses	15.686	17.612	(1.926)	(12.3)	0.092	0.177	(0.085)	(91.6)	15.778	17.789	(2.010)	(12.7)
Total Non-Labor	\$319.133	\$302.250	\$16.882	5.3	\$51.090	\$35.890	\$15.200	29.8	\$370.222	\$338.140	\$32.082	8.7
<i>Other Adjustments</i>												
Functional Allocations	15.275	14.350	0.925	6.1	0.000	0.000	0.000	-	15.275	14.350	0.925	6.1
Total Other Adjustments	\$15.275	\$14.350	\$0.925	6.1	\$0.000	\$0.000	\$0.000	-	\$15.275	\$14.350	\$0.925	6.1
Total Expenses before Non-Cash Liability Adj.	\$1,018.442	\$1,003.053	\$15.389	1.5	\$202.155	\$177.597	\$24.558	12.1	\$1,220.597	\$1,180.650	\$39.948	3.3
Depreciation	205.342	208.631	(3.289)	(1.6)	0.000	0.000	0.000	-	205.342	208.631	(3.289)	(1.6)
GASB 49 Environmental Remediation	1.599	0.158	1.441	90.1	0.000	0.000	0.000	-	1.599	0.158	1.441	90.1
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	2.411	3.724	(1.313)	(54.5)	0.000	0.000	0.000	-	2.411	3.724	(1.313)	(54.5)
GASB 96 SBITA Adjustment	0.121	(0.588)	0.708	*	0.000	0.000	0.000	-	0.121	(0.588)	0.708	*
GASB 101 Compensated Absences	0.912	1.109	(0.197)	(21.6)	0.000	0.000	0.000	-	0.912	1.109	(0.197)	(21.6)
Total Expenses	\$1,228.826	\$1,216.088	\$12.738	1.0	\$202.155	\$177.597	\$24.558	12.1	\$1,430.981	\$1,393.684	\$37.297	2.6
Net Surplus/(Deficit)	(\$805.711)	(\$785.224)	\$20.487	2.5	\$0.000	\$0.000	(\$0.000)	-	(\$805.711)	(\$785.224)	\$20.487	2.5
<i>Cash Conversion Adjustments:</i>												
Depreciation	205.342	208.631	3.289	1.6	0.000	0.000	0.000	-	205.342	208.631	3.289	1.6
Operating/Capital	(6.854)	(13.943)	(7.090)	*	0.000	0.000	0.000	-	(6.854)	(13.943)	(7.090)	*
Other Cash Adjustments	30.699	11.121	(19.578)	(63.8)	0.000	0.000	0.000	-	30.699	11.121	(19.578)	(63.8)
Total Cash Conversion Adjustments	\$229.187	\$205.809	(\$23.378)	(10.2)	\$0.000	\$0.000	\$0.000	-	\$229.187	\$205.809	(\$23.378)	(10.2)
Net Cash Surplus/(Deficit)	(\$576.524)	(\$579.415)	(\$2.891)	(0.5)	\$0.000	\$0.000	(\$0.000)	-	(\$576.524)	(\$579.415)	(\$2.891)	(0.5)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's actuals.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	JULY 2026				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$58.683	\$60.116	\$1.433	2.4	\$378.091	\$382.359	\$4.268	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	8.505	4.463	(4.042)	(47.5)	162.764	162.369	(0.395)	(0.2)
<i>Capital & Other Reimbursements:</i>								
MTA	16.073	7.319	(8.754)	(54.5)	94.063	73.998	(20.065)	(21.3)
CDOT	29.964	22.515	(7.449)	(24.9)	109.412	72.060	(37.352)	(34.1)
Other	1.619	1.377	(0.242)	(14.9)	6.427	5.552	(0.875)	(13.6)
Total Capital and Other Reimbursements	47.656	31.211	(16.445)	(34.5)	209.902	151.610	(58.292)	(27.8)
Total Receipts	\$114.844	\$95.790	(\$19.054)	(16.6)	\$750.757	\$696.338	(\$54.419)	(7.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$68.809	\$66.559	\$2.250	3.3	\$415.250	\$414.160	\$1.090	0.3
Overtime	11.571	11.988	(0.417)	(3.6)	75.465	73.541	1.924	2.5
Health and Welfare	19.282	18.296	0.986	5.1	124.018	107.580	16.438	13.3
OPEB Current Payment	4.832	4.895	(0.063)	(1.3)	33.790	34.097	(0.307)	(0.9)
Pensions	13.647	14.356	(0.709)	(5.2)	98.275	100.326	(2.051)	(2.1)
Other Fringe Benefits	15.777	19.219	(3.442)	(21.8)	106.796	122.070	(15.274)	(14.3)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	100.0	(0.000)	0.000	(0.000)	(100.0)
Total Labor	\$133.918	\$135.313	(\$1.395)	(1.0)	\$853.593	\$851.774	\$1.819	0.2
<i>Non-Labor:</i>								
Electric Power	\$11.096	\$7.058	\$4.038	36.4	\$77.126	\$66.658	\$10.468	13.6
Fuel	2.925	1.810	1.115	38.1	18.604	17.509	1.095	5.9
Insurance	2.806	4.529	(1.723)	(61.4)	6.709	8.691	(1.982)	(29.5)
Claims	0.161	12.095	(11.934)	*	54.352	70.167	(15.815)	(29.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.664	12.402	(0.738)	(6.3)	73.533	80.931	(7.398)	(10.1)
Professional Service Contracts	16.145	24.251	(8.106)	(50.2)	125.216	56.174	69.042	55.1
Materials & Supplies	13.668	13.377	0.291	2.1	86.669	88.414	(1.745)	(2.0)
Other Business Expenditures	3.106	2.956	0.150	4.8	31.479	35.435	(3.956)	(12.6)
Total Non-Labor	\$61.571	\$78.478	(\$16.907)	(27.5)	\$473.688	\$423.979	\$49.709	10.5
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$195.489	\$213.791	(\$18.302)	(9.4)	\$1,327.281	\$1,275.753	\$51.528	3.9
Net Cash Deficit (excludes Opening Cash Balance)	(\$80.645)	(\$118.001)	(\$37.356)	(46.3)	(\$576.524)	(\$579.415)	(\$2.891)	(0.5)
Subsidies								
MTA	57.716	63.407	5.691	9.9	402.197	374.803	(27.394)	(6.8)
CDOT	22.929	39.150	16.221	70.7	159.689	155.690	(3.999)	(2.5)
Total Subsidies	\$80.645	\$102.557	\$21.912	27.2	\$561.886	\$530.493	(\$31.393)	(5.6)
Cash Timing and Availability Adjustment	\$0.000	\$13.038	\$13.038	-	(\$2.974)	\$9.782	\$12.756	*

Notes:

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	JULY 2026				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.611)	(\$3.026)	(\$1.415)	(87.9)	(\$13.098)	(\$15.869)	(\$2.772)	(21.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.983	(0.182)	(4.165)	*	130.837	129.733	(1.104)	(0.8)
<i>Capital & Other Reimbursements:</i>								
MTA	(0.547)	(13.344)	(12.796)	*	2.737	(18.351)	(21.089)	*
CDOT	5.063	9.871	4.807	94.9	7.064	(2.497)	(9.560)	*
Other	0.411	(1.192)	(1.603)	*	(2.054)	(5.138)	(3.084)	*
Total Capital and Other Reimbursements	4.927	(4.665)	(9.592)	*	7.747	(25.987)	(33.733)	*
Total Revenue/Receipts	\$7.299	(\$7.873)	(\$15.172)	*	\$125.487	\$87.877	(\$37.609)	(30.0)
Expenditures								
<i>Labor:</i>								
Payroll	(\$7.434)	(\$10.762)	(\$3.328)	(44.8)	\$2.767	(\$1.254)	(\$4.021)	*
Overtime	(1.009)	0.257	1.266	*	(0.870)	(0.154)	0.717	82.4
Health and Welfare	(3.388)	(4.139)	(0.751)	(22.2)	(14.130)	(2.671)	11.460	81.1
OPEB Current Payment	0.000	0.008	0.000		0.051	0.048	(0.003)	(5.3)
Pensions	(0.187)	(1.547)	(1.360)	*	(5.634)	(8.285)	(2.651)	(47.1)
Other Fringe Benefits	(1.293)	(5.075)	(3.782)	*	(0.805)	(12.762)	(11.958)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.079)	0.708	0.786	*	0.128	1.463	1.335	*
Total Labor	(\$13.390)	(\$20.549)	(\$7.160)	(53.5)	(\$18.493)	(\$23.615)	(\$5.122)	(27.7)
<i>Non-Labor:</i>								
Electric Power	(\$0.071)	\$0.557	\$0.627	*	(\$7.790)	(\$7.032)	\$0.758	9.7
Fuel	0.000	1.084	1.084	-	0.075	1.312	1.236	*
Insurance	0.011	(1.916)	(1.928)	*	12.909	10.687	(2.222)	(17.2)
Claims	(0.018)	(12.095)	(12.077)	*	(53.860)	(69.962)	(16.102)	(29.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.927)	(2.485)	(0.558)	(28.9)	(8.157)	(1.561)	6.596	80.9
Professional Service Contracts	3.693	(15.406)	(19.099)	*	(34.900)	0.786	35.685	*
Materials & Supplies	1.055	1.852	0.797	75.5	3.958	(2.421)	(6.379)	*
Other Business Expenses	(0.290)	0.994	1.284	*	(15.701)	(17.646)	(1.945)	(12.4)
Total Non-Labor	\$2.454	(\$27.416)	(\$29.870)	*	(\$103.465)	(\$85.839)	\$17.627	17.0
<i>Other Adjustments:</i>								
Other	5.321	14.350	9.030	*	15.275	14.350	(0.925)	(6.1)
Total Other Adjustments	\$5.321	\$14.350	\$9.030	*	\$15.275	\$14.350	(\$0.925)	(6.1)
Total Expenditures before Non-Cash Liability Adjs.	(\$5.615)	(\$33.615)	(\$28.000)	*	(\$106.683)	(\$95.103)	\$11.580	10.9
Depreciation	29.710	34.209	4.499	15.1	205.342	208.631	3.289	1.6
GASB 49 Environmental Remediation	0.480	0.000	(0.480)	(100.0)	1.599	0.158	(1.441)	90.1
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	0.605	0.547	(0.058)	(9.6)	2.411	3.724	1.313	(54.5)
GASB 96 SBITA Adjustment	0.333	0.274	(0.059)	(17.7)	0.121	(0.588)	(0.708)	*
GASB 101 Compensated Absences	0.130	0.130	(0.000)	(0.2)	0.912	1.109	0.197	(21.6)
Total Expenditures Adjustments	\$25.644	\$1.545	(\$24.098)	(94.0)	\$103.700	\$117.931	\$14.231	13.7
Total Cash Conversion Adjustments	\$32.943	(\$6.328)	(\$39.270)	*	\$229.187	\$205.809	(\$23.378)	(10.2)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
2026 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2026

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	0	
Security	18	19	(1)	
Safety	52	46	6	
Training	96	95	1	
Chief Administrative Office	9	8	1	
Rolling Stock Programs	16	11	5	
Chief of Staff	31	29	2	
Communications	0	0	0	
Labor Relations	0	0	0	
Equal Opportunity	0	0	0	
Legal	0	0	0	
Procurement & Material Management	0	0	0	
Public Safety & Security	0	0	0	
Finance	0	0	0	
Strategic Initiatives	0	0	0	
People	0	0	0	
Total Administration	225	211	14	
Operations				
Operations Support	12	11	1	
Service Planning	27	27	0	
Enterprise Asset Management	25	24	1	
Innovation & Logistics	39	41	(2)	
Transportation	1,798	1,767	31	A,B
Stations	453	449	4	
Penn Station Access	0	0	0	
Capital Program Delivery & Oversight	42	41	1	
Total Operations	2,396	2,360	36	
Maintenance				
Maintenance of Way	1,710	1,657	53	A,B
Maintenance of Equipment	1,639	1,623	16	
Metro-North West	27	28	(1)	
Stations	420	409	11	
Total Maintenance	3,796	3,717	79	
Engineering/Capital				
Construction & Development	75	61	14	
Total Engineering/Capital	75	61	14	
Total Positions	6,492	6,349	143	
<i>Non-Reimbursable</i>	5,723	5,697	26	
<i>Reimbursable</i>	769	652	117	
<i>Total Full-Time</i>	6,492	6,349	143	
<i>Total Full-Time-Equivalents</i>			-	

Notes

- (A) Variance reflects higher attrition than planned
(B) Variance reflects delayed hiring of vacant positions
(C) Variance reflects internal re-organization

MTA METRO-NORTH RAILROAD
2026 MID-YEAR FORECAST VS. ACTUALS
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	107	127	(20)
Professional, Technical, Clerical	118	84	34
Operational Hourlies	-	-	-
Total Administration	225	211	14
Operations			
Managers/Supervisors	352	370	(18)
Professional, Technical, Clerical	320	271	49
Operational Hourlies	1,724	1,719	5
Total Operations	2,396	2,360	36
Maintenance			
Managers/Supervisors	740	780	(40)
Professional, Technical, Clerical	338	271	67
Operational Hourlies	2,718	2,666	52
Total Maintenance	3,796	3,717	79
Engineering/Capital			
Managers/Supervisors	49	45	4
Professional, Technical, Clerical	26	16	10
Operational Hourlies	-	-	-
Total Engineering/Capital	75	61	14
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,248	1,322	(74)
Professional, Technical, Clerical	802	642	160
Operational Hourlies	4,442	4,385	57
Total Positions	6,492	6,349	143

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
JULY 2026

	MONTH			VARIANCE Fav/(Unfav)	
	MID-YEAR FORECAST	2026	2025	MID-YEAR FORECAST	2025
Farebox Operating Ratio					
Standard ^(B)	42.2%	45.5%	41.7%	3.3%	3.7%
Adjusted ^(C)	47.8%	51.4%	47.8%	3.7%	3.7%
Cost per Passenger					
Standard ^(B)	\$21.48	\$20.98	\$22.31	\$0.49	\$1.32
Adjusted ^(C)	\$20.75	\$20.24	\$21.55	\$0.51	\$1.30
Passenger Revenue/Passenger	\$9.06	\$9.54	\$9.31	\$0.47	\$0.23
	YEAR-TO-DATE			VARIANCE Fav/(Unfav)	
	MID-YEAR FORECAST	2026	2025	MID-YEAR FORECAST	2025
Farebox Operating Ratio					
Standard ^(B)	39.4%	40.6%	39.6%	1.2%	1.1%
Adjusted ^(C)	45.3%	46.6%	47.0%	1.4%	-0.4%
Cost per Passenger					
Standard ^(B)	\$23.31	\$23.05	\$23.24	\$0.26	\$0.18
Adjusted ^(C)	\$22.52	\$22.25	\$22.45	\$0.27	\$0.20
Passenger Revenue/Passenger	\$9.19	\$9.36	\$9.19	\$0.17	\$0.17

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses.

(B) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments; as well as the NHL share of MTA Police, Business Service Center, and IT costs.

(C) Adjusted Fare Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between Metro-North and the LIRR, and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenues and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB retiree expenses, and Inclusion of estimated farebox revenue from an equalization of the Connecticut fare structure.

Farebox Revenue Report Highlights

Month of July

Metro-North farebox revenue totaled \$63.1 million, which was \$2.8 million or 4.7% above the Forecast. The variances below are driven by higher non-commutation ridership on all lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership on all lines.

- Commutation revenue of \$17.9 million was \$1.5 million or 7.6% below the Forecast.
- Non-Commutation revenue of \$45.3 million was \$4.3 million or 10.6% above the Forecast.

Year-to-Date

Metro-North farebox revenue totaled \$398.2 million, which was \$7.0 million or 1.8% above the Forecast. The variances below are driven by higher non-commutation ridership on all lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership on all lines.

- Commutation revenue of \$125.9 million was \$4.4 million or 3.4% below the Forecast.
- Non-Commutation revenue of \$272.4 million was \$11.5 million or 4.4% above the Forecast.

July 2026 Ridership vs. Budget - (In Millions)								
	<u>July</u>				<u>July Year-to-Date</u>			
	<u>More/(Less)</u>				<u>More/(Less)</u>			
	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>
Commutation	2.944	2.639	(0.305)	-10.4%	18.877	18.016	(0.860)	-4.6%
Non-Commutation	3.708	3.981	0.272	7.3%	23.694	24.524	0.830	3.5%
Total	6.652	6.620	(0.033)	-0.5%	42.571	42.540	(0.030)	-0.1%

July 2026 Farebox Revenue vs. Budget - (In \$ Millions)								
	<u>July</u>				<u>July Year-to-Date</u>			
	<u>Fav/(Unfav)</u>				<u>Fav/(Unfav)</u>			
	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>
Commutation	\$19.4	\$17.9	(\$1.5)	-7.6%	\$130.3	\$125.9	(\$4.4)	-3.4%
Non-Commutation	\$40.9	\$45.3	\$4.3	10.6%	\$260.9	\$272.4	\$11.5	4.4%
Total	\$60.3	\$63.1	\$2.8	4.7%	\$391.2	\$398.2	\$7.0	1.8%



Financial and Ridership Reports – August 2026

Financial Report Highlights

August Year-to-Date Budget Performance Summary

- Total revenue of \$781.6 million was \$8.9 million unfavorable to the forecast. This unfavorable variance was primarily due to the timing of reimbursement for capital activity and lower farebox, partially offset by higher other operating revenue.
- Through August 2026, ridership was 55.5 million which was 4.9% above 2025 and 2.3% below the forecast. Commutation ridership of 21.5 million was 9.5% above 2025 and 9.2% below the forecast. Non-Commutation ridership of 34.0 million was 2.2% above 2025 and 2.6% above the forecast. Consequently, the farebox revenue of \$478.2 million was \$7.4 million lower than the forecast, driven by lower ridership, partially offset by higher yield per passenger.
- Total expenses before non-cash liability adjustments of \$1,690.4 million were \$25.5 million or 1.5% favorable to the forecast. The primary drivers of this favorable variance were lower payroll, associated fringe costs, electric power, overtime, materials and supplies, other business expenses and claims. These favorable variances were partially offset by pensions, maintenance & other operating contracts, insurance, fuel, professional service contracts.
- Total headcount was 7,475, which was 203 positions lower than the forecast. Non-reimbursable was 122 positions lower than the forecast and reimbursable was 81 positions lower than the forecast.
- August non-reimbursable operating results were favorable to the forecast by \$19.4 million. Non-reimbursable revenues were \$6.7 million unfavorable to the forecast due to lower farebox. Total non-reimbursable expenses before non-cash liabilities were \$23.3 million favorable due to payroll and associated fringe, maintenance and other operating contracts, electric power, professional service contracts, other business expenses, overtime, materials and supplies and claims, partially offset by pensions, insurance and fuel. Non-cash liabilities were \$2.8 million favorable.

2026 Operating Revenue & Expenses, August Year-to-Date

In \$ Millions	Long Island Rail Road		
	Forecast	Actual	Variance
Total Revenues	\$521.5	\$514.8	(\$6.7)
Farebox Revenue	\$485.6	\$478.2	(\$7.4)
Other Revenue	\$35.9	\$36.6	\$0.7
Total Expenses	\$1,446.8	\$1,423.5	\$23.3
Labor Expenses	\$1,058.4	\$1,042.8	\$15.5
Non Labor Expenses	\$368.3	\$360.9	\$7.4
Other Expense Adjustments	\$20.2	\$19.8	\$0.4
Non Cash Liabilities	\$402.5	\$399.7	\$2.8
Net Surplus/(Deficit) - Accrued	(\$1,327.8)	(\$1,308.4)	\$19.4

Revenues

- **Farebox Revenues** were \$7.4 million unfavorable to the forecast due to lower ridership, partially offset by higher yield per passenger. Ridership through August was 55.5 million, 4.9% higher than in 2025 (adjusted for the same number of calendar workdays) and 2.3% lower than the forecast.
- **Other Operating Revenues** were \$0.7 million favorable to the forecast primarily due to higher interest income, partially offset by lower rental revenue.

Expenses

Labor Expenses: \$15.5 million favorable.

- **Payroll** expenses were \$17.1 million favorable due to lower average pay rates reflecting new hires and vacancies.
- **Overtime** expenses were \$0.7 million favorable due to scheduled service and programmatic/routine maintenance, partially offset by unscheduled maintenance, vacancy/absentee coverage, weather emergencies and unscheduled service.
- **Health & Welfare** expenses were \$4.7 million favorable (lower rates and vacant positions).
- **OPEB Current Payments** were \$0.5 million unfavorable (more retirees/beneficiaries).
- **Pension** expenses were \$10.8 million unfavorable due to the timing of pension payments and the estimated percentage of pensions allocated to reimbursable was over-estimated.
- **Other Fringe Benefits** expenses were \$2.3 million favorable primarily due to lower Railroad Retirement Taxes (RRT), partially offset by FELA indemnity reserves.
- **Reimbursable Overhead** expenses were \$2.1 million favorable primarily due to the timing of project activity.

Non-Labor Expenses: \$7.4 million favorable.

- **Electric Power** expenses were \$2.6 million favorable primarily due to lower consumption, partially offset by higher rates.
- **Fuel** expenses were \$0.4 million unfavorable primarily due to higher rates and consumption.
- **Insurance** expenses were \$0.7 million unfavorable due to higher property insurance partially offset by lower liability insurance.
- **Claims** expenses were \$0.4 million favorable primarily due to a decrease in reserves.
- **Maintenance and Other Operating Contracts** were \$3.7 million favorable primarily due to higher project reimbursement for vehicles and work train usage and the timing of uniforms, partially offset by higher non-revenue vehicle repairs costs due to the aging fleet and bussing costs.

- **Professional Service Contracts** were \$0.3 million favorable primarily due to timing of fiber optic network support contracts and sperry rail testing, partially offset by higher legal fees.
- **Materials and Supplies** were \$0.6 million favorable primarily due to timing of modification and RCM activity for revenue fleet and pooled material charge-out, partially offset by miscellaneous inventory adjustment and the timing of right of way materials.
- **Other Business Expenses** were \$1.0 million favorable primarily due to decrease in bad debt reserves and lower office supplies.

Other Expense Adjustments: \$0.4 million favorable

- **Functional Allocations** was \$0.4 million favorable due to the net impact of consolidated functions employee chargeback.

Depreciation and Other were \$2.8 million favorable primarily due to GASB 87 lease adjustments, GASB 96 adjustments and environmental remediation, partially offset by depreciation.

Overtime

- Total overtime was \$0.9 million favorable. Non-reimbursable was \$0.7 million favorable and reimbursable was \$0.2 million favorable.
- Favorable non-reimbursable overtime was due to scheduled service and programmatic/routine maintenance, partially offset by unscheduled maintenance, vacancy/absentee coverage, weather emergencies and unscheduled service.

Staffing Levels

- Total headcount at the end of August was 7,475, which was 203 positions lower than the forecast.
- The vacancies were primarily in Maintenance of Way and Maintenance of Equipment.

Financial Metrics

- The August Adjusted Farebox Operating Ratio was 43.3%, which was higher than the forecast due to lower expenses, partially offset by lower farebox revenue.
- The August Adjusted Cost per Passenger was \$21.62, which was higher than the forecast due to lower expenses, partially offset by lower ridership.
- The August Revenue per Passenger was \$8.78, which was higher than the forecast due to a higher yield per passenger.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2026
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$67.321	\$65.718	(\$1.604)	(2.4)	\$0.000	\$0.000	\$0.000	-	\$67.321	\$65.718	(\$1.604)	(2.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.865	3.764	(0.100)	(2.6)	0.000	0.000	0.000	-	3.865	3.764	(0.100)	(2.6)
Capital & Other Reimbursements	0.000	0.000	0.000	-	35.814	39.000	3.185	8.9	35.814	39.000	3.185	8.9
Total Revenue	\$71.186	\$69.482	(\$1.704)	(2.4)	\$35.814	\$39.000	\$3.185	8.9	\$107.001	\$108.482	\$1.481	1.4
Expenses												
<i>Labor:</i>												
Payroll	\$62.318	\$57.232	\$5.086	8.2	\$11.428	\$11.681	(\$0.253)	(2.2)	\$73.745	\$68.912	\$4.833	6.6
Overtime	13.179	11.795	1.384	10.5	4.545	5.119	(0.573)	(12.6)	17.725	16.914	0.811	4.6
Health and Welfare	15.925	14.529	1.396	8.8	2.900	3.255	(0.355)	(12.2)	18.825	17.784	1.042	5.5
OPEB Current Payment	6.992	7.154	(0.162)	(2.3)	0.000	0.000	0.000	-	6.992	7.154	(0.162)	(2.3)
Pensions	16.365	18.711	(2.346)	(14.3)	4.804	3.220	1.584	33.0	21.169	21.931	(0.762)	(3.6)
Other Fringe Benefits	16.491	13.373	3.118	18.9	2.966	3.059	(0.094)	(3.2)	19.457	16.432	3.025	15.5
Reimbursable Overhead	(3.068)	(3.894)	0.826	26.9	3.068	3.894	(0.826)	(26.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$128.201	\$118.899	\$9.302	7.3	\$29.711	\$30.227	(\$0.516)	(1.7)	\$157.912	\$149.127	\$8.786	5.6
<i>Non-Labor:</i>												
Electric Power	\$12.986	\$12.168	\$0.817	6.3	\$0.035	\$0.059	(\$0.024)	(67.4)	\$13.021	\$12.227	\$0.794	6.1
Fuel	3.394	3.814	(0.419)	(12.4)	0.000	0.000	0.000	-	3.394	3.814	(0.419)	(12.4)
Insurance	2.460	2.703	(0.243)	(9.9)	0.718	0.815	(0.097)	(13.4)	3.178	3.517	(0.339)	(10.7)
Claims	0.405	0.151	0.254	62.7	0.000	0.000	0.000	-	0.405	0.151	0.254	62.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.105	8.967	0.138	1.5	1.707	3.375	(1.669)	(97.8)	10.811	12.342	(1.531)	(14.2)
Professional Service Contracts	3.559	3.289	0.270	7.6	0.067	0.362	(0.294)	*	3.626	3.651	(0.024)	(0.7)
Materials & Supplies	13.436	8.874	4.562	34.0	3.535	4.111	(0.576)	(16.3)	16.971	12.985	3.986	23.5
Other Business Expenses	2.311	2.079	0.232	10.1	0.041	0.051	(0.010)	(24.6)	2.352	2.130	0.222	9.5
Total Non-Labor Expenses	\$47.655	\$42.044	\$5.611	11.8	\$6.103	\$8.772	(\$2.669)	(43.7)	\$53.759	\$50.816	\$2.942	5.5
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Functional Allocations	\$5.048	\$5.016	\$0.032	0.6	\$0.000	\$0.000	\$0.000	-	\$5.048	\$5.016	\$0.032	0.6
Total Other Expense Adjustments	\$5.048	\$5.016	\$0.032	0.6	\$0.000	\$0.000	\$0.000	-	\$5.048	\$5.016	\$0.032	0.6
Total Expenses before Depreciation & Other Post Employment Benefits	\$180.905	\$165.959	\$14.946	8.3	\$35.814	\$39.000	(\$3.185)	(8.9)	\$216.719	\$204.959	\$11.760	5.4
Depreciation	\$48.246	\$47.951	\$0.295	0.6	\$0.000	\$0.000	\$0.000	-	\$48.246	\$47.951	\$0.295	0.6
Environmental Remediation	0.587	0.625	(0.038)	(6.4)	0.000	0.000	0.000	-	0.587	0.625	(0.038)	(6.4)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	(0.052)	(0.573)	0.521	*	0.000	0.000	0.000	-	(0.052)	(0.573)	0.521	*
GASB 94 PPP and APA	(0.009)	(0.009)	(0.000)	0.0	0.000	0.000	0.000	-	(0.009)	(0.009)	(0.000)	0.0
GASB 96 - SBITA Asset Subscriptions	0.050	0.275	(0.225)	*	0.000	0.000	0.000	-	0.050	0.275	(0.225)	*
GASB 101 Compensated Absences	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$229.728	\$214.229	\$15.499	6.7	\$35.814	\$39.000	(\$3.185)	(8.9)	\$265.542	\$253.228	\$12.314	4.6
Net Surplus/(Deficit)	(\$158.541)	(\$144.747)	\$13.795	8.7	\$0.000	\$0.000	(\$0.000)	-	(\$158.541)	(\$144.747)	\$13.795	8.7
<i>Cash Conversion Adjustments</i>												
Depreciation	\$48.246	\$47.951	(\$0.295)	(0.6)	\$0.000	\$0.000	\$0.000	-	\$48.246	\$47.951	(\$0.295)	(0.6)
Operating/Capital	(1.433)	(\$1.511)	(0.078)	(5.4)	0.000	0.000	0.000	-	(1.433)	(1.511)	(0.078)	(5.4)
Other Cash Adjustments	(1.812)	4.430	6.242	*	0.000	0.000	0.000	-	(1.812)	4.430	6.242	*
Total Cash Conversion Adjustments	\$45.001	\$50.870	\$5.869	13.0	0.000	\$0.000	\$0.000	-	\$45.001	\$50.870	\$5.869	13.0
Net Cash Surplus/(Deficit)	(\$113.540)	(\$93.876)	\$19.664	17.3	\$0.000	\$0.000	\$0.000	0.0	(\$113.540)	(\$93.876)	\$19.664	17.3

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$485.596	\$478.168	(\$7.428)	(1.5)	\$0.000	\$0.000	\$0.000	-	\$485.596	\$478.168	(\$7.428)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	35.875	36.596	0.721	2.0	0.000	0.000	0.000	-	35.875	36.596	0.721	2.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	269.055	266.846	(2.208)	(0.8)	269.055	266.846	(2.208)	(0.8)
Total Revenue	\$521.472	\$514.765	(\$6.707)	(1.3)	\$269.055	\$266.846	(\$2.208)	(0.8)	\$790.526	\$781.611	(\$8.915)	(1.1)
Expenses												
Labor:												
Payroll	\$501.046	\$483.950	\$17.096	3.4	\$87.762	\$84.524	\$3.238	3.7	\$588.808	\$568.474	\$20.334	3.5
Overtime	119.706	119.025	0.680	0.6	32.756	32.506	0.250	0.8	152.461	151.531	0.930	0.6
Health and Welfare	125.231	120.545	4.686	3.7	23.134	23.505	(0.371)	(1.6)	148.365	144.049	4.315	2.9
OPEB Current Payment	56.369	56.901	(0.531)	(0.9)	0.000	0.000	0.000	-	56.369	56.901	(0.531)	(0.9)
Pensions	144.369	155.163	(10.794)	(7.5)	32.028	24.805	7.222	22.6	176.396	179.968	(3.571)	(2.0)
Other Fringe Benefits	137.646	135.362	2.284	1.7	22.726	22.052	0.674	3.0	160.372	157.414	2.958	1.8
Reimbursable Overhead	(26.004)	(28.126)	2.123	8.2	26.004	28.126	(2.123)	(8.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,058.363	\$1,042.819	\$15.544	1.5	\$224.409	\$215.518	\$8.891	4.0	\$1,282.772	\$1,258.337	\$24.435	1.9
Non-Labor:												
Electric Power	\$95.972	\$93.419	\$2.553	2.7	\$0.293	\$0.320	(\$0.027)	(9.2)	\$96.265	\$93.738	\$2.526	2.6
Fuel	24.156	24.556	(0.400)	(1.7)	0.000	0.000	0.000	-	24.156	24.556	(0.400)	(1.7)
Insurance	20.982	21.723	(0.741)	(3.5)	5.548	5.619	(0.071)	(1.3)	26.530	27.342	(0.811)	(3.1)
Claims	7.121	6.678	0.443	6.2	0.000	0.000	0.000	-	7.121	6.678	0.443	6.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	70.303	66.623	3.680	5.2	16.337	23.111	(6.774)	(41.5)	86.639	89.734	(3.094)	(3.6)
Professional Service Contracts	34.022	33.737	0.285	0.8	1.038	1.453	(0.416)	(40.1)	35.060	35.191	(0.131)	(0.4)
Materials & Supplies	99.783	99.147	0.635	0.6	21.048	20.371	0.677	3.2	120.830	119.518	1.312	1.1
Other Business Expenses	15.944	14.986	0.958	6.0	0.383	0.454	(0.072)	(18.7)	16.327	15.440	0.886	5.4
Total Non-Labor Expenses	\$368.283	\$360.869	\$7.414	2.0	\$44.646	\$51.328	(\$6.682)	(15.0)	\$412.929	\$412.197	\$0.732	0.2
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Functional Allocations	\$20.192	\$19.834	\$0.358	1.772	\$0.000	\$0.000	\$0.000	-	\$20.192	\$19.834	\$0.358	1.8
Total Other Expense Adjustments	\$20.192	\$19.834	\$0.358	1.8	\$0.000	\$0.000	\$0.000	-	\$20.192	\$19.834	\$0.358	1.8
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,446.838	\$1,423.522	\$23.315	1.6	\$269.055	\$266.846	\$2.209	0.8	\$1,715.892	\$1,690.368	\$25.524	1.5
Depreciation	\$391.183	\$393.123	(\$1.939)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$391.183	\$393.123	(\$1.939)	(0.5)
Environmental Remediation	5.151	4.313	0.838	16.3	0.000	0.000	0.000	-	5.151	4.313	0.838	16.3
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	4.712	2.824	1.888	40.1	0.000	0.001	(0.001)	-	4.712	2.825	1.887	40.1
GASB 94 PPP and APA	0.030	0.030	(0.000)	(0.1)	0.000	0.000	0.000	-	0.030	0.030	(0.000)	(0.1)
GASB 96 - SBITA Asset Subscriptions	1.385	(0.639)	2.025	*	0.000	0.000	0.000	-	1.385	(0.639)	2.025	*
GASB 101 Compensated Absences	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,849.300	\$1,823.173	\$26.127	1.4	\$269.055	\$266.846	\$2.208	0.8	\$2,118.355	\$2,090.020	\$28.335	1.3
Net Surplus/(Deficit)	(\$1,327.828)	(\$1,308.409)	\$19.420	1.5	(\$0.000)	\$0.000	\$0.000	-	(\$1,327.828)	(\$1,308.409)	\$19.420	1.5
Cash Conversion Adjustments												
Depreciation	\$391.183	\$393.123	\$1.939	0.5	\$0.000	\$0.000	\$0.000	-	\$391.183	\$393.123	\$1.939	0.5
Operating/Capital	(8.168)	(7.260)	0.908	11.1	0.000	0.000	0.000	-	(8.168)	(7.260)	0.908	11.1
Other Cash Adjustments	16.085	55.100	39.015	*	0.000	0.000	0.000	-	16.085	55.100	39.015	*
Total Cash Conversion Adjustments	\$399.101	\$440.963	\$41.862	10.5	\$0.000	\$0.000	\$0.000	-	\$399.101	\$440.963	\$41.862	10.5
Net Cash Surplus/(Deficit)	(\$928.728)	(\$867.446)	\$61.282	6.6	(\$0.000)	\$0.000	\$0.000	0.0	(\$928.728)	(\$867.446)	\$61.282	6.6

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
August 2026
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Opening Cash Balance	\$0.000	\$79.360	\$79.360	-	\$0.000	\$79.360	\$79.360	-
<u>Receipts</u>								
Farebox Revenue	\$68.151	\$66.121	(\$2.031)	(3.0)	\$482.344	\$478.161	(\$4.183)	(0.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.808	4.734	0.926	24.3	36.651	38.942	2.291	6.3
Capital & Other Reimbursements	29.235	20.849	(8.386)	(28.7)	276.448	278.656	2.208	0.8
Total Receipts	\$101.195	\$91.704	(\$9.490)	(9.4)	\$795.443	\$795.759	\$0.316	0.0
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$75.350	\$55.329	\$20.021	26.6	\$587.873	\$531.579	\$56.294	9.6
Overtime	18.280	17.293	0.987	5.4	148.084	148.088	(0.003)	(0.0)
Health and Welfare	20.369	18.217	2.152	10.6	148.329	143.467	4.862	3.3
OPEB Current Payment	6.921	7.048	(0.127)	(1.8)	56.652	56.714	(0.062)	(0.1)
Pensions	21.559	22.930	(1.372)	(6.4)	180.696	183.439	(2.743)	(1.5)
Other Fringe Benefits	20.221	23.248	(3.027)	(15.0)	165.969	176.063	(10.094)	(6.1)
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$162.700	\$144.065	\$18.635	11.5	\$1,287.603	\$1,239.350	\$48.253	3.7
<i>Non-Labor:</i>								
Electric Power	\$13.362	\$11.300	\$2.062	15.4	\$94.994	\$91.275	\$3.719	3.9
Fuel	3.346	4.215	(0.869)	(26.0)	25.060	25.238	(0.178)	(0.7)
Insurance	1.330	0.019	1.310	98.6	34.868	32.310	2.558	7.3
Claims	0.895	(1.028)	1.923	*	3.152	0.255	2.897	91.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.328	10.232	2.096	17.0	93.211	94.926	(1.715)	(1.8)
Professional Service Contracts	3.485	2.029	1.456	41.8	31.203	28.198	3.005	9.6
Materials & Supplies	14.606	12.374	2.232	15.3	136.165	134.346	1.819	1.3
Other Business Expenses	2.684	2.374	0.311	11.6	17.916	17.308	0.607	3.4
Total Non-Labor Expenditures	\$52.035	\$41.516	\$10.519	20.2	\$436.568	\$423.856	\$12.712	2.9
<i>Other Expenditure Adjustments:</i>								
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Functional Allocation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$214.735	\$185.581	\$29.154	13.6	\$1,724.171	\$1,663.206	\$60.966	3.5
Net Cash Surplus/(Deficit)	(\$113.540)	(\$93.876)	\$19.664	17.3	(\$928.728)	(\$867.446)	\$61.282	6.6
MTA Subsidy	\$113.540	\$109.151	(\$4.390)	(3.9)	\$928.728	\$897.209	(\$31.518)	(3.4)
Cash Timing and Availability Adjustment	\$0.000	(\$13.352)	(\$13.352)	-	\$0.198	(\$13.627)	(\$13.825)	*
Net Cash Deficit with Cash Timing & Availability Adj.	(\$113.540)	(\$107.229)	\$6.312	5.6	(\$928.529)	(\$881.073)	\$47.456	5.1
Closing Cash Balance	\$0.000	\$81.282	\$81.282	-	\$0.000	\$95.496	\$95.496	-

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
August 2026
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.830	\$0.403	(\$0.427)	(51.4)	(\$3.252)	(\$0.007)	\$3.245	99.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.057)	0.970	1.027	*	0.776	2.346	1.570	*
Capital & Other Reimbursements	(6.579)	(18.151)	(11.571)	*	7.394	11.810	4.416	59.7
Total Receipts	(\$5.806)	(\$16.777)	(\$10.972)	*	\$4.917	\$14.148	\$9.231	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$1.605)	\$13.584	\$15.189	*	\$0.935	\$36.895	\$35.960	*
Overtime	(0.555)	(0.379)	0.176	31.7	4.377	3.444	(0.933)	(21.3)
Health and Welfare	(1.544)	(0.434)	1.110	71.9	0.036	0.583	0.547	*
OPEB Current Payment	0.071	0.106	0.036	50.8	(0.283)	0.186	0.469	*
Pensions	(0.390)	(0.999)	(0.610)	*	(4.299)	(3.471)	0.828	19.3
Other Fringe Benefits	(0.764)	(6.816)	(6.052)	*	(5.597)	(18.649)	(13.052)	*
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$4.787)	\$5.062	\$9.849	*	(\$4.832)	\$18.987	\$23.819	*
<i>Non-Labor:</i>								
Electric Power	(\$0.341)	\$0.927	\$1.268	*	\$1.271	\$2.463	\$1.192	93.8
Fuel	0.049	(0.401)	(0.450)	*	(0.903)	(0.682)	0.222	24.6
Insurance	1.848	3.498	1.650	89.3	(8.338)	(4.968)	3.369	40.4
Claims	(0.490)	1.178	1.669	*	3.969	6.423	2.454	61.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.517)	2.110	3.627	*	(6.571)	(5.192)	1.379	21.0
Professional Service Contracts	0.142	1.622	1.480	*	3.857	6.993	3.136	81.3
Materials & Supplies	2.365	0.611	(1.754)	(74.2)	(15.335)	(14.828)	0.507	3.3
Other Business Expenses	(0.332)	(0.244)	0.088	26.6	(1.589)	(1.868)	(0.279)	(17.6)
Total Non-Labor Expenditures	\$1.723	\$9.301	\$7.577	*	(\$23.640)	(\$11.659)	\$11.980	50.7
<i>Other Expenditure Adjustments:</i>								
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Functional Allocation	5.048	5.016	(0.032)	(0.6)	20.192	19.834	(0.358)	(1.8)
Total Other Expenditure Adjustments	\$5.048	\$5.016	(\$0.032)	(0.6)	\$20.192	\$19.834	(\$0.358)	(1.8)
Total Expenditures	\$1.984	\$19.378	\$17.394	*	(\$8.279)	\$27.162	\$35.441	*
Depreciation Adjustment	\$48.246	\$47.951	(\$0.295)	(0.6)	\$391.183	\$393.123	\$1.939	0.5
Environmental Remediation	0.587	0.625	0.038	6.4	5.151	4.313	(0.838)	(16.3)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	(0.052)	(0.573)	(0.521)	*	4.712	2.825	(1.887)	(40.1)
GASB 94	(0.009)	(0.009)	0.000	0.0	0.030	0.030	0.000	0.1
GASB 96	0.050	0.275	0.225	*	1.385	(0.639)	(2.025)	*
GASB 101	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures After Non-Cash Liabilities	\$50.807	\$67.648	\$16.841	33.1	\$394.184	\$426.814	\$32.631	8.3
Total Cash Conversion Adjustments	\$45.001	\$50.870	\$5.869	13.0	\$399.101	\$440.963	\$41.862	10.5
Cash Timing and Availability Adjustment	\$0.000	(\$13.352)	(13.352)	-	\$0.198	(\$13.627)	(13.825)	*
Total Cash Conversion Adjustments with Cash Timing	\$45.001	\$37.518	(\$7.483)	(16.6)	\$399.299	\$427.336	\$28.037	7.0

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
Total Full-Time Positions & FTEs by Function and Department
END-of-MONTH August 2026

	Forecast	Actual	Favorable (unfavorable) Variance
Administration			
President	20	19	1
Market Dev & Mailroom	14	13	1
Security	13	11	2
Safety	55	53	2
Training	73	68	5
Rolling Stock Programs	16	9	7
VP Ops Support & Org Res	4	3	1
Communications	0	0	0
Labor Relations	0	0	0
Diversity	0	0	0
Legal	0	0	0
Procurement & Matl Mgmt	0	0	0
Finance	0	0	0
People	0	0	0
Security Pass Office	0	0	0
Total Administration	195	176	19
Operations			
Service Planning	31	29	2
Sr Vice President - Operations	4	4	0
Enterprise Asset Management	12	8	4
Transportation	2,270	2,301	(31)
Stations	537	506	31
Total Operations	2,854	2,848	6
Maintenance			
Sr. Vice President - Engineering	1	1	0
Maintenance of Way	2,144	2,089	55
Maintenance of Equipment	2,256	2,213	43
Railroad Program Support	52	46	6
Total Maintenance	4,453	4,349	104
Engineering/Capital			
Special Projects	47	29	18
Construction & Development	128	73	55
Total Engineering/Capital	175	102	73
Baseline Total Positions	7,678	7,475	203
<i>Non-Reimbursable</i>	6,602	6,480	122
<i>Reimbursable</i>	1,076	995	81
Total Full-Time	7,678	7,475	203
Total Full-Time-Equivalents	0	0	0

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
Total Positions by Function and Occupational Group
END-of-MONTH August 2026

	Forecast	Actual	Favorable (unfavorable) Variance
Administration			
Managers/Supervisors	140	132	8
Professional, Technical, Clerical	49	38	11
Operational Hourlies	6	6	0
Total Administration	195	176	19
Operations			
Managers/Supervisors	401	374	27
Professional, Technical, Clerical	153	139	14
Operational Hourlies	2,300	2,335	(35)
Total Operations	2,854	2,848	6
Maintenance			
Managers/Supervisors	1,055	930	125
Professional, Technical, Clerical	263	204	59
Operational Hourlies	3,136	3,215	(79)
Total Maintenance	4,453	4,349	104
Engineering/Capital			
Managers/Supervisors	119	91	28
Professional, Technical, Clerical	56	11	45
Operational Hourlies	0	0	0
Total Engineering/Capital	175	102	73
Baseline Total Positions			
Managers/Supervisors	1,715	1,527	188
Professional, Technical, Clerical	521	392	129
Operational Hourlies	5,442	5,556	(114)
Total Baseline	7,678	7,475	203

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
August 2026

		MONTH			VARIANCE	
		Actual 2026	Forecast 2026	Actual 2025	vs. Forecast	vs. 2025
Farebox Operating Ratio						
	Standard ⁽¹⁾	37.5%	35.2%	35.9%	2.3%	1.6%
	Adjusted ⁽²⁾	43.3%	39.9%	44.0%	3.4%	-0.7%
Cost Per Passenger						
	Standard ⁽¹⁾	\$23.41	\$24.39	\$24.31	\$0.98	\$0.90
	Adjusted ⁽²⁾	\$21.62	\$22.80	\$22.67	\$1.18	\$1.05
Passenger Revenue/Passenger ⁽³⁾		\$8.78	\$8.59	\$8.72	\$0.19	\$0.06

		YEAR-TO-DATE			VARIANCE	
		Actual 2026	Forecast 2026	Actual 2025	vs. Forecast	vs. 2025
Farebox Operating Ratio						
	Standard ⁽¹⁾	32.0%	31.9%	32.7%	0.1%	-0.7%
	Adjusted ⁽²⁾	37.2%	36.8%	38.5%	0.4%	-1.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$26.87	\$26.79	\$26.02	(\$0.08)	(\$0.85)
	Adjusted ⁽²⁾	\$24.92	\$24.95	\$24.22	\$0.03	(\$0.70)
Passenger Revenue/Passenger ⁽³⁾		\$8.61	\$8.54	\$8.52	\$0.07	\$0.09

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits and Environmental Remediation (GASB-49).

(2) Adjusted Fare Box Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between the Long Island Rail Road and Metro-North Railroad and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenue and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB Current Payment expenses for retirees, and Removal of the UAAL associated with the LIRR's closed pension plan.

Note: Expenses for Grand Central Madison Concourse Operating Company (GCMCOC) are included in LIRR performance indicator calculations.

Financial Report Highlights

August Year-to-Date Budget Performance Summary

- Total revenue of \$781.6 million was \$8.9 million unfavorable to the forecast. This unfavorable variance was primarily due to the timing of reimbursement for capital activity and lower farebox, partially offset by higher other operating revenue.
- Through August 2026, ridership was 55.5 million which was 4.9% above 2025 and 2.3% below the forecast. Commutation ridership of 21.5 million was 9.5% above 2025 and 9.2% below the forecast. Non-Commutation ridership of 34.0 million was 2.2% above 2025 and 2.6% above the forecast. Consequently, the farebox revenue of \$478.2 million was \$7.4 million lower than the forecast, driven by lower ridership, partially offset by higher yield per passenger.
- Total expenses before non-cash liability adjustments of \$1,690.4 million were \$25.5 million or 1.5% favorable to the forecast. The primary drivers of this favorable variance were lower payroll, associated fringe costs, electric power, overtime, materials and supplies, other business expenses and claims. These favorable variances were partially offset by pensions, maintenance & other operating contracts, insurance, fuel, professional service contracts.
- Total headcount was 7,475, which was 203 positions lower than the forecast. Non-reimbursable was 122 positions lower than the forecast and reimbursable was 81 positions lower than the forecast.
- August non-reimbursable operating results were favorable to the forecast by \$19.4 million. Non-reimbursable revenues were \$6.7 million unfavorable to the forecast due to lower farebox. Total non-reimbursable expenses before non-cash liabilities were \$23.3 million favorable due to payroll and associated fringe, maintenance and other operating contracts, electric power, professional service contracts, other business expenses, overtime, materials and supplies and claims, partially offset by pensions, insurance and fuel. Non-cash liabilities were \$2.8 million favorable.

2026 Operating Revenue & Expenses, August Year-to-Date

In \$ Millions	Long Island Rail Road		
	Forecast	Actual	Variance
Total Revenues	\$521.5	\$514.8	(\$6.7)
Farebox Revenue	\$485.6	\$478.2	(\$7.4)
Other Revenue	\$35.9	\$36.6	\$0.7
Total Expenses	\$1,446.8	\$1,423.5	\$23.3
Labor Expenses	\$1,058.4	\$1,042.8	\$15.5
Non Labor Expenses	\$368.3	\$360.9	\$7.4
Other Expense Adjustments	\$20.2	\$19.8	\$0.4
Non Cash Liabilities	\$402.5	\$399.7	\$2.8
Net Surplus/(Deficit) - Accrued	(\$1,327.8)	(\$1,308.4)	\$19.4

Revenues

- **Farebox Revenues** were \$7.4 million unfavorable to the forecast due to lower ridership, partially offset by higher yield per passenger. Ridership through August was 55.5 million, 4.9% higher than in 2025 (adjusted for the same number of calendar workdays) and 2.3% lower than the forecast.
- **Other Operating Revenues** were \$0.7 million favorable to the forecast primarily due to higher interest income, partially offset by lower rental revenue.

Expenses

Labor Expenses: \$15.5 million favorable.

- **Payroll** expenses were \$17.1 million favorable due to lower average pay rates reflecting new hires and vacancies.
- **Overtime** expenses were \$0.7 million favorable due to scheduled service and programmatic/routine maintenance, partially offset by unscheduled maintenance, vacancy/absentee coverage, weather emergencies and unscheduled service.
- **Health & Welfare** expenses were \$4.7 million favorable (lower rates and vacant positions).
- **OPEB Current Payments** were \$0.5 million unfavorable (more retirees/beneficiaries).
- **Pension** expenses were \$10.8 million unfavorable due to the timing of pension payments and the estimated percentage of pensions allocated to reimbursable was over-estimated.
- **Other Fringe Benefits** expenses were \$2.3 million favorable primarily due to lower Railroad Retirement Taxes (RRT), partially offset by FELA indemnity reserves.
- **Reimbursable Overhead** expenses were \$2.1 million favorable primarily due to the timing of project activity.

Non-Labor Expenses: \$7.4 million favorable.

- **Electric Power** expenses were \$2.6 million favorable primarily due to lower consumption, partially offset by higher rates.
- **Fuel** expenses were \$0.4 million unfavorable primarily due to higher rates and consumption.
- **Insurance** expenses were \$0.7 million unfavorable due to higher property insurance partially offset by lower liability insurance.
- **Claims** expenses were \$0.4 million favorable primarily due to a decrease in reserves.
- **Maintenance and Other Operating Contracts** were \$3.7 million favorable primarily due to higher project reimbursement for vehicles and work train usage and the timing of uniforms, partially offset by higher non-revenue vehicle repairs costs due to the aging fleet and bussing costs.

Farebox Revenue Report Highlights

Month of August

LIRR revenue totaled \$65.7 million in August 2026, \$1.6 million or 2.4% lower than the forecast.

- Commutation revenue of \$18.5 million was \$5.8 million or 24.0% lower than the forecast.
- Non-commutation revenue of \$47.3 million was \$4.2 million or 9.9% higher than the forecast.

Year-to-Date

LIRR revenue totaled \$478.2 million in August 2026, \$7.4 million or 1.5% lower than the forecast.

- Commutation revenue of \$160.8 million was \$16.2 million or 9.2% lower than the forecast.
- Non-commutation revenue of \$317.3 million was \$8.8 million or 2.9% higher than the forecast.

August 2026 Ridership vs. Forecast - (In Millions)								
	<u>August</u>				<u>August Year-to-Date</u>			
			<u>More/(Less)</u>				<u>More/(Less)</u>	
	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>
Commutation	3.301	2.480	(0.820)	-24.9%	23.715	21.544	(2.171)	-9.2%
Non-Commutation	4.536	5.007	0.471	10.4%	33.123	33.982	0.859	2.6%
Total	7.837	7.488	-0.349	-4.5%	56.839	55.527	-1.312	-2.3%

August 2026 Farebox Revenue vs. Forecast - (In \$ Millions)								
	<u>August</u>				<u>August Year-to-Date</u>			
			<u>Fav/(Unfav)</u>				<u>Fav/(Unfav)</u>	
	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>
Commutation	\$24.3	\$18.5	(\$5.8)	-24.0%	\$177.1	\$160.8	(\$16.2)	-9.2%
Non-Commutation	\$43.0	\$47.3	\$4.2	9.9%	\$308.5	\$317.3	\$8.8	2.9%
Total	\$67.3	\$65.7	(\$1.6)	-2.4%	\$485.6	\$478.2	(\$7.4)	-1.5%



Financial and Ridership Reports – July 2026

Financial Report Highlights

July Year-to-Date Budget Performance Summary

- Total revenue of \$673.1 million was \$10.4 million unfavorable to the forecast. This unfavorable variance was primarily due to the timing of reimbursement for capital activity and lower farebox, partially offset by higher other operating revenue.
- Through July 2026, ridership was 48.0 million which was 4.9% above 2025 and 2.0% below the forecast. Commutation ridership of 19.1 million was 9.7% above 2025 and 6.6% below the forecast. Non-Commutation ridership of 29.0 million was 2.0% above 2025 and 1.4% above the forecast. Consequently, the farebox revenue of \$412.5 million was \$5.8 million lower than the forecast, driven by lower ridership, partially offset by higher yield per passenger.
- Total expenses before non-cash liability adjustments of \$1,485.4 million were \$13.8 million or 0.9% favorable to the forecast. The primary drivers of this favorable variance were lower payroll, associated fringe costs, electric power, fuel, overtime, claims, other business expenses and consolidated function employee chargeback. These favorable variances were partially offset by pensions, insurance, maintenance & other operating contracts, material and supplies and professional service contracts.
- Total headcount was 7,460, which was 228 positions lower than the forecast. Non-reimbursable was 56 positions lower than the forecast and reimbursable was 171 positions lower than the forecast.
- July non-reimbursable operating results were favorable to the forecast by \$5.6 million. Non-reimbursable revenues were \$5.0 million unfavorable to the forecast due to lower farebox. Total non-reimbursable expenses before non-cash liabilities were \$8.4 million favorable due to payroll and associated fringe, maintenance and other operating contracts, professional service contracts, electric power, fuel, other business expenses, claims and consolidated function employee chargeback, partially offset by pensions, materials and supplies, overtime and insurance. Non-cash liabilities were \$2.3 million favorable.

2026 Operating Revenue & Expenses, July Year-to-Date			
In \$ Millions	Long Island Rail Road		
	Forecast	Actual	Variance
Total Revenues	\$450.3	\$445.3	(\$5.0)
Farebox Revenue	\$418.3	\$412.5	(\$5.8)
Other Revenue	\$32.0	\$32.8	\$0.8
Total Expenses	\$1,265.9	\$1,257.6	\$8.4
Labor Expenses	\$930.2	\$923.9	\$6.2
Non Labor Expenses	\$320.6	\$318.8	\$1.8
Other Expense Adjustments	\$15.1	\$14.8	\$0.3
Non Cash Liabilities	\$353.6	\$351.4	\$2.3
Net Surplus/(Deficit) - Accrued	(\$1,169.3)	(\$1,163.7)	\$5.6

Revenues

- **Farebox Revenues** were \$5.8 million unfavorable to the forecast due to lower ridership, partially offset by higher yield per passenger. Ridership through July was 48.0 million, 4.9% higher than in 2025 (adjusted for the same number of calendar workdays) and 2.0% lower than the forecast.
- **Other Operating Revenues** were \$0.8 million favorable to the forecast primarily due to higher interest income, partially offset by lower rental revenue.

Expenses

Labor Expenses: \$6.2 million favorable.

- **Payroll** expenses were \$12.0 million favorable due to lower average pay rates reflecting new hires and vacancies.
- **Overtime** expenses were \$0.7 million unfavorable due to vacancy/absentee coverage, programmatic/routine maintenance, weather emergencies, unscheduled maintenance, and unscheduled service, partially offset by scheduled service.
- **Health & Welfare** expenses were \$3.3 million favorable (lower rates and vacant positions).
- **OPEB Current Payments** were \$0.4 million unfavorable (more retirees/beneficiaries).
- **Pension** expenses were \$8.4 million unfavorable due to the timing of pension payments and the estimated percentage of pensions allocated to reimbursable was over-estimated.
- **Other Fringe Benefits** expenses were \$0.8 million unfavorable primarily due to FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes (RRT).
- **Reimbursable Overhead** expenses were \$1.3 million favorable primarily due to the timing of project activity.

Non-Labor Expenses: \$1.8 million favorable.

- **Electric Power** expenses were \$1.7 million unfavorable primarily due to lower rates and consumption.
- **Fuel** expenses were on budget.
- **Insurance** expenses were \$0.5 million unfavorable due to higher property insurance partially offset by lower liability insurance.
- **Claims** expenses were \$0.2 million favorable primarily due to a decrease in reserves.
- **Maintenance and Other Operating Contracts** were \$3.5 million favorable primarily due to the higher project reimbursement for vehicles and work train usage and the timing of uniforms, partially offset by higher non-revenue vehicle repair costs due to the aging fleet and bussing costs.
- **Professional Service Contracts** was on budget.

- **Materials and Supplies** were \$3.9 million unfavorable primarily due to miscellaneous inventory adjustment and the timing of right of way materials, partially offset by timing of modification and RCM activity for revenue fleet, and pooled material charge-out.
- **Other Business Expenses** were \$0.7 million favorable primarily due to decrease in bad debt reserves.

Other Expense Adjustments: \$0.3 million favorable

- **Functional Allocations** was \$0.3 million favorable due to the net impact of consolidated functions employee chargeback.

Depreciation and Other were \$2.3 million favorable primarily due to GASB 87 lease adjustments, GASB 96 adjustments and environmental remediation, partially offset by depreciation.

Overtime

- Total overtime was \$0.1 million favorable. Non-reimbursable was \$0.7 million unfavorable and reimbursable was \$0.8 million favorable.
- Unfavorable non-reimbursable overtime was due to vacancy/absentee coverage, programmatic/routine maintenance, weather emergencies, unscheduled maintenance, and unscheduled service, partially offset by scheduled service.

Staffing Levels

- Total headcount at the end of July was 7,460, which was 228 positions lower than the forecast.
- The vacancies were primarily in Maintenance of Way and Maintenance of Equipment.

Financial Metrics

- The July Adjusted Farebox Operating Ratio was 39.9%, which was higher than the forecast due to lower expenses, partially offset by lower farebox revenue.
- The July Adjusted Cost per Passenger was \$24.14, which was lower than the forecast due to lower expenses, partially offset by lower ridership.
- The July Revenue per Passenger was \$8.76, which was higher than the forecast due to a higher yield per passenger.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2026
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$68.555	\$67.336	(\$1.219)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$68.555	\$67.336	(\$1.219)	(1.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.218	6.710	1.492	28.6	0.000	0.000	0.000	-	5.218	6.710	1.492	28.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	35.452	36.844	1.392	3.9	35.452	36.844	1.392	3.9
Total Revenue	\$73.774	\$74.046	\$0.273	0.4	\$35.452	\$36.844	\$1.392	3.9	\$109.225	\$110.890	\$1.664	1.5
Expenses												
<i>Labor:</i>												
Payroll	\$78.905	\$68.257	\$10.648	13.5	\$11.334	\$10.644	\$0.689	6.1	\$90.239	\$78.901	\$11.338	12.6
Overtime	14.163	13.451	0.713	5.0	4.630	4.920	(0.290)	(6.3)	18.793	\$18.370	0.423	2.2
Health and Welfare	15.969	12.860	3.109	19.5	2.892	3.079	(0.187)	(6.5)	18.861	15.939290	2.922	15.5
OPEB Current Payment	6.992	7.092	(0.100)	(1.4)	0.000	0.000	0.000	-	6.992	7.092	(0.100)	(1.4)
Pensions	16.377	17.403	(1.025)	(6.3)	4.792	3.053	1.738	36.3	21.169	20.456	0.713	3.4
Other Fringe Benefits	19.783	17.840	1.943	9.8	2.958	2.889	0.068	2.3	22.741	20.729	2.012	8.8
Reimbursable Overhead	(2.847)	(3.698)	0.851	29.9	2.847	3.698	(0.851)	(29.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$149.342	\$133.203	\$16.139	10.8	\$29.452	\$28.285	\$1.167	4.0	\$178.794	\$161.487	\$17.307	9.7
<i>Non-Labor:</i>												
Electric Power	\$12.120	\$11.894	\$0.226	1.9	\$0.035	\$0.037	(\$0.002)	(6.0)	\$12.155	\$11.931	\$0.224	1.8
Fuel	3.471	3.209	0.262	7.5	0.000	0.000	0.000	-	3.471	3.209	0.262	7.5
Insurance	2.460	2.275	0.184	7.5	0.714	0.745	(0.031)	(4.4)	3.174	3.021	0.153	4.8
Claims	0.405	0.995	(0.590)	*	0.000	0.000	0.000	-	0.405	0.995	(0.590)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.473	7.817	1.656	17.5	1.715	4.300	(2.584)	*	11.188	12.117	(0.928)	(8.3)
Professional Service Contracts	3.920	3.964	(0.045)	(1.1)	0.065	0.324	(0.259)	*	3.985	4.288	(0.303)	(7.6)
Materials & Supplies	12.823	11.062	1.761	13.7	3.429	3.106	0.324	9.4	16.253	14.168	2.084	12.8
Other Business Expenses	2.401	2.366	0.035	1.5	0.041	0.046	(0.006)	(13.6)	2.442	2.413	0.030	1.2
Total Non-Labor Expenses	\$47.072	\$43.583	\$3.489	7.4	\$6.000	\$5.558	(\$2.558)	(42.6)	\$53.072	\$52.141	\$0.931	1.8
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Functional Allocations	\$5.048	\$14.819	(\$9.771)	*	\$0.000	\$0.000	\$0.000	-	\$5.048	\$14.819	(\$9.771)	*
Total Other Expense Adjustments	\$5.048	\$14.819	(\$9.771)	*	\$0.000	\$0.000	\$0.000	-	\$5.048	\$14.819	(\$9.771)	*
Total Expenses before Depreciation & Other Post Employment Benefits	\$201.462	\$191.604	\$9.858	4.9	\$35.452	\$36.843	(\$1.391)	(3.9)	\$236.914	\$228.447	\$8.467	3.6
Depreciation	\$48.246	\$47.810	\$0.436	0.9	\$0.000	\$0.000	\$0.000	-	\$48.246	\$47.810	\$0.436	0.9
Environmental Remediation	0.587	0.625	(0.038)	(6.4)	0.000	0.000	0.000	-	0.587	0.625	(0.038)	(6.4)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	(0.052)	(1.032)	0.980	*	0.000	0.001	(0.001)	-	(0.052)	(1.031)	0.979	*
GASB 94 PPP and APA	(0.009)	0.039	(0.048)	*	0.000	0.000	0.000	-	(0.009)	0.039	(0.048)	*
GASB 96 - SBITA Asset Subscriptions	0.050	0.355	(0.305)	*	0.000	0.000	0.000	-	0.050	0.355	(0.305)	*
GASB 101 Compensated Absences	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$250.285	\$239.402	\$10.883	4.3	\$35.452	\$36.844	(\$1.392)	(3.9)	\$285.737	\$276.246	\$9.491	3.3
Net Surplus/(Deficit)	(\$176.512)	(\$165.356)	\$11.155	6.3	\$0.000	\$0.000	\$0.000	-	(\$176.512)	(\$165.356)	\$11.155	6.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$48.246	\$47.810	(\$0.436)	(0.9)	\$0.000	\$0.000	\$0.000	-	\$48.246	\$47.810	(\$0.436)	(0.9)
Operating/Capital	(1.432)	(\$1.140)	0.292	20.4	0.000	0.000	0.000	-	(1.432)	(1.140)	0.292	20.4
Other Cash Adjustments	(28.927)	1.726	30.654	*	0.000	0.000	0.000	-	(28.927)	1.726	30.654	*
Total Cash Conversion Adjustments	\$17.887	\$48.397	\$30.510	*	0.000	\$0.000	\$0.000	-	\$17.887	\$48.397	\$30.510	*
Net Cash Surplus/(Deficit)	(\$158.625)	(\$116.959)	\$41.666	26.3	\$0.000	\$0.000	\$0.000	-	(\$158.625)	(\$116.959)	\$41.666	26.3

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$418.275	\$412.451	(\$5.824)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$418.275	\$412.451	(\$5.824)	(1.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	32.010	32.832	0.822	2.6	0.000	0.000	0.000	-	32.010	32.832	0.822	2.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	233.240	227.847	(5.394)	(2.3)	233.240	227.847	(5.394)	(2.3)
Total Revenue	\$450.285	\$445.283	(\$5.003)	(1.1)	\$233.240	\$227.847	(\$5.394)	(2.3)	\$683.525	\$673.129	(\$10.396)	(1.5)
Expenses												
Labor:												
Payroll	\$438.728	\$426.718	\$12.010	2.7	\$76.334	\$72.843	\$3.491	4.6	\$515.062	\$499.561	\$15.501	3.0
Overtime	106.526	107.230	(0.704)	(0.7)	28.210	27.387	0.823	2.9	134.737	134.618	0.119	0.1
Health and Welfare	109.305	106.016	3.290	3.0	20.234	20.250	(0.016)	(0.1)	129.539	126.266	3.273	2.5
OPEB Current Payment	49.378	49.746	(0.369)	(0.7)	0.000	0.000	0.000	-	49.378	49.746	(0.369)	(0.7)
Pensions	128.004	136.452	(8.448)	(6.6)	27.223	21.585	5.638	20.7	155.227	158.037	(2.809)	(1.8)
Other Fringe Benefits	121.155	121.989	(0.834)	(0.7)	19.761	18.993	0.768	3.9	140.915	140.982	(0.067)	(0.0)
Reimbursable Overhead	(22.935)	(24.232)	1.297	5.7	22.935	24.232	(1.297)	(5.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$930.161	\$923.920	\$6.242	0.7	\$194.698	\$185.291	\$9.407	4.8	\$1,124.859	\$1,109.210	\$15.649	1.4
Non-Labor:												
Electric Power	\$82.986	\$81.250	\$1.736	2.1	\$0.258	0.261	(\$0.003)	(1.3)	83.244	81.511	\$1.733	2.1
Fuel	20.762	20.743	0.020	0.1	0.000	0.000	0.000	-	20.762	20.743	0.020	0.1
Insurance	18.522	19.020	(0.498)	(2.7)	4.830	4.804	0.026	0.5	23.352	23.824	(0.472)	(2.0)
Claims	6.717	6.527	0.189	2.8	0.000	0.000	0.000	-	6.717	6.527	0.189	2.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	61.198	57.656	3.542	5.8	14.630	19.736	(5.106)	(34.9)	75.828	77.392	(1.564)	(2.1)
Professional Service Contracts	30.463	30.448	0.015	0.0	0.970	1.092	(0.121)	(12.5)	31.433	31.540	(0.107)	(0.3)
Materials & Supplies	86.347	90.274	(3.927)	(4.5)	17.513	16.259	1.253	7.2	103.859	106.533	(2.674)	(2.6)
Other Business Expenses	13.632	12.907	0.726	5.3	0.342	0.403	(0.061)	(18.0)	13.974	13.310	0.664	4.8
Total Non-Labor Expenses	\$320.628	\$318.825	\$1.803	0.6	\$38.542	\$42.556	(\$4.013)	(10.4)	\$359.170	\$361.380	(\$2.210)	(0.6)
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Functional Allocations	\$15.144	\$14.819	\$0.325	2.1	\$0.000	\$0.000	\$0.000	-	\$15.144	\$14.819	\$0.325	2.1
Total Other Expense Adjustments	\$15.144	\$14.819	\$0.325	2.1	\$0.000	\$0.000	\$0.000	-	\$15.144	\$14.819	\$0.325	2.1
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,265.933	\$1,257.563	\$8.370	0.7	\$233.240	\$227.846	\$5.394	2.3	\$1,499.173	\$1,485.409	\$13.764	0.9
Depreciation	\$342.937	\$345.171	(\$2.234)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$342.937	\$345.171	(\$2.234)	(0.7)
Environmental Remediation	4.564	3.688	0.876	19.2	0.000	0.000	0.000	-	4.564	3.688	0.876	19.2
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	4.764	3.397	1.367	28.7	0.000	0.001	(0.001)	-	4.764	3.398	1.366	28.7
GASB 94 PPP and APA	0.039	0.039	(0.000)	(0.0)	0.000	0.000	0.000	-	0.039	0.039	(0.000)	(0.0)
GASB 96 - SBITA Asset Subscriptions	1.335	(0.915)	2.250	*	0.000	0.000	0.000	-	1.335	(0.915)	2.250	*
GASB 101 Compensated Absences	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,619.572	\$1,608.945	\$10.628	0.7	\$233.240	\$227.847	\$5.394	2.3	\$1,852.812	\$1,836.791	\$16.021	0.9
Net Surplus/(Deficit)	(\$1,169.287)	(\$1,163.662)	\$5.625	0.5	(\$0.000)	\$0.000	\$0.000	-	(\$1,169.287)	(\$1,163.662)	\$5.625	0.5
Cash Conversion Adjustments												
Depreciation	\$342.937	\$345.171	\$2.234	0.7	0.000	0.000	\$0.000	-	342.937	345.171	\$2.234	0.7
Operating/Capital	(6.735)	(5.749)	0.986	14.6	0.000	0.000	0.000	-	(6.735)	(5.749)	0.986	14.6
Other Cash Adjustments	17.897	50.670	32.773	*	0.000	0.000	0.000	-	17.897	50.670	32.773	*
Total Cash Conversion Adjustments	\$354.099	\$390.092	\$35.993	10.2	\$0.000	\$0.000	\$0.000	-	\$354.099	\$390.092	\$35.993	10.2
Net Cash Surplus/(Deficit)	(\$815.188)	(\$773.570)	\$41.618	5.1	(\$0.000)	\$0.000	\$0.000	0.0	(\$815.188)	(\$773.570)	\$41.618	5.1

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
July 2026
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Opening Cash Balance	\$0.000	\$88.788	\$88.788	-	\$0.000	\$88.788	\$88.788	-
<u>Receipts</u>								
Farebox Revenue	\$69.401	\$67.248	(\$2.152)	(3.1)	\$414.193	\$412.040	(\$2.152)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.142	6.555	1.413	27.5	32.843	34.208	1.365	4.2
Capital & Other Reimbursements	28.939	39.533	10.594	36.6	247.213	257.807	10.594	4.3
Total Receipts	\$103.482	\$113.336	\$9.855	9.5	\$694.249	\$704.055	\$9.806	1.4
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$119.697	\$83.424	\$36.273	30.3	\$512.523	\$476.250	\$36.273	7.1
Overtime	19.536	20.526	(0.990)	(5.1)	129.805	130.795	(0.990)	(0.8)
Health and Welfare	20.408	17.698	2.710	13.3	127.960	125.249	2.710	2.1
OPEB Current Payment	6.921	6.857	0.064	0.9	49.731	49.667	0.064	0.1
Pensions	21.559	22.930	(1.372)	(6.4)	159.137	160.509	(1.372)	(0.9)
Other Fringe Benefits	22.492	29.560	(7.067)	(31.4)	145.748	152.815	(7.067)	(4.8)
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$210.613	\$180.994	\$29.618	14.1	\$1,124.903	\$1,095.285	\$29.618	2.6
<i>Non-Labor:</i>								
Electric Power	\$12.474	\$10.817	\$1.657	13.3	\$81.631	\$79.975	\$1.657	2.0
Fuel	3.435	2.744	0.691	20.1	21.714	21.023	0.691	3.2
Insurance	1.328	0.080	1.247	93.9	33.538	32.291	1.247	3.7
Claims	0.895	(0.080)	0.975	*	2.257	1.283	0.975	43.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.758	16.569	(3.811)	(29.9)	80.883	84.694	(3.811)	(4.7)
Professional Service Contracts	3.829	2.280	1.550	40.5	27.718	26.168	1.550	5.6
Materials & Supplies	13.987	14.400	(0.413)	(3.0)	121.560	121.972	(0.413)	(0.3)
Other Business Expenses	2.787	2.491	0.297	10.6	15.231	14.935	0.297	1.9
Total Non-Labor Expenditures	\$51.494	\$49.301	\$2.193	4.3	\$384.533	\$382.340	\$2.193	0.6
<i>Other Expenditure Adjustments:</i>								
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Functional Allocation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$262.106	\$230.295	\$31.811	12.1	\$1,509.436	\$1,477.625	\$31.811	2.1
Net Cash Surplus/(Deficit)	(\$158.625)	(\$116.959)	\$41.666	26.3	(\$815.188)	(\$773.570)	\$41.618	5.1
MTA Subsidy	\$158.625	\$105.856	(\$52.768)	(33.3)	\$815.188	\$788.059	(\$27.129)	(3.3)
Cash Timing and Availability Adjustment	\$0.000	\$1.675	\$1.675	-	\$0.198	(\$0.274)	(\$0.473)	*
Net Cash Deficit with Cash Timing & Availability Adj.	(\$158.625)	(\$115.284)	\$43.341	27.3	(\$814.989)	(\$773.844)	\$41.145	5.0
Closing Cash Balance	\$0.000	\$79.360	\$79.360	-	\$0.000	\$103.002	\$103.002	-

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
July 2026
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.845	(\$0.088)	(\$0.933)	*	(\$4.082)	(\$0.410)	\$3.672	90.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.076)	(0.155)	(0.079)	*	0.832	1.376	0.543	65.3
Capital & Other Reimbursements	(6.513)	2.689	9.202	*	13.973	29.960	15.987	*
Total Receipts	(\$5.744)	\$2.446	\$8.190	*	\$10.723	\$30.926	\$20.203	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$29.458)	(\$4.523)	\$24.935	84.6	\$2.539	\$23.311	\$20.771	*
Overtime	(0.743)	(2.156)	(1.413)	*	4.932	3.823	(1.109)	(22.5)
Health and Welfare	(1.547)	(1.758)	(0.211)	(13.7)	1.580	1.016	(0.563)	(35.7)
OPEB Current Payment	0.071	0.235	0.165	*	(0.353)	0.080	0.433	*
Pensions	(0.390)	(2.474)	(2.085)	*	(3.910)	(2.472)	1.438	36.8
Other Fringe Benefits	0.249	(8.831)	(9.079)	*	(4.832)	(11.833)	(7.001)	*
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$31.819)	(\$19.507)	\$12.312	38.7	(\$0.044)	\$13.925	\$13.969	*
<i>Non-Labor:</i>								
Electric Power	(\$0.319)	\$1.114	\$1.433	*	\$1.612	\$1.536	(\$0.076)	(4.7)
Fuel	0.036	0.465	0.430	*	(0.952)	(0.280)	0.672	70.6
Insurance	1.846	2.940	1.094	59.3	(10.186)	(8.466)	1.720	16.9
Claims	(0.490)	1.074	1.565	*	4.459	5.245	0.786	17.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.570)	(4.452)	(2.883)	*	(5.055)	(7.302)	(2.247)	(44.5)
Professional Service Contracts	0.156	2.008	1.853	*	3.715	5.371	1.656	44.6
Materials & Supplies	2.265	(0.232)	(2.497)	*	(17.700)	(15.439)	2.261	12.8
Other Business Expenses	(0.345)	(0.078)	0.267	77.4	(1.257)	(1.624)	(0.368)	(29.2)
Total Non-Labor Expenditures	\$1.578	\$2.840	\$1.262	79.9	(\$25.363)	(\$20.960)	\$4.403	17.4
<i>Other Expenditure Adjustments:</i>								
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Functional Allocation	5.048	14.819	9.771	*	15.144	14.819	(0.325)	(2.1)
Total Other Expenditure Adjustments	\$5.048	\$14.819	\$9.771	*	\$15.144	\$14.819	(\$0.325)	(2.1)
Total Expenditures	(\$25.192)	(\$1.848)	\$23.344	92.7	(\$10.263)	\$7.784	\$18.047	*
Depreciation Adjustment	\$48.246	\$47.810	(\$0.436)	(0.9)	\$342.937	\$345.171	\$2.234	0.7
Environmental Remediation	0.587	0.625	0.038	6.4	4.564	3.688	(0.876)	(19.2)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	(0.052)	(1.031)	(0.979)	*	4.764	3.398	(1.366)	(28.7)
GASB 94	(0.009)	0.039	0.048	*	0.039	0.039	0.000	0.0
GASB 96	0.050	0.355	0.305	*	1.335	(0.915)	(2.250)	*
GASB 101	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures After Non-Cash Liabilities	\$23.631	\$45.951	\$22.320	94.5	\$343.376	\$359.166	\$15.790	4.6
Total Cash Conversion Adjustments	\$17.887	\$48.397	\$30.510	*	\$354.099	\$390.092	\$35.993	10.2
Cash Timing and Availability Adjustment	\$0.000	\$1.675	1.675	-	\$0.198	(\$0.274)	(0.473)	*
Total Cash Conversion Adjustments with Cash Timing	\$17.887	\$50.072	\$32.185	*	\$354.298	\$389.818	\$35.520	10.0

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
Total Full-Time Positions & FTEs by Function and Department
END-of-MONTH July 2026

	Forecast	Actual	Favorable (unfavorable) Variance
Administration			
President	20	19	1
Market Dev & Mailroom	14	13	1
Security	13	11	2
Safety	55	53	2
Training	73	69	4
Rolling Stock Programs	16	10	6
VP Ops Support & Org Res	4	3	1
Communications	0	0	0
Labor Relations	0	0	0
Diversity	0	0	0
Legal	0	0	0
Procurement & Matl Mgmt	0	0	0
Finance	0	0	0
People	0	0	0
Security Pass Office	0	0	0
Total Administration	195	178	17
Operations			
Service Planning	31	29	2
Sr Vice President - Operations	4	4	0
Enterprise Asset Management	12	7	5
Transportation	2,270	2,292	(22)
Stations	537	507	30
Total Operations	2,854	2,839	15
Maintenance			
Sr. Vice President - Engineering	1	1	0
Maintenance of Way	2,145	2,090	55
Maintenance of Equipment	2,265	2,204	61
Railroad Program Support	52	46	6
Total Maintenance	4,463	4,341	122
Engineering/Capital			
Special Projects	47	29	18
Construction & Development	128	73	55
Total Engineering/Capital	175	102	73
Baseline Total Positions	7,688	7,460	228
<i>Non-Reimbursable</i>	6,620	6,564	56
<i>Reimbursable</i>	1,067	896	171
Total Full-Time	7,688	7,460	228
Total Full-Time-Equivalents	0	0	0

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
Total Positions by Function and Occupational Group
END-of-MONTH July 2026

	Forecast	Actual	Favorable (unfavorable) Variance
Administration			
Managers/Supervisors	140	134	6
Professional, Technical, Clerical	49	38	11
Operational Hourlies	6	6	0
Total Administration	195	178	17
Operations			
Managers/Supervisors	401	375	26
Professional, Technical, Clerical	153	138	15
Operational Hourlies	2,300	2,326	(26)
Total Operations	2,854	2,839	15
Maintenance			
Managers/Supervisors	1,063	928	135
Professional, Technical, Clerical	263	206	57
Operational Hourlies	3,137	3,207	(70)
Total Maintenance	4,463	4,341	122
Engineering/Capital			
Managers/Supervisors	119	91	28
Professional, Technical, Clerical	56	11	45
Operational Hourlies	0	0	0
Total Engineering/Capital	175	102	73
Baseline Total Positions			
Managers/Supervisors	1,723	1,528	195
Professional, Technical, Clerical	521	393	128
Operational Hourlies	5,443	5,539	(96)
Total Baseline	7,688	7,460	228

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
July 2026

		MONTH			VARIANCE	
		Actual 2026	Forecast 2026	Actual 2025	vs. Forecast	vs. 2025
Farebox Operating Ratio						
	Standard ⁽¹⁾	34.0%	32.4%	34.8%	1.6%	-0.8%
	Adjusted ⁽²⁾	39.9%	37.0%	39.5%	2.9%	0.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$25.81	\$26.39	\$25.04	\$0.58	(\$0.77)
	Adjusted ⁽²⁾	\$24.14	\$24.84	\$23.46	\$0.70	(\$0.68)
Passenger Revenue/Passenger ⁽³⁾		\$8.76	\$8.54	\$8.72	\$0.22	\$0.04

		YEAR-TO-DATE			VARIANCE	
		Actual 2026	Forecast 2026	Actual 2025	vs. Forecast	vs. 2025
Farebox Operating Ratio						
	Standard ⁽¹⁾	31.3%	31.4%	32.3%	-0.1%	-1.0%
	Adjusted ⁽²⁾	36.4%	36.3%	37.7%	0.1%	-1.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$27.41	\$27.17	\$26.28	(\$0.24)	(\$1.13)
	Adjusted ⁽²⁾	\$25.43	\$25.29	\$24.46	(\$0.14)	(\$0.97)
Passenger Revenue/Passenger ⁽³⁾		\$8.59	\$8.54	\$8.49	\$0.05	\$0.10

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits and Environmental Remediation (GASB-49).

(2) Adjusted Fare Box Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between the Long Island Rail Road and Metro-North Railroad and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenue and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB Current Payment expenses for retirees, and Removal of the UAAL associated with the LIRR's closed pension plan.

Note: Expenses for Grand Central Madison Concourse Operating Company (GCMCOC) are included in LIRR performance indicator calculations.

Farebox Revenue Report Highlights

Month of July

LIRR revenue totaled \$67.3 million in July 2026, \$1.2 million or 1.8% lower than the forecast.

- Commutation revenue of \$19.8 million was \$4.3 million or 17.8% lower than the forecast.
- Non-commutation revenue of \$47.6 million was \$3.1 million or 6.9% higher than the forecast.

Year-to-Date

LIRR revenue totaled \$412.5 million in July 2026, \$5.8 million or 1.4% lower than the forecast.

- Commutation revenue of \$142.4 million was \$10.4 million or 6.8% lower than the forecast.
- Non-commutation revenue of \$270.1 million was \$4.6 million or 1.7% higher than the forecast.

July 2026 Ridership vs. Forecast - (In Millions)								
	<u>July</u>				<u>July Year-to-Date</u>			
			<u>More/(Less)</u>				<u>More/(Less)</u>	
	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>
Commutation	3.381	2.770	(0.611)	-18.1%	20.415	19.064	(1.351)	-6.6%
Non-Commutation	4.647	4.913	0.265	5.7%	28.587	28.975	0.388	1.4%
Total	8.028	7.683	-0.346	-4.3%	49.002	48.039	-0.963	-2.0%

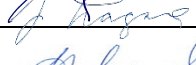
July 2026 Farebox Revenue vs. Forecast - (In \$ Millions)								
	<u>July</u>				<u>July Year-to-Date</u>			
			<u>Fav/(Unfav)</u>				<u>Fav/(Unfav)</u>	
	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>
Commutation	\$24.1	\$19.8	(\$4.3)	-17.8%	\$152.8	\$142.4	(\$10.4)	-6.8%
Non-Commutation	\$44.5	\$47.6	\$3.1	6.9%	\$265.5	\$270.1	\$4.6	1.7%
Total	\$68.6	\$67.3	(\$1.2)	-1.8%	\$418.3	\$412.5	(\$5.8)	-1.4%

Metro-North Railroad Procurements

Thomas Voytek, Acting Assistant Deputy Chief Procurement Officer – MTA Office of the Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed estimated expenditure of \$19.1 M.

Subject Request for Authorization to Award Various Procurements						September 21, 2026																							
Department MTA Procurement						Department																							
Department Head Name Thomas Voytek						Department Head Name																							
Department Head Signature 						Department Head Signature																							
Project Manager Name Rose Davis						Internal Approvals																							
Board Action																													
Order	To	Date	Approval	Info	Other		Approval		Approval																				
1	Committee	9/28/26					President																						
2	Board	9/30/26					SVP Operations Support																						
							Acting VP & General Counsel																						
Internal Approvals (cont.)																													
Order	Approval		Order	Approval		Order	Approval		Order	Approval																			
<u>PURPOSE</u> To obtain approval of the Board to award various contracts and purchase orders, and to inform the Metro-North Committee of these procurement actions. <u>DISCUSSION</u> Metro-North proposes to award Noncompetitive procurements in the following categories: None Metro-North proposes to award Competitive procurements in the following categories: None Metro-North proposes to award Ratifications in the following categories: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Schedules Requiring Two-Thirds Vote:</u></th> <th style="text-align: right;"><u># of Actions</u></th> <th style="text-align: right;"><u>\$ Amount</u></th> </tr> </thead> <tbody> <tr> <td>Schedule D: Ratification of Completed Procurement Actions</td> <td style="text-align: right;">1</td> <td style="text-align: right;">\$ 1.8 M</td> </tr> <tr> <td colspan="3"><u>Schedules Requiring Majority Vote:</u></td> </tr> <tr> <td>Schedule K: Ratification of Completed Procurement Actions</td> <td style="text-align: right;">1</td> <td style="text-align: right;">\$ 17.4 M</td> </tr> <tr> <td style="text-align: right;">SUBTOTAL</td> <td style="text-align: right;">2</td> <td style="text-align: right;">\$ 19.1 M</td> </tr> <tr> <td style="text-align: right;">TOTAL</td> <td style="text-align: right;">2</td> <td style="text-align: right;">\$ 19.1 M</td> </tr> </tbody> </table>												<u>Schedules Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>	Schedule D: Ratification of Completed Procurement Actions	1	\$ 1.8 M	<u>Schedules Requiring Majority Vote:</u>			Schedule K: Ratification of Completed Procurement Actions	1	\$ 17.4 M	SUBTOTAL	2	\$ 19.1 M	TOTAL	2	\$ 19.1 M
<u>Schedules Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>																											
Schedule D: Ratification of Completed Procurement Actions	1	\$ 1.8 M																											
<u>Schedules Requiring Majority Vote:</u>																													
Schedule K: Ratification of Completed Procurement Actions	1	\$ 17.4 M																											
SUBTOTAL	2	\$ 19.1 M																											
TOTAL	2	\$ 19.1 M																											

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

SEPTEMBER 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|--------------------|-------------------------------|
| 1. Systra/AECOM JV
Four years
Contract # 533784 | \$1,778,747 | <i>Staff Summary Attached</i> |
|--|--------------------|-------------------------------|

Contract award for General Engineering Consultant services for Positive Train Control upgrades of Metro-North Commuter Railroad Locomotive fleet for Penn Station Access service: Ratification of an Immediate Operating Need.

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|---------------------|-------------------------------|
| 2. Siemens Mobility Inc.
Eight years
Contract # 244941 Mod 24 | \$17,350,000 | <i>Staff Summary Attached</i> |
|--|---------------------|-------------------------------|

Contract award of a change order to provide Positive Train Control upgrades of Metro-North Commuter Railroad Locomotive fleet for Penn Station Access service: Ratification of an Immediate Operating Need.

Item Number: 1

Vendor Name (Location) Systra/AECOM JV – (New York, NY)	Contract Numbers 533784	Renewal? ☐ Yes ☒ No
Description General Engineering Consultant (GEC) Services for Positive Train Control (PTC) Upgrades	Total Amount: \$1,778,747	
Contract Terms (including Options, if any) 4 Years	Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	Requesting Department: MNR Operations, Joseph Lagana – SVP Operations	
Procurement Type ☐ Competitive ☒ Noncompetitive		
Solicitation Type ☐ RFP ☐ Bid ☒ Other: ION		

Discussion

It is requested that the Board ratify the declaration of an Immediate Operating Need (“ION”) dated June 26, 2026 approved by the Chief Procurement Officer, MTA Procurement, waiving competitive bidding pursuant to Article III, Paragraph A, of the All-Agency Procurement Guidelines and Public Authorities Law 1209, subsection 9(a) and approve the award of a General Engineering Consultant (“GEC”) Service contract for Positive Train Control (“PTC”) upgrades of Metro-North Commuter Railroad (“MNR”) Locomotive fleet for Safety and Operational Requirements for Penn Station Access (“PSA”) service, to Systra AECOM Joint-Venture (“Systra”) in the agreed total amount of \$1,778,747.00.

Prior to the start of PSA service, MNR must conduct extensive equipment testing and operating employee training to ensure compliance with operational, regulatory, and safety requirements regarding the rolling stock that will be used to provide PSA service. As a result of a scope change eliminating the installation of the third rail, the previously planned use of MNR’s M8 Electric Multiple Unit (“EMU”) fleet as a primary option for PSA service is no longer an option. This unanticipated change now requires that MNR use its new Siemens Charger 4200 Horsepower Dual Mode (“SC42-DM”) Locomotive and Charger Battery + Alternating Current (“Charger B+AC”) Locomotive fleets to provide PSA service. To address this immediate operating need, MNR has determined that the locomotives require PTC software upgrades. In addition, this non-competitive award was awarded to Systra to provide the following services as MNR’s consultant project oversight: (1) Technical review of Siemens design and onboard documentation; (2) Support of the Change Control Board (“CCB”) process; (3) Witness the Factory Acceptance Test and Field Testing; (4) Conduct safety reviews for the onboard subsystem; (5) Advanced Civil Speed Enforcement System (ACES) II countdown modification of the Track Speed Indicator (TSI); and (6) Support MNR’s Request for Amendment (“RFA”) submission processing when modifying an approved PTC safety plan to the Federal Railroad Administration (“FRA”).

In accordance with Federal mandate 236.1005 of FRA 49 CFR 236 subpart I, “*When operating as a tenant train in another host railroad territory, the tenant railroads ACSES equipment vehicles are required to interface with the PTC subsystems of the host Railroads and maintain the same level of protection or greater to be considered interoperable*”. The SC42-DM & Charger B+AC locomotives will now be utilized within different territories than originally planned in order to support PSA service and provide necessary operational flexibility to Metro-North.

Systra, with extensive GEC service experience with software and PTC upgrades supporting Amtrak and LIRR, is uniquely qualified to provide the required services within the required timeline. MNR was able to negotiate with Systra to achieve more than \$200k in savings from the initial proposal, while ensuring that the total price is within one percent of the internal estimate. Systra has the experience, technical capability, and resources to perform the consulting services required. Metro-North’s PTC Project Management team found Systra’s past performance to be satisfactory.

The MTA Cost Price Analysis Group has concurred with MTA Procurement that this award is fair and reasonable.

In connection with a previous contract awarded to AECOM, a member of the Systra-AECOM JV, AECOM was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chair, with concurrence of the MTA General Counsel in January 2021. No new SAI has been found relating to AECOM and AECOM has been found to be responsible.

Systra has certified that pursuant to EO 16 it is not doing business in Russia. Systra has agreed to cybersecurity requirements, approved by MTA Cyber & Legal.

Impact on Funding

This non-competitive award will be Capitally funded using New York State funds.

Item 2

Vendor Name (Location) Siemens Mobility Inc (Sacramento, CA)		Contract Number 244941	AWO/Modification # 24
Description Positive Train Control Upgrades of New MNR Locomotive Fleet for Penn Station Access Service			
Contract Term (including Options, if any) 8 years		Original Amount:	\$ 253,740,796.00
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a		Prior Modifications:	\$ 802,262,272.10
Procurement Type ☒ Competitive ☐ Noncompetitive		Prior Budgetary Increases:	\$ 0
Solicitation Type ☒ RFP ☐ Bid ☐ Other:		Current Amount:	\$ 1,086,830,712.57
Funding Source ☐ Operating ☒ Capital ☒ Federal ☒ Other: NYS		This Request:	\$ 17,350,000.00
Requesting Dept/Div & Dept/Div Head Name: MNR Operations, Joseph Lagana – SVP Operations		% of This Request to Current Amount:	
		% of Modifications (including This Request) to Original Amount:	

Discussion

It is requested that this Board ratify the declaration of an Immediate Operating Need (“ION”) dated January 13, 2026 and approved by the Chief Procurement Officer, MTA Procurement, waiving competitive bidding pursuant to Article III, Paragraph A, of the All-Agency Procurement Guidelines and Public Authorities Law 1209, subsection 9(a) and approve the award of a change order to provide Positive Train Control (“PTC”) upgrades of Metro-North Commuter Railroad (“MNR”) Locomotive fleet for Penn Station Access (“PSA”) service to Siemens Mobility Inc. (“Siemens”) in the agreed total amount of \$17,350,000. In December 2020, the MTA Board approved MNR Contract 244941 to purchase SC-42 Dual-Mode (“SC-42 DM”) locomotives on behalf of itself, Connecticut Department of Transportation (“CTDOT”), Long Island Rail Road (“LIRR”) and New York State Department of Transportation (“NYSDOT”).

Prior to the start of PSA service, MNR must conduct extensive equipment testing and operating employee training to ensure compliance with operational, regulatory, and safety requirements regarding the rolling stock that will be used to provide PSA service. As a result of a scope change eliminating the installation of the third rail, the previously planned use of MNR’s M8 Electric Multiple Unit (“EMU”) fleet as a primary option for PSA service is no longer an option. This unanticipated change now requires that MNR use its new Siemens Charger 4200 Horsepower Dual Mode (“SC42-DM”) Locomotive and Charger Battery + Alternating Current (“Charger B+AC”) Locomotive fleets to provide PSA service. To address this immediate operating need, MNR has determined that the locomotives require PTC software upgrades, which include the following (1) Back-to-back (“B2B”) interlocking functionality, (2) Base Communications Package (“BCP”) zone counts, (3) Territory specific degraded Speed, (4) Territory Specific ATC aspect decoding, (5) ACSES II Annunciator count down, (6) ACSES II Annunciator modifications for Construction Zone Mode, (7) Degraded Mode Speed enforcement of 59 mph, (8) Remote download, and (9) ATC 250 Hz Filter Amplifier PCB, along with field commissioning.

In accordance with Federal mandate 236.1005 of FRA 49 CFR 236 subpart I, “*When operating as a tenant train in another host railroad territory, the tenant railroads ACSES equipment vehicles are required to interface with the PTC subsystems of the host Railroads and maintain the same level of protection or greater to be considered interoperable*”. The SC42-DM & Charger B+AC locomotives will now be utilized within different territories than originally planned in order to support PSA service and provide necessary operational flexibility to Metro-North.

Siemens is the sole proprietor of the software and PTC upgrades provided to Amtrak and LIRR near and around the territory of PSA. MNR is leveraging its existing locomotive contract terms and conditions, cybersecurity agreement, and milestone structure to execute this change order. MNR was able to agree on a technical scope of work that met its operational timeframes by leveraging an existing Amtrak safety plan during the testing and commissioning phase. MNR was also able to achieve more than \$1M in savings through its negotiations and the MTA Cost Price Analysis Group has concurred with MTA Procurement that this change order is fair and reasonable.

Siemens has certified that pursuant to EO 16 it is not doing business in Russia.

Siemens has agreed to cybersecurity requirements, approved by MTA Cyber & Legal. Siemens has the experience, technical capability, resources, and facilities to perform the work required. The MTA Controller's Office found that there is reasonable financial assurance Siemens can continue to perform the work under this option. Metro-North's Project Management team found Siemens' overall performance to be satisfactory.

Impact on Funding

The base contract is Federal Transit Authority ("FTA")-funded, therefore subject to federal terms and conditions. Siemens continues to comply with the FTA Transit Vehicle Manufacturer program. This change order will be capitally funded using New York State funds.



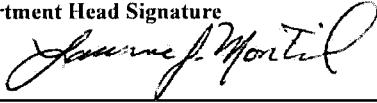
Long Island Rail Road Procurements

Lawrence Montreuil, Assistant Deputy Chief Procurement Officer – LIRR Procurement



PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed estimated expenditure of \$77.7 M.

Subject Request for Authorization to Award Various Procurements					
Department LIRR Procurement					
Department Head Name Lawrence Montreuil					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	09/28/26			
2	Board	09/30/26			

September 23, 2026			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
1	VP, General Counsel & Secretary <i>Halley Stein</i>	4	President <i>MTL</i>
2	VP Capital Delivery & Oversight <i>Wesley Perkins</i>		
3	SVP Operations <i>Pat Smith</i>		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Long Island Rail Road Committee of these procurement actions.

DISCUSSION

LIRR proposes to award Noncompetitive procurements in the following categories:

Schedules Requiring Majority Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I: Modification to Purchase and Public Work Contracts	2	\$ 64 M
SUBTOTAL	2	\$ 64 M

LIRR proposes to award Competitive procurements in the following categories:

Procurements Requiring Two-Thirds Vote:

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 5 M
--	---	--------

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	1	\$ 8.7 M
SUBTOTAL	3	\$ 13.7 M

LIRR proposes to award Ratifications in the following categories: None

TOTAL	5	\$ 77.7 M
--------------	----------	------------------

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

SEPTEMBER 2026

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Works Contracts

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|--------------|-------------------------------|
| 1. Knorr Brake Company | \$64,000,000 | <i>Staff Summary Attached</i> |
| 2. Merak North America | | |
| July 1, 2021 – July 1, 2026 | | |
| Contract # 4%2497 Mod. 1 | | |
| Contract award for OEM purchase agreements for spare parts; Modification in order to add funding to cover an extension of the contract period. | | |

Schedule I: Modifications to Purchase and Public Works Contracts



Item Number: 1-2

Vendor Name (& Location) Knorr and Merak (OEMs) (Westminster, MD)	
Description OEM Purchase Agreements for Spare Parts – LIRR, MNR & NYC Transit	
Contract Term (including Options, if any) 5 Years (July 1, 2021 – July 1, 2026)	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ n/a	
Procurement Type ☐ Competitive ☒ Non-competitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: SSRFP	
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment – John Stolz	

Contract Number	AWO/Modification #
400000000002497	1
Original Amount:	\$ 164,460,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 164,460,000
This Request:	\$ 64,000,000
% of This Request to Current Amount:	38.9%
% of Modifications (including This Request) to Original Amount:	38.9%

Discussion

Long Island Rail Road (“LIRR”), on behalf of itself and Metro-North Railroad (“MNR”) and New York City Transit (“NYC Transit”) (collectively “the Agencies”), requests Board approval to modify the purchase procurement contracts awarded to Knorr Brake Company (“KBC”) and Merak North America (“Merak”) in order to add funding to cover an extension of the contract period. This contract was extended in July of 2026 and will expire in January 2028. The contract extension will enable the Agencies to develop a single agreement that is acceptable to all KBC business units.

KBC and Merak are the original equipment manufacturers (“OEMs”) and the sole responsible sources for the parts, repairs and services that will be provided under these purchase agreements. Other vendors do not have access to the proprietary designs, specifications and drawings for these systems or materials and therefore cannot readily provide these parts and repair services. Under these purchase agreements, the OEMs will continue to supply, on an as needed basis, complete systems, parts, other equipment, technical/field support and repair services required to (1) support the Agencies’ Reliability Centered Maintenance (“RCM”) programs, and (2) perform unscheduled maintenance and repairs to the Agencies’ fleet of locomotives, coaches and electric cars. To maintain car reliability and improved customer service through on-time performance, the Agencies must implement their respective RCM programs, which require parts to be replaced at prescribed intervals. The KBC companies will continue to supply parts required to perform unscheduled maintenance and repairs on the cars.

On July 1, 2021, the Agencies awarded the base contracts to KBC and Merak through a Sole Source Request for Proposal (“SSRFP”). The original award values are listed below:

Supplier	LIRR	MNR	NYCT	Purchase Agreement Totals
Knorr Brake Co.	\$84.86 M	\$54.5 M	\$20 M	\$159.36 M
Merak	\$4.7 M	\$.40 M	-----	\$5.1 M
Grand Total	\$89.56 M	\$54.9 M	\$20 M	\$164.46 M

MNR does not require additional funds for the extension. NYC Transit will require an additional \$44M to the KBC contract. LIRR is requesting an additional \$20M for the KBC contract. The total contract values after the modification are listed below:

Supplier	LIRR	MNR	NYCT	Purchase Agreement Totals
Knorr Brake Co.	\$104.86 M	\$54.5 M	\$64 M	\$223.86 M
Merak	\$4.7 M	\$.40 M	-----	\$5.1 M
Grand Total	\$109.56 M	\$54.9 M	\$64 M	\$228.96 M

The total dollars outlined above are based upon historical data and projected usage. In order to be prepared for possible unscheduled events and occurrences, the agencies may reallocate funds between OEMs under the following limitation; any reallocated amount may not exceed the grand total approved herein.

The contracts were extended by 18 months in order to allow time to negotiate a new contract with unified terms and conditions to all KBC entities. This request for additional funds is to cover costs for the extension of the contract. KBC has agreed to extend the contract for 18 months with no changes to the terms and conditions. Extending the agreement also maintains the base pricing of the contract, subject to the annual economic price adjustment that is described in the agreement.

A vendor responsibility check was completed, and all required documentation and reviews were thoroughly evaluated. The vendor met all responsibility standards, demonstrated the capacity to perform the required work, and showed satisfactory performance based on prior projects.

The modified contracts have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

KBC and Merak have each certified that pursuant to EO 16, neither is doing business in Russia.

Impact on Funding

These purchase agreements will be funded by each Agencies' Operating Budget.

M/W/DBE INFORMATION

No goals were assigned to this solicitation due to the nature of this procurement commodity purchase.

ALTERNATIVES

The alternative to not extending the existing contracts would result in paying higher, off-contract prices for the same goods and lengthening the procurement process with new terms and conditions.

Recommendation

It is recommended that the Board approve the issuance of the modification to the purchase contracts awarded to KBC and Merak, in order to fund the remaining contract period.

SEPTEMBER 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | | |
|----|-------------------------------------|-------------|------------------------|
| 3. | Posillico Civil, Inc. | \$5,000,000 | Staff Summary Attached |
| 4. | Railroad Construction Company, Inc. | | |

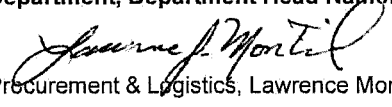
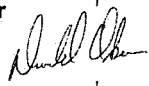
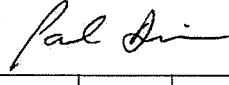
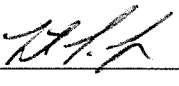
Three year base with option to extend to five years

534324

6540

Staff Summary

Page 1 of 2

Item Number 3-4			
Department, Department Head Name:  Procurement & Logistics, Lawrence Montreuil			
Internal Approvals			
Order	Approval	Order	Approval
1	VP, General Counsel & Secretary		
2	Chief Engineer		
3	SVP Operations		
4 X	President		
5			

SUMMARY INFORMATION	
Vendor Name Posillico Civil, Inc. Railroad Construction Company, Inc.	Contract No. 534324
Description Rapid Response Contractors for as-needed miscellaneous construction, maintenance and repair work.	
Total Amount: \$5,000,000.00	
Contract Term (including Options, if any) Three-year base with LIRR option to extend for two additional one-year terms	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ N/A	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☒ Operating ☒ Capital ☒ Federal ☐ Other:	

Purpose

The Long Island Rail Road Company ("LIRR") requests MTA Board approval to award a three-year public works master contract, with an option for the LIRR to extend for two additional one-year terms. The three-year base term has a total estimated aggregate value of \$5 million and will be awarded to a pool of two qualified contractors. The contract was competitively solicited through a Request for Proposals ("RFP") process and will provide Rapid Response Contractors for as-needed miscellaneous construction, maintenance, and repair work through task order releases.

Each contract will be established with a zero-dollar base value. Individual task order releases will be awarded through a mini-Invitation for Bid ("IFB") process to the lowest lump-sum bidder deemed both responsive and responsible.

The following qualified firms were selected to participate in this contract:

1. Posillico Civil, Inc.
2. Railroad Construction Company, Inc.

Discussion

Under the Rapid Response Contractor contract, qualified contractors will be retained to provide as-needed miscellaneous construction, maintenance and repair services for the LIRR. While the majority of anticipated projects are small-scale in nature, the contract structure also allows the agency to efficiently accommodate a diverse range of services as needed.

In June 2026, LIRR issued a Request for Proposal. The RFP was publicly advertised in the New York State Contract Reporter, New York Daily News, and on the MTA website, resulting in the submission of five proposals in response to the RFP requirements.

The Selection Committee ("SC") comprised of representatives from LIRR Railroad Support Group, LIRR Quality Assurance and LIRR Engineering evaluated the five proposal submissions utilizing the following pre-established selection criteria, as set forth in the RFP: (1) Demonstrated Experience and Expertise; (2) Qualifications of the Key Personnel; (3) Safety Record; and (4) Vendor Diversity Practice. There were no restrictions on the size of the selected pool. Final selections were made on a pass/fail basis.

Staff Summary

Page 2 of 2

Based on the evaluation criteria set forth in the RFP, the SC determined that the two recommended firms demonstrated the requisite technical experience, qualifications and capabilities to successfully perform the work. Three proposers were eliminated because they did not meet the RFP requirements. Each of the two remaining proposers presented a clearly defined track record in providing construction services of similar scope and complexity, including experience with rail projects. The proposers demonstrated compliance with the RFP's requirements for key personnel, including Project Managers/Superintendents and Safety and Quality Assurance Control staff, each possessing the required years of experience and demonstrated performance on comparable projects. In addition, their safety submissions met the stated requirements and reflected an understanding of the critical safety considerations inherent in railroad construction work. Accordingly, the SC unanimously concluded that these two proposers are qualified, capable, and suitable for inclusion in the contractor pool. The two contractors will be invited to participate in mini-IFBs issued for defined scopes of work.

Below are some elements of the work:

- **Reinforced Structural Concrete:** repairs to or installation of abutments, equipment pads, foundations, ramps, retaining wall structures, curbs and cement concrete breaking & removal.
- **Electrical:** installing new electrical panels, conduits and wiring (including relocation of buried electric service connections) and lighting.
- **Platform:** pedestrian overpasses, shelters, pigeon control, canopies, safety/warning flooring, signage and structural/surface repairs.

A responsibility review of the two contractors conducted pursuant to the All-Agency Responsibility Guidelines revealed no Significant Adverse Information, and both contractors were determined to be responsible.

The two proposers have certified that, pursuant to EO 16, they are not doing business in Russia.

This contract has been evaluated to determine the necessity and appropriate scope of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

There are no reports of unsatisfactory performance by these firms in the performance of prior contracts with the MTA.

D/M/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights (DDCR) has established zero percent goals participation for this procurement.

Impact on Funding

This contract may utilize Operating, Capital or Federal funds.

Alternatives

None recommended. MTA lacks available in-house technical personnel to perform the scope of work associated with this contract.

Recommendations

It is recommended that the MTA Board approve the award of this competitively solicited master contract to the listed firms for the provision of Rapid Response Contractors for as-needed miscellaneous construction, maintenance and repair work for the LIRR.

Schedule G: Miscellaneous Service Contracts

Item Number: 5

Vendor Name (Location) Dematic Corp (Grand Rapids, MI)
Description Automated Material Handling Systems Upgrade
Contract Term (including Options, if any) 1.5 years
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a
Procurement Type ☒ Competitive ☐ Non-competitive
Solicitation Type ☒ RFP ☐ Bid ☐ Other:

Contract Number 6540	Renewal? ☐ Yes ☒ No
Total Amount: \$8,748,562	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement, Lawrence Montreuil	

Purpose

The Long Island Rail Road Company ("LIRR") hereby requests MTA Board approval to award a miscellaneous service contract in the total estimated amount of \$8,748,562 to Dematic Corp. for urgently needed upgrades for the Automated Material Handling System ("AMHS"). These upgrades include software and hardware components of both the Unit Load and Mini-Load systems of the AMHS. The contract was competitively solicited through a Request for Proposals ("RFP") process and will provide needed upgrades to maintain a State of Good Repair ("SOGR"). Dematic Corp. is the original manufacturer of AMHS. The contract will utilize New York State and Capital Funding.

Discussion

The AMHS is a high-density, automated storage and retrieval system that manages over 117,000 parts and components used to support railcar maintenance, supplies for the Stations, Corporate Safety and the Transportation departments. The operating departments rely heavily on the AMHS for critical materials, processing thousands of transactions per day to support 24/7 service for our customers. The AMHS was installed in 2005 and experiences frequent breakdowns due to the obsolescence of the software and hardware that drives the system.

In April 2026, LIRR issued a Request for Proposal to engage a contractor who can affect the required upgrades and improve the reliability of the AMHS. The RFP was publicly advertised in the New York State Contract Reporter, New York Daily News, and on the MTA website, resulting in the submission of one proposal in response to the RFP requirements.

A Selection Committee ("SC") comprised of representatives from LIRR Shops, LIRR Corporate Quality, and LIRR IT evaluated the proposal submission utilizing the following pre-established selection criteria, as set forth in the RFP: (1) Demonstrated Experience and Expertise; (2) Qualifications of the Key Personnel; and (3) Vendor Diversity Practice. There were no restrictions on the size of the selected pool. Final selections were made on a pass/fail basis.

One firm, Dematic Corp, the manufacturer of LIRR's AMHS, responded to the RFP. The SC determined that firm demonstrated the requisite experience, expertise, and capabilities to successfully perform the work. A proposer presented a clearly defined track record in providing services of similar scope and complexity, including experience with Automatic Material Handling Projects. The proposer demonstrated compliance with the RFP's requirements for key personnel, including Project Managers/Superintendents and Safety and Quality Assurance Control staff, each possessing the required years of experience and demonstrated performance on comparable projects. Dematic is an incumbent. Accordingly, the Selection Committee unanimously concluded that single proposer is qualified, capable, and suitable.

The following is a high-level list required for the Phase 1 upgrade:

- Upgrade and replacement of the mini and unit load conveyor components assemblies include:
 - Steel Frames
 - Rollers and Bearings
 - Motors
 - Chains
 - Sprockets
 - Safeguards
 - Pneumatic Components
 - Staircases and crossovers to access and troubleshoot the equipment.

- Upgrade and Replacement of Existing software and Controls
 - Warehouse Management System (WMS)
 - Central Monitoring System (CMS)
 - Programmable Logic Control System (PLC)

The original proposal of \$8,977,394 was below LIRR's internal estimate. However, subsequent negotiations yielded an additional reduction of \$228,832.

The proposer has certified that, pursuant to EO 16, they are not doing business in Russia.

This contract has been evaluated to determine the necessity and appropriate scope of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, will be included in the contract terms and conditions prior to award.

There are no reports of unsatisfactory performance by this firm in the performance of prior contracts with the MTA.

M/WBE/SDVOB Information

Based on our review, the nature of this procurement a zero goal was recommended.

Impact on Funding

This procurement action will utilize State / Capital Funding.

Alternatives

None recommended. MTA lacks available in-house technical personnel to perform the scope of work associated with this contract.

Recommendations

It is recommended that the MTA Board approve the award of this competitive (single proposal) miscellaneous service contract to Dematic Corp. for the provision of SOGR work in support of the Unit Load and Mini-Load AMHS systems upgrade.