



**Metropolitan Transportation Authority**

# **Joint Metro-North and Long Island Committees Meeting**

## **February 2021**

### **Members**

R. Herman (Co-Chair)

K. Law (Co-Chair)

F. Borelli

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

V. Tessitore

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Thursday, 2/18/2021  
10:00 AM - 5:00 PM ET

## 1. Public Comments Period

## 2. Summary of Actions

**MNR Summary of Actions (None)**

**LIRR Summary of Actions**

*LIRR Summary of Actions - Page 5*

**MTA C&D Summary of Actions (None)**

## 3. APPROVAL OF MINUTES - January 21, 2021

**Minutes**

*Minutes - Page 6*

## 4. 2021 WORK PLANS

**MNR 2021 Work Plan**

*MNR 2021 Work Plan - Page 7*

**LIRR 2021 Work Plan**

*LIRR 2021 Work Plan - Page 13*

## 5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

**MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 18*

**LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 21*

**MTA C&D Report (None)**

**MTA Police Report**

*MTA Police Report - Page 23*

## 6. AGENCY INFORMATION ITEMS

**MNR Information Items**

- **MNR Adopted Budget/Financial Plan 2021**

*MNR Adopted Budget/Financial Plan 2021 - Page 32*

- **MNR 2020 Annual Operating Results**  
*MNR 2020 Annual Operating Results - Page 33*
- **MNR Diversity-EEO Report - 4th Quarter 2020**  
*MNR Diversity-EEO Report - 4th Quarter 2020 - Page 44*

#### **LIRR Information Items**

- **LIRR Adopted Budget/Financial Plan 2021**  
*LIRR Adopted Budget/Financial Plan 2021 - Page 60*
- **LIRR 2020 Annual Operating Results**  
*LIRR 2020 Annual Operating Results - Page 61*
- **LIRR Diversity-EEO Report – 4th Quarter 2020**  
*LIRR Diversity-EEO Report - 4th Quarter 2020 - Page 69*
- **March Timetable & Trackwork Programs**  
*March Timetable & Trackwork Programs - Page 85*

### **7. PROCUREMENTS**

**MNR Procurements - None**

**LIRR Procurements**

*LIRR Procurements - Page 88*

- **Non-Competitive - None**
- **Competitive**  
*LIRR Competitive - Page 92*
- **Ratifications - None**

**MTA C&D Procurements - None**

### **8. AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM**

**MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 95*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 103*
- **MNR Finance Report**  
*MNR Finance Report - Page 108*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 127*
- **MNR Capital Program Report**  
*MNR Capital Program Report - Page 138*

**LIRR Performance Summaries**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 145*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 155*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 161*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 182*
- **LIRR Capital Program Report**  
*LIRR Capital Programs Report - Page 190*

Long Island Railroad  
Committee Actions and Presentations  
Summary for February 2021

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement – LIRR	Corys, Inc.	\$3,186,584	LIRR requests MTA Board approval to award a competitively negotiated contract in the amount of \$3,186,584 to Corys, Inc. to design, manufacture, test and deliver Train Simulator Systems for each of its M-7/M-9, Dual Mode (DM) Locomotive and C-3 fleets. These three simulators will support increased training requirements for (1) train crews required in advance of operating equipment within East Side Access (ESA) territory to Grand Central Terminal), (2) Positive Train Control (PTC), and (3) new equipment familiarization i.e. M-9. These simulators will also support potential remedial training, emergency situations, equipment failures, physical characteristics, and numerous operating scenarios.

Minutes of the Joint MNR/LIRR Committee Meeting  
February 18, 2021  
2 Broadway, 20th Floor Board Room  
New York, NY 10004

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on January 21, 2021, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee;
- Audit;
- Safety Committee.

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the February, 2021 Board minutes in the Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings>

## 2021 Metro-North Railroad Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2021 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>February 2021</u>	
Adopted Budget/Financial Plan 2021	Finance
2020 Annual Operating Results	Operations
Diversity/EEO Report – 4th Quarter 2020	Diversity and EEO
<u>March 2021</u>	
Annual Elevator & Escalator Report	Engineering
2020 Annual Ridership Report	Operations Planning & Analysis
<u>April 2021</u>	
No Items	
<u>May 2021</u>	
Final Review of 2020 Operating Budget Results	Finance
Track Program Quarterly Update	Engineering
LIRR/MNR PTC Implementation Update	President
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2021	Diversity and EEO
<u>June 2021</u>	
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>July 2021</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
<u>September 2021</u>	
2022 Preliminary Budget (Public Comment)	Finance

2021 Mid-Year Forecast  
Diversity/EEO Report – 2<sup>nd</sup> Quarter 2021

Finance  
Diversity and EEO

October 2021

2022 Preliminary Budget (Public Comment)  
LIRR/MNR PTC Implementation Update  
Track Program Quarterly Update

Finance  
President  
Engineering

November 2021

Progress on Way Ahead Strategic Plan

Strategic Initiatives

December 2021

2022 Final Proposed Budget  
2022 Proposed Committee Work Plan  
Diversity/EEO Report – 3<sup>rd</sup> Quarter 2021  
Review of Committee Charter

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

January 2022

Approval of 2022 Committee Work Plan  
Track Program Quarterly Update

Committee Chairs & Members  
Engineering

# METRO-NORTH RAILROAD COMMITTEE WORK PLAN

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## 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.

#### **2021 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 and progress on key initiatives and performance indicators.

#### **Safety**

A monthly report will be provided highlighting key safety performance statistics and indicators.

#### **Police Activity 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.

#### **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.

#### **Operations**

A monthly report will be provided highlighting key operating and performance statistics and indicators.

#### **Finance**

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast both on an accrual and cash basis.

#### **Ridership**

A monthly report will be provided that includes a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

#### **Capital Program**

A monthly report will be provided highlighting significant capital program accomplishments in the month reported.

## II. SPECIFIC AGENDA ITEMS

### FEBRUARY 2021

#### Adopted Budget/Financial Plan 2021

The Agency will present its revised 2021 Financial Plan. These plans will reflect the 2021 Adopted Budget and an updated Financial Plan for 2021 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget.

#### 2020 Annual Operating Results

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

#### Diversity & EEO Report– 4<sup>th</sup> Quarter 2020

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.

### MARCH 2021

#### Annual Elevator/Escalator Report

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

#### 2020 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2020 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

### APRIL 2021

No Items

### MAY 2021

#### Final Review of 2020 Operating 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.

#### Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2021

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.

### JUNE 2021

#### Progress on Way Ahead Strategic Plan

A biannual report to the Committee on Metro-North's progress in setting the standard for safety, reliability and innovation in the delivery of excellent customer service.

## **JULY 2021**

### Grand Central Terminal Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

### Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

## **SEPTEMBER 2021**

### 2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

### 2021 Mid-Year Forecast

The agency will provide the 2021 Mid-Year Forecast financial information for revenue and expense by month.

### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2021

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.

## **OCTOBER 2021**

### 2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

### LIRR/MNR PTC Project Update

The Committee will be briefed on the status of project implementation and close-out following full Positive Train Control functionality for both railroads going into effect in December 2020.

### Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

## **NOVEMBER 2021**

### Progress on Way Ahead Strategic Plan

A biannual report to the Committee on Metro-North's progress in setting the standard for safety, reliability and innovation in the delivery of excellent customer service.

## **DECEMBER 2021**

### 2022 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2022.

### 2022 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2022 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3<sup>rd</sup> Quarter 2021

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.

**JANUARY 2022**

Approval of 2022 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2022 that will address initiatives to be reported on throughout the year.

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

## Long Island Rail Road Committee Work Plan

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### I. RECURRING AGENDA ITEMS

	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2021 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Capital Construction Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP – Operations
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

### II. SPECIFIC AGENDA ITEMS

#### February 2021

Adopted Budget/Financial Plan 2021	Management & Budget
2020 Annual Operating Results	Operations
Diversity/EEO Report – 4 <sup>th</sup> Q 2020	Administration/Diversity
March Timetable/Spring Trackwork Programs	Service Planning

#### March 2021

Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
2020 Annual Ridership Report	Finance/Marketing

#### April 2021

#### May 2021

Final Review of 2020 Operating Budget Results	Management & Budget
Summer Track Work Programs	Service Planning
Diversity/EEO Report – 1 <sup>st</sup> Q 2021	Administration/Diversity
PTC Status Report	President

#### June 2021

Track Work Programs	Service Planning
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#### July 2021

September Timetable Change & Trackwork Programs	Service Planning
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## September 2021

2021 Preliminary Budget (Public Comment)	
2021 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2021	Administration/Diversity

## October 2021

2021 Preliminary Budget (Public Comment)	
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning

## November 2021

East Side Access Support Projects Update	President/Sr. Staff
Year-End Trackwork Programs	Service Planning

## December 2021

2022 Final Proposed Budget	Management & Budget
2022 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 <sup>rd</sup> Q 2021	Administration/Diversity
Winter Trackwork Program	Service Planning
Review of Committee Charter	Committee Chair & Members

## January 2022

Winter Trackwork Programs & Schedule Adjustments	Service Planning
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# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## 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.

#### **2021 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 and progress on key initiatives and performance indicators.

#### **Safety Report**

A monthly report will be given highlighting key safety performance statistics and indicators

#### **Capital Construction Report**

A monthly project update report will be provided for the month reported.

#### **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.

### **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.

### **Police Activity Report**

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

## **PERFORMANCE SUMMARIES**

### **Operations Report**

A monthly report will be given highlighting key operating performance statistics and indicators.

### **Financial Report**

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

### **Ridership Report**

A monthly report will be provided that compares actual monthly ticket sales, ridership and revenues against prior year results.

### **Capital Program Report**

A report will be provided highlighting significant capital program accomplishment in the month reported.

## **II. SPECIFIC AGENDA ITEMS**

### **FEBRUARY 2021**

#### **Adopted Budget/Financial Plan 2021**

The Agency will present its revised 2021 Financial Plan. These plans will reflect the 2021 Adopted Budget and an updated Financial Plan for 2020 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget.

#### **2020 Annual Operating Results**

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

#### **Diversity & EEO Report– 4<sup>th</sup> Quarter 2020**

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.

#### **March Timetable/Spring Trackwork Programs**

The Committee will be advised of plans to adjust schedules.

## **MARCH 2021**

### Annual Elevator/Escalator Report

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

### Spring Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2020.

### 2020 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2019 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

## **APRIL 2021**

## **MAY 2021**

### Final Review of 2020 Operating 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 Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2021.

### Diversity & EEO Report– 1<sup>st</sup> Quarter 2021

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

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

## **JUNE 2021**

### 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

## **JULY 2021**

### September Timetable Change & Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2021.

## **SEPTEMBER 2021**

### 2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

### 2020 Mid-Year Forecast

The agency will provide the 2019 Mid-Year Forecast financial information for revenue and expense by month.

#### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2019

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 2021**

##### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

##### Project Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

#### **NOVEMBER 2021**

##### East Side Access Support Projects Update

The Committee will be briefed on the status of the East Side Access Support Projects.

##### Year-End Schedule

The Committee will be informed of Agency's service plans for the Thanksgiving and Christmas/New Year's holiday periods..

#### **DECEMBER 2021**

##### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2021

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.

##### 2022 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2021.

##### Proposed 2022 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2019 that will address initiatives to be reported throughout the year.

##### Review Committee Charter

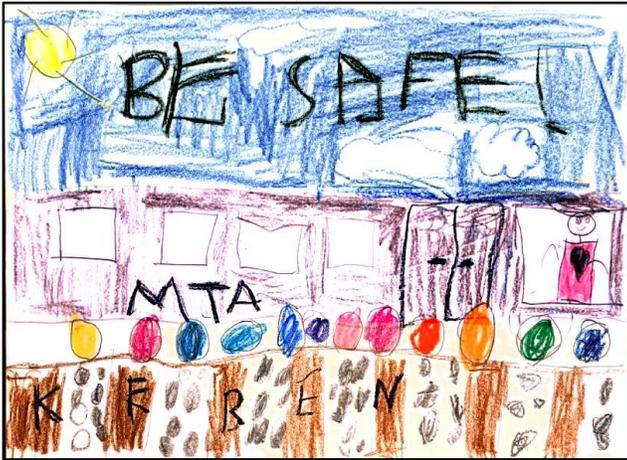
Annual review of Long Island Committee Charter for Committee revision/approval.

#### **JANUARY 2022**



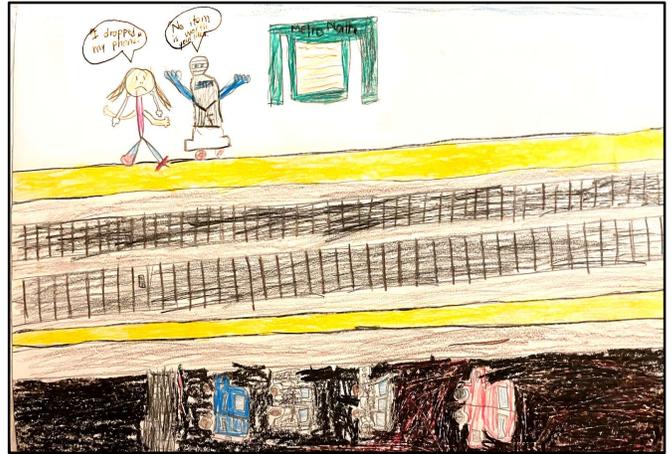
# Metro-North Railroad

## 2020 TRACKS Poster Contest School Winners



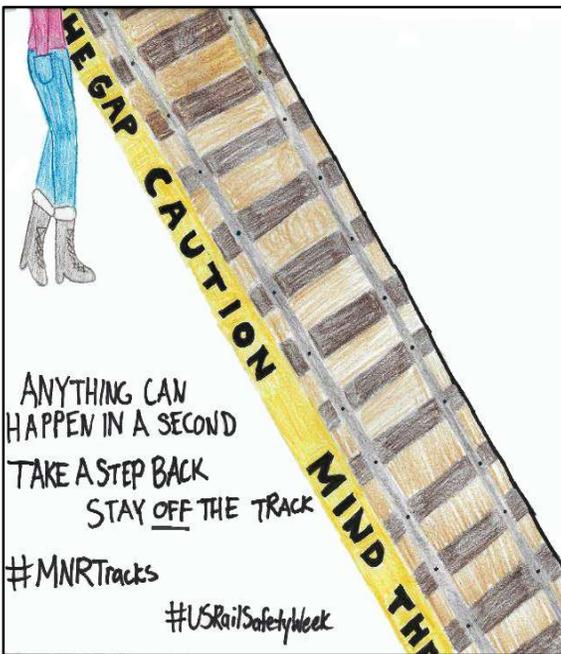
### Pre-K Winner

Keren Wexler  
Home Preschool, Brooklyn, NY



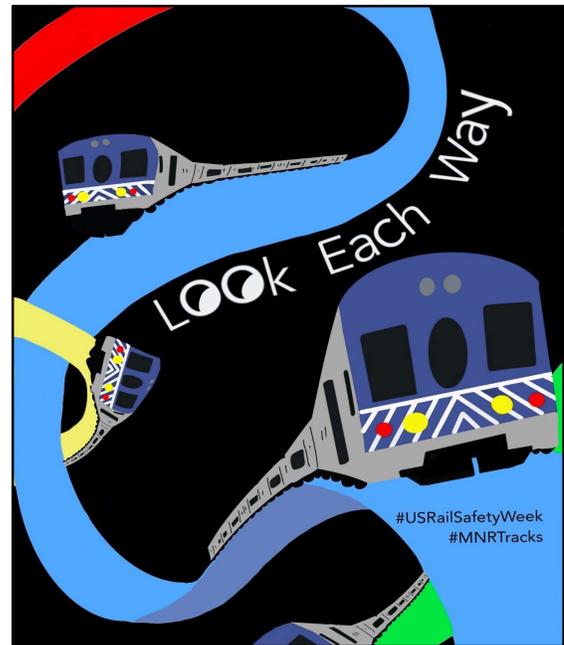
### K-3<sup>rd</sup> Winner

Gabriel Garofola  
St. Barnabas Elementary School, Bronx, NY



### 4<sup>th</sup> – 8<sup>th</sup> Winner

Halima Cappa-Zafindramahavita  
Dobbs Ferry Middle School, Dobbs Ferry, NY



### 9<sup>th</sup>-12<sup>th</sup> Winner

Celia Marranzino  
Saunders Trades and Technical High School, Yonkers, NY

**Justin R. Vonashek**  
Vice President  
Office of System Safety



# Metro-North Railroad

## Safety Highlights:

Metro-North Railroad (MNR) is proactively making every effort to keep our customers and employees safe during the ongoing COVID-19 pandemic. Since the beginning of the pandemic, MNR has implemented the following initiatives:

- Promote social distancing and good hygiene
- Require anyone traveling on MNR trains to wear a face covering
- Require employees and contractors to wear face coverings in all MNR facilities
- Provide enhanced cleaning at Metro-North stations, on trains and in employee facilities
- Established employee temperature screening stations in MNR facilities
- Provided on-site COVID-19 Antibody Testing for employees
- Distributed personal protective equipment to employees (masks/face coverings, face shields, gloves, personal thermometers, hand sanitizer, etc.)
- Offer seasonal flu shots to employees
- Offer free onsite Polymerase Chain Reaction (PCR) COVID-19 testing to employees
- Launched face covering campaign “We Wear Because We Care” featuring MNR employees sharing why they are committed to wearing face coverings
- Frontline MNR employees are being offered the opportunity to receive the COVID-19 vaccination under Phase 1b of distribution.

On January 11<sup>th</sup>, 2021, the Metro-North TRACKS (Together Railroads and Communities Keeping Safe) program announced the four winners of its third annual Rail Safety Poster Contest that asked students, from grades pre-K to 12, to create posters illustrating what they believe is most important about rail safety. The contest ran from September 2020 through November 2020, coinciding with National Rail Safety Week, and was open to students who live and attend schools within Metro-North’s territory. The TRACKS team received a record number of submissions with 169 student poster entries. The posters were divided into four groups (Pre-K, K-3<sup>rd</sup>, 4<sup>th</sup>-8<sup>th</sup>, and 9<sup>th</sup>-12<sup>th</sup>) and evaluated on the best representations of safety around trains and train tracks. The winners will receive a Certificate of Achievement signed by Catherine Rinaldi, President, Metro-North, and Justin Vonashek, Vice President of System Safety as well as special TRACKS prizes mailed to their homes. The winners are listed below.

## School Winners

**Pre-K:** Keren Wexler, Home Preschool (Brooklyn, NY)

**K-3<sup>rd</sup>:** Gabriel Garofalo, St. Barnabas Elementary School (Bronx, NY)

**4<sup>th</sup>-8<sup>th</sup>:** Halima Cappa-Zafindramahavita, Dobbs Ferry Middle School (Dobbs Ferry, NY)

**9<sup>th</sup>-12<sup>th</sup>:** Celia Marranzino, Saunders Trades and Technical High School (Yonkers, NY)

For the current 12-month period (January 2020 – December 2020) versus the previous 12-month period (January 2019 – December 2019), employee lost time injuries per 200,000 working hours were increased by 11.1%.

For the current 12-month period (January 2020 – December 2020) versus the previous 12-month period (January 2019 – December 2019), customer reportable injury rate per one million customers were increased by 11.1%.

## **Matthew Peloso**

Acting Vice President

Office of System Safety



## December 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	January 2018 - December 2018	January 2019 - December 2019	January 2020 - December 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.09	0.99	1.10	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.46	1.99	2.21	
	2019		2020	
	December	Year to Date	December	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	2	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

<sup>1</sup> Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Safety Training	2019		2020	
	December	Year to Date	December	Year to Date
First Responders Trained	174	2,048	52	1,238
Employee Safety Training Courses	117	355	102	317
Employees Trained	2,051	6,602	2,090	5,994
Employee Safety Training Hours	13,246	290,056	11,216	217,136
Customer and Community: Focus on Grade Crossings	2019		2020	
	December	Year to Date	December	Year to Date
Broken Gates	0	27	0	20
MTA Police Details	35	677	11	227
Summons	35	576	23	630
Warnings	10	141	11	204
Community Education and Outreach*	1,461	110,002	80	53,166
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

\*Due to the COVID-19 pandemic, community outreach events are held virtually, as a result 2020 numbers are lower than previous years.

**Definitions:**

**First Responders Trained** - The number of first responders trained by MNR's Emergency Management to assist in crisis events, such as train evacuation.

**Employee Safety Training Courses** - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

**Employees Trained** - The number of unique employees that attended one or more of these safety-related courses.

**Employee Safety Training Hours** - The total hours of training completed by employees in all safety-related courses attended.

**Broken Gates** - The number of events at grade crossing locations where a vehicle struck a crossing gate.

**MTA Police Detail** - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

**Summons** - The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Warnings** - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Community Education and Outreach** - The number of individuals reached at a TRACKS event.

**Cars Equipped with Cameras** - Number of complete inward/outward and passenger compartment camera installations on rolling stock.



## Safety Report Highlights

### School Safety Slogan Contest Winners



MTA 2020 - 2021 Safety Slogan Winner submitted by Evan Munjal – Mrs. Chester’s 2nd Grade Class – Mt. Pleasant Elementary School – Smithtown



MTA 2020 - 2021 Safety Slogan Winner submitted by Mia Schutte – Mrs. Alexis Papalia’s 6th Grade Class – Sayville Middle School

Special thanks to the over 120 students who submitted entries in our 2020-2021 School Safety Slogan Contest. Over 2,900 schools in Nassau, Suffolk, Queens, Brooklyn, and Manhattan were invited to participate in our fourth annual contest. Evan Munjal from Mrs. Chester’s second grade class at Mount Pleasant Elementary School in the Smithtown School District won for his slogan, “Stay Alive. Stand Behind the Yellow Line”. Mia Schutte, our Middle School Winner, is a student in Mrs. Papalia’s sixth grade class at Sayville Middle School in the Sayville School District. Her winning slogan is, “Watch the Tracks and Not Your Apps”. Banners recognizing the winning slogans will be displayed in the winner’s local stations – Smithtown and Sayville. We appreciate the efforts of our school district partners to promote awareness and emphasize the importance of safety in their communities.

For the reporting period ending December 2020, the average Reportable Customer Injury Rate was 5.18 injuries per million customers as compared to 2.34 injuries per million customers over 2019. The actual number of customer injuries is down fifty-six percent from 2019 to 2020. Ridership however, is also down by sixty-seven percent which impacts the rate. Slips, trips, and falls account for over ninety percent of the injuries reported. Penn Station is the location with the most customer injuries. It is important to note that customer injuries in Penn are down seventy-six percent from 2019 to 2020.

During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.53 injuries per 200,000 hours worked as compared to 3.31 injuries per 200,000 hours worked during 2019. Soft tissue injuries are the greatest type of injury sustained.

**Lori Ebbighausen**  
**Vice President**  
**Corporate Safety**

# December Safety Report

Statistical results for the 12-Month period are shown below.

Performance					
Performance Indicator	12-Month Average				
	January 2018 - December 2018	January 2019 - December 2019	January 2020 - December 2020		
	FRA Reportable Customer Accident Rate per Million Customers	2.18	2.34	5.18	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.85	3.31	3.53		
		2019		2020	
		December	Year to Date	December	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	9*	1	6	
Mainline FRA Reportable Train Derailments	0	2	0	1	
Mainline FRA Reportable Train Collisions	0	1**	0	1	

<sup>1</sup> Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

\* 02/26/2019 School Street is counted as one event, but was reported as two under FRA reporting requirements.

\*\* 05/25/2019 Speonk Collision is counted as one event, but was reported as two under FRA reporting requirements.

Leading Indicators				
Focus on Safety Training	2019		2020	
	December	Year to Date	December	Year to Date
First Responders Trained	23	1,852	0	508
Employee Safety Training Courses	82	1,097	64	804
Employees Trained	964	13,392	358	7,589
Employee Safety Training Hours	14,364	254,091	7,643	155,750
Customer and Community:	December	Year to Date	December	Year to Date
Broken Gates	5	126	8	78
MTA Police Details	44	1,150	91	720
Summons	161	1,840	303	2,744
Warnings	72	785	103	956
Arrests	0	5	0	0
Community Education and Outreach	7,076	124,924	2,883	33,014
Community Education and Outreach via Social Media			67,419	269,886
	Completed		Total	% Complete
Cameras on Rolling Stock	M7 (Cars)		826	99
	C3 Cab		23	100
	C3 Trailer		111	100
	DE/DM		42	93

**First Responders Trained** - The number of first responders trained to assist in crisis events.

**Employee Safety Training Courses** - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

**Employees Trained** - The number of unique employees that attended one or more of these safety-related courses.

**Employee Safety Training Hours** - The total hours of training completed by employees in all safety-related courses attended.

**Broken Gates** - The number of events at grade crossing locations where a vehicle broke a crossing gate.

**MTA Police Detail** - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

**Summons for Grade Crossing Violation and other Infractions**- The number of violations issued to a motorist for going around a

**Warnings** - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Community Education and Outreach** - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.



# Police Report



# Metro-North Railroad

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## January 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (7 vs 8) for the month of January compared to the same period last year.
- Year to date Metro-North Railroad is down 1 crime (7 vs 8).
- There was one (1) Hate Crime on Metro-North Railroad for the month of January.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### January 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	1	3	-2	-67%
<b>Felony Assault</b>	1	1	0	0%
<b>Burglary</b>	3	0	3	100%
<b>Grand Larceny</b>	1	4	-3	-75%
<b>Grand Larceny Auto</b>	1	0	1	100%
<b>Total Major Felonies</b>	7	8	-1	-13%

### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	1	3	-2	-67%
<b>Felony Assault</b>	1	1	0	0%
<b>Burglary</b>	3	0	3	100%
<b>Grand Larceny</b>	1	4	-3	-75%
<b>Grand Larceny Auto</b>	1	0	1	100%
<b>Total Major Felonies</b>	7	8	-1	-13%



# Long Island Rail Road

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## **January 2021 Highlights: MTA Police Report**

- Long Island Rail Road experienced a decrease in the amount of major felonies (4 vs 10) for the month of January compared to the same period last year.
- Year to date Long Island Rail Road is down 6 crimes (4 vs 10).
- There was one (1) Hate Crime on Long Island Rail Road for the month of January.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### January 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	1	2	-1	-50%
<b>Felony Assault</b>	2	3	-1	-33%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	1	5	-4	-80%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	4	10	-6	-60%

### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	1	2	-1	-50%
<b>Felony Assault</b>	2	3	-1	-33%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	1	5	-4	-80%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	4	10	-6	-60%



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### System Wide

#### January 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>5</b>	<b>-3</b>	<b>-60%</b>
<b>Felony Assault</b>	<b>3</b>	<b>4</b>	<b>-1</b>	<b>-25%</b>
<b>Burglary</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>2</b>	<b>9</b>	<b>-7</b>	<b>-78%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>11</b>	<b>18</b>	<b>-7</b>	<b>-39%</b>

#### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>5</b>	<b>-3</b>	<b>-60%</b>
<b>Felony Assault</b>	<b>3</b>	<b>4</b>	<b>-1</b>	<b>-25%</b>
<b>Burglary</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>2</b>	<b>9</b>	<b>-7</b>	<b>-78%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>11</b>	<b>18</b>	<b>-7</b>	<b>-39%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**January 2021**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	2	1	1	0
<b>Fel. Assault</b>	3	2	1	0
<b>Burglary</b>	3	0	3	0
<b>Grand Larceny</b>	2	1	1	0
<b>GLA</b>	1	0	1	0
<b>Total</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.35</b>	<b>0.13</b>	<b>0.23</b>	<b>0.00</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - January 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	1	0	1	0 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	0	0	0 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	1	2	-1	-50 %
Sexual Orientation	0	0	0	0 %
White	0	1	-1	-100 %
<b>Motivation Total</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33 %</b>

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	0	0	0	0 %
Felony Assault	0	1	-1	-100 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	2	2	0	0 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33 %</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 1/31/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	2	1
Felony Assault	2	4
Burglary	3	0
Grand Larceny	7	5
Aggravated Harassment	0	2
Aggravated Unlicensed Operator	1	3
Assault-Misdemeanor	10	2
Child Endangerment	0	2
Criminal Contempt	1	3
Criminal Impersonation	1	0
Criminal Mischief	6	7
Criminal Trespass	0	4
Disorderly Conduct	0	1
Drug Offenses	3	10
Falsely Reporting an Incident	1	0
Forgery	0	5
Graffiti	11	4
Harassment	1	0
Obstruct Government	0	1
Petit Larceny	3	16
Public Lewdness	3	3
Resisting Arrest	0	6
Theft of Services	2	9
Warrant Arrest	1	5
Weapons Offenses	0	1
<b>Total Arrests</b>	<b>58</b>	<b>94</b>



## **February Financial Plan 2021-2024 2020 Final Estimate and 2021 Adopted Budget**

MTA Metro-North Railroad's 2020 Final Estimate, 2021 Adopted Budget and the Financial Plan for 2021 – 2024 can be found at

<https://new.mta.info/document/30186>



# ANNUAL OPERATING REPORT

2020



## 2020 ANNUAL OPERATING REPORT

### Performance Summary

		2020 Data		2019		
		Annual Goal	Year Ending Dec 31	Year Ending Dec 31		
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.9%</b>	<b>94.4%</b>	
		AM Peak	93.0%	96.6%	92.2%	
		AM Reverse Peak	93.0%	97.8%	95.1%	
		PM Peak	93.0%	98.2%	93.5%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>97.5%</b>	<b>93.2%</b>	
		Off Peak Weekday	93.0%	97.7%	93.9%	
		Weekend	93.0%	98.4%	97.3%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>98.2%</b>	<b>95.0%</b>
			AM Peak	93.0%	96.2%	91.8%
			AM Reverse Peak	93.0%	98.2%	94.4%
			PM Peak	93.0%	98.8%	96.1%
			<b>Total Peak</b>	<b>93.0%</b>	<b>97.5%</b>	<b>93.9%</b>
			Off Peak Weekday	93.0%	98.2%	95.1%
			Weekend	93.0%	98.5%	96.4%
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.8%</b>	<b>95.3%</b>
			AM Peak	93.0%	96.9%	93.2%
			AM Reverse Peak	93.0%	96.8%	94.6%
			PM Peak	93.0%	97.9%	93.2%
			<b>Total Peak</b>	<b>93.0%</b>	<b>97.2%</b>	<b>93.5%</b>
			Off Peak Weekday	93.0%	97.5%	95.4%
		Weekend	93.0%	98.8%	98.4%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.8%</b>	<b>93.4%</b>	
		AM Peak	93.0%	96.7%	91.7%	
		AM Reverse Peak	93.0%	98.6%	95.9%	
		PM Peak	93.0%	98.2%	92.1%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>97.6%</b>	<b>92.5%</b>	
		Off Peak Weekday	93.0%	97.7%	92.1%	
		Weekend	93.0%	98.2%	97.0%	
<b>Operating Statistics</b>		<b>Trains Scheduled</b>		<b>163,116</b>	<b>229,587</b>	
	<b>Avg. Delay per Late Train (min)</b> <i>excluding trains canceled or terminated</i>			14.3	12.6	
	<b>Trains Over 15 min. Late</b> <i>excluding trains canceled or terminated</i>	2,300	844	4,415		
	<b>Trains Canceled</b>	230	230	596		
	<b>Trains Terminated</b>	230	167	383		
	<b>Percent of Scheduled Trips Completed</b>	99.8%	99.8%	99.6%		
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>98.5%</b>	<b>99.9%</b>	<b>98.5%</b>	
		AM Peak	97.0%	99.2%	96.4%	
		AM Reverse Peak	99.5%	99.9%	99.9%	
		PM Peak	97.0%	99.8%	96.4%	
		<b>Total Peak</b>	<b>97.0%</b>	<b>99.5%</b>	<b>97.2%</b>	
		Off Peak	99.5%	99.9%	99.4%	
		Weekend	99.5%	99.9%	99.5%	
		<b>Hudson Line</b>	AM Peak	99.0%	99.7%	99.5%
			PM Peak	99.0%	100.0%	99.0%
		<b>Harlem Line</b>	AM Peak	97.0%	99.6%	96.0%
			PM Peak	97.0%	99.7%	96.9%
		<b>New Haven Line</b>	AM Peak	95.0%	98.4%	94.5%
			PM Peak	95.0%	99.7%	94.2%

**SYSTEM Category of Delay**



**ANNUAL OPERATING REPORT  
FOR YEAR 2020**

**Delay Minutes / Delay Threshold**

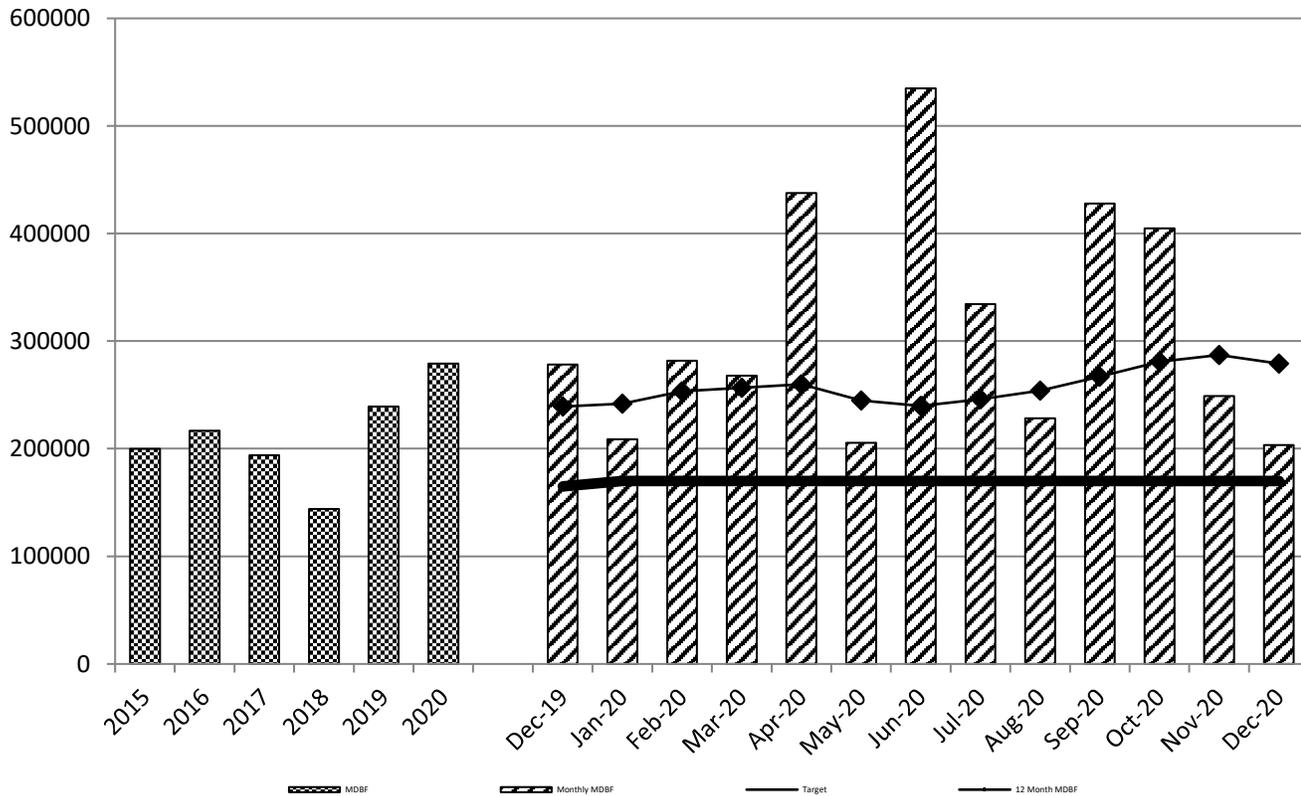
	% Total	2020 Data Year Ending Dec 31	2019 Data Year Ending Dec 31	YTD 2020 vs 2019
Engineering (Scheduled)	8.0%	382	2,120	-1,738
Engineering (Unscheduled)	26.1%	1664	6,903	-5,239
Maintenance of Equipment	16.5%	1537	4,368	-2,831
Transportation	2.7%	294	719	-425
Capital Projects	5.1%	200	1,349	-1,149
Weather and Environmental	13.1%	1703	3,458	-1,755
Police	10.9%	893	2,875	-1,982
Customers	4.9%	156	1,284	-1,128
Other	12.6%	641	3,339	-2,698
3rd Party Operations	0.2%	5	44	-39
<b>TOTAL</b>	<b>100.0%</b>	<b>7474</b>	<b>26,459</b>	<b>-18,985</b>
<b>HUDSON LINE</b>	<b>% Total</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>	<b>YTD 2020 Vs 2019</b>
Engineering (Scheduled)	10.5%	152	595	-443
Engineering (Unscheduled)	19.2%	186	1,090	-904
Maintenance of Equipment	20.4%	356	1,160	-804
Transportation	2.0%	62	115	-53
Capital Projects	9.6%	47	549	-502
Weather and Environmental	8.9%	258	505	-247
Police	7.3%	229	414	-185
Customers	6.3%	48	357	-309
Other	15.6%	152	890	-738
3rd Party Operations	0.3%	0	16	-16
<b>TOTAL</b>	<b>100.0%</b>	<b>1,500</b>	<b>5,691</b>	<b>-4,191</b>
<b>HARLEM LINE</b>	<b>% Total</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>	<b>YTD 2020 Vs 2019</b>
Engineering (Scheduled)	7.2%	130	487	-357
Engineering (Unscheduled)	25.1%	556	1,689	-1,133
Maintenance of Equipment	18.1%	439	1,219	-780
Transportation	2.6%	86	174	-88
Capital Projects	1.8%	88	124	-36
Weather and Environmental	14.1%	523	951	-428
Police	12.0%	233	810	-577
Customers	4.7%	41	316	-275
Other	14.3%	209	966	-757
3rd Party Operations	0.0%	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>2,305</b>	<b>12,689</b>	<b>-10,384</b>
<b>NEW HAVEN LINE</b>	<b>% Total</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>	<b>YTD 2020 Vs 2019</b>
Engineering (Scheduled)	7.4%	84	1,037	-953
Engineering (Unscheduled)	29.4%	895	4,124	-3,229
Maintenance of Equipment	14.2%	674	1,989	-1,315
Transportation	3.1%	146	430	-284
Capital Projects	4.8%	65	676	-611
Weather and Environmental	14.3%	912	2,002	-1,090
Police	11.8%	417	1,652	-1,235
Customers	4.4%	65	611	-546
Other	10.6%	280	1,483	-1,203
3rd Party Operations	0.2%	0	27	-27
<b>TOTAL</b>	<b>100.0%</b>	<b>3,538</b>	<b>14,031</b>	<b>-10,493</b>

			2020 Data		2019 Data
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Year Ending as of December-20 (miles)	Year Ending as of December-19 (miles)
<b>Mean Distance Between Failures</b>	M8	405	285,000	543,760	367,122
	M3	138	80,000	134,037	86,763
	M7	334	335,000	501,212	361,474
	Coach	207	205,000	353,427	282,264
	P-32	31	21,000	35,101	38,105
	BL-20	12	13,000	15,190	33,427
	<b>Fleet</b>	<b>1127</b>	<b>170,000</b>	<b>278,951</b>	<b>239,188</b>

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels in revenue service before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

## ALL FLEETS

### Mean Distance Between Failures 2015 - 2020



<b>West of Hudson Performance Summary</b>			<b>2020 Data</b>		<b>2019 Data</b>
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.4%</b>	<b>89.8%</b>
		AM Peak	93.0%	93.6%	90.6%
		PM Peak	93.0%	94.7%	90.9%
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.1%</b>	<b>90.8%</b>
		Off Peak Weekday	93.0%	94.4%	88.0%
		Weekend	93.0%	94.5%	91.9%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.7%</b>	<b>94.2%</b>
		AM Peak	93.0%	95.9%	95.9%
		PM Peak	93.0%	95.3%	94.0%
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.6%</b>	<b>95.0%</b>
		Off Peak Weekday	93.0%	95.6%	93.3%
		Weekend	93.0%	95.8%	94.6%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.5%</b>	<b>84.2%</b>
		AM Peak	93.0%	90.8%	84.5%
		PM Peak	93.0%	93.9%	87.3%
<b>Total Peak</b>		<b>93.0%</b>	<b>92.4%</b>	<b>85.9%</b>	
Off Peak Weekday		93.0%	92.8%	81.4%	
	Weekend	93.0%	92.2%	87.8%	
<b>Operating Statistics</b>			<b>Trains Scheduled</b>	<b>18,152</b>	<b>19,055</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			21.2	21.0
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		300	407	785
	<b>Trains Canceled</b>		60	184	163
	<b>Trains Terminated</b>		60	61	73
	<b>Percent of Scheduled Trips Completed</b>		99.4%	98.7%	98.8%
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>96.4%</b>	<b>99.1%</b>
	<b>Pascack Valley - AM</b>		99.0%	96.8%	99.0%
	<b>Port Jervis - AM</b>		99.0%	96.0%	99.2%

\* Consist Compliance Reporting for West of Hudson PM Peak trains is currently unavailable.

**ANNUAL 2020 STANDEE REPORT**

East of Hudson			YTD 2019	YTD 2020
<b>Daily Average</b>	Hudson Line	Program Standees	0	0
		Add'l Standees	2	2
<b>AM Peak</b>		<b>Total Standees</b>	<b>2</b>	<b>2</b>
	Harlem Line	Program Standees	3	0
		Add'l Standees	20	3
		<b>Total Standees</b>	<b>22</b>	<b>3</b>
	New Haven Line	Program Standees	2	0
		Add'l Standees	59	10
		<b>Total Standees</b>	<b>61</b>	<b>10</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>86</b>	<b>14</b>
<b>Daily Average</b>	Hudson Line	Program Standees	0	0
		Add'l Standees	1	0
<b>PM Peak</b>		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	Harlem Line	Program Standees	0	0
		Add'l Standees	8	0
		<b>Total Standees</b>	<b>8</b>	<b>0</b>
	New Haven Line	Program Standees	13	0
		Add'l Standees	51	1
		<b>Total Standees</b>	<b>64</b>	<b>1</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>73</b>	<b>2</b>

West of Hudson			YTD 2019	YTD 2020
<b>Daily Average</b>	Port Jervis Line	Program Standees	0	0
		Add'l Standees	0	0
<b>AM Peak</b>		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>0</b>	<b>0</b>

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load. For Hudson, Harlem and most New Haven Line trains, this point occurs at GCT/125th St.. However, for certain New Haven Line trains, this maximum load point is east of Stamford.

"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

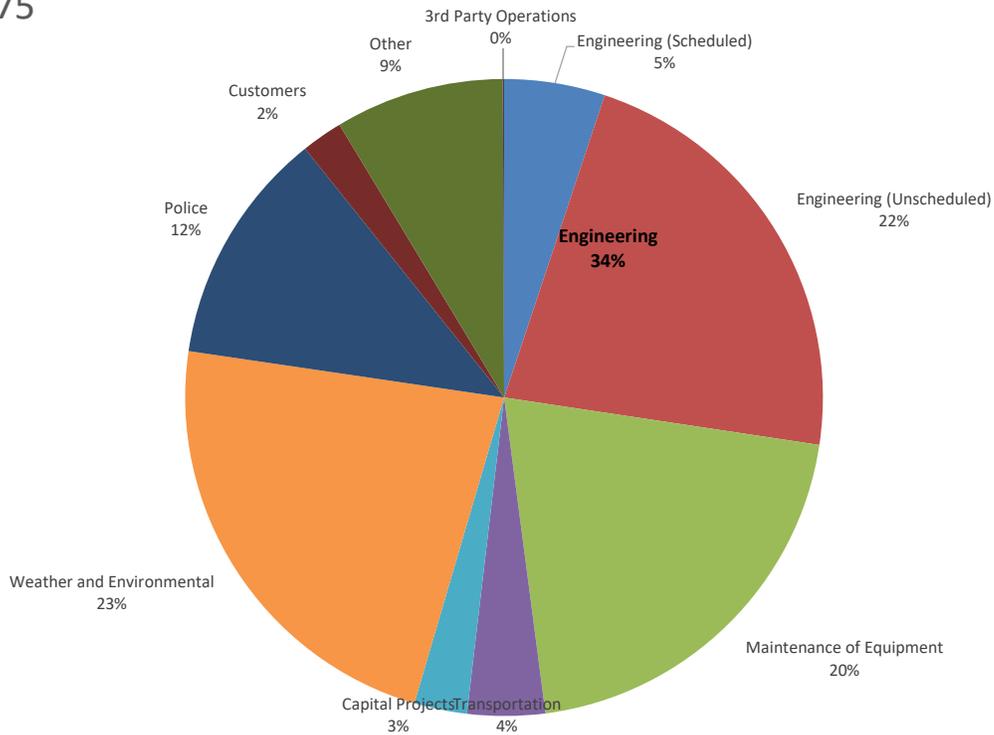
"**Additional Standees**" reflect the impact of reduced train car consists reported as consist compliance less than 100%.

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Holidays and Special Events for which there are special equipment programs are not included.

Operations Planning and Analysis/jc

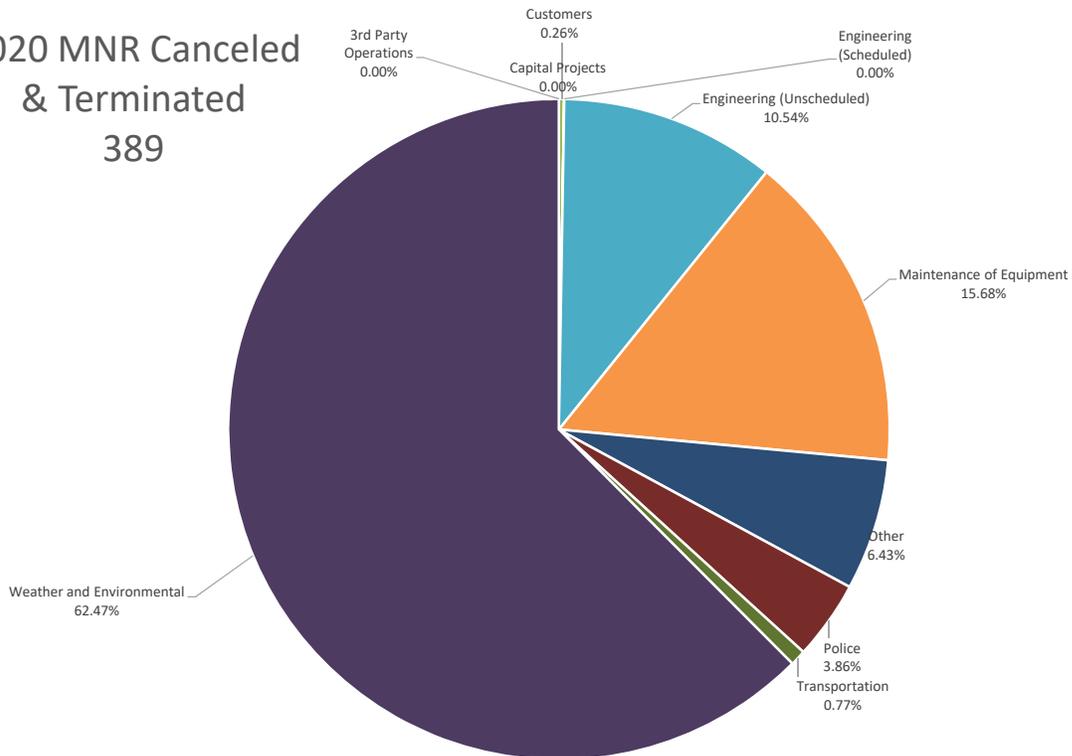
## 2020 MNR Delay Minutes

7,475

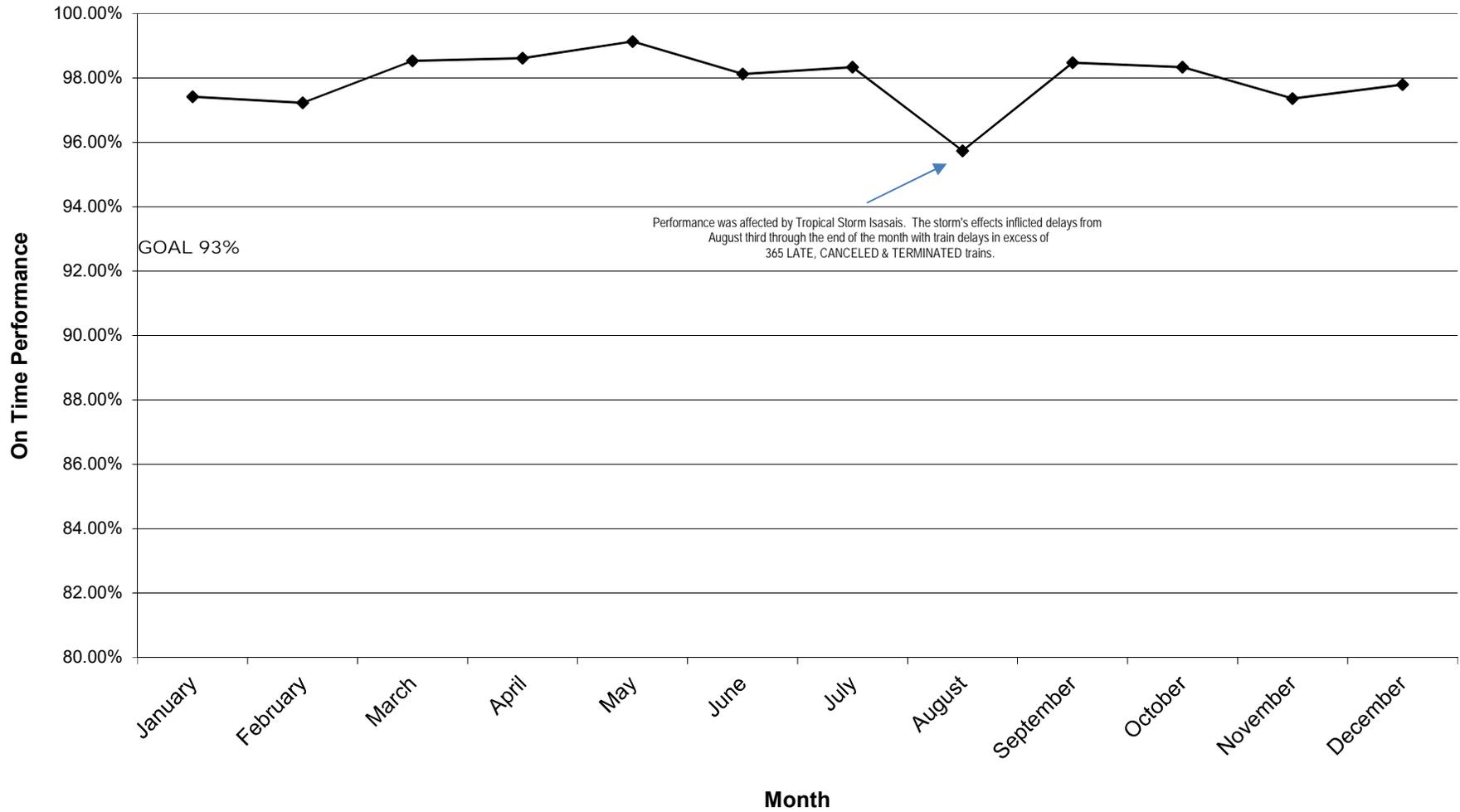


## 2020 MNR Canceled & Terminated

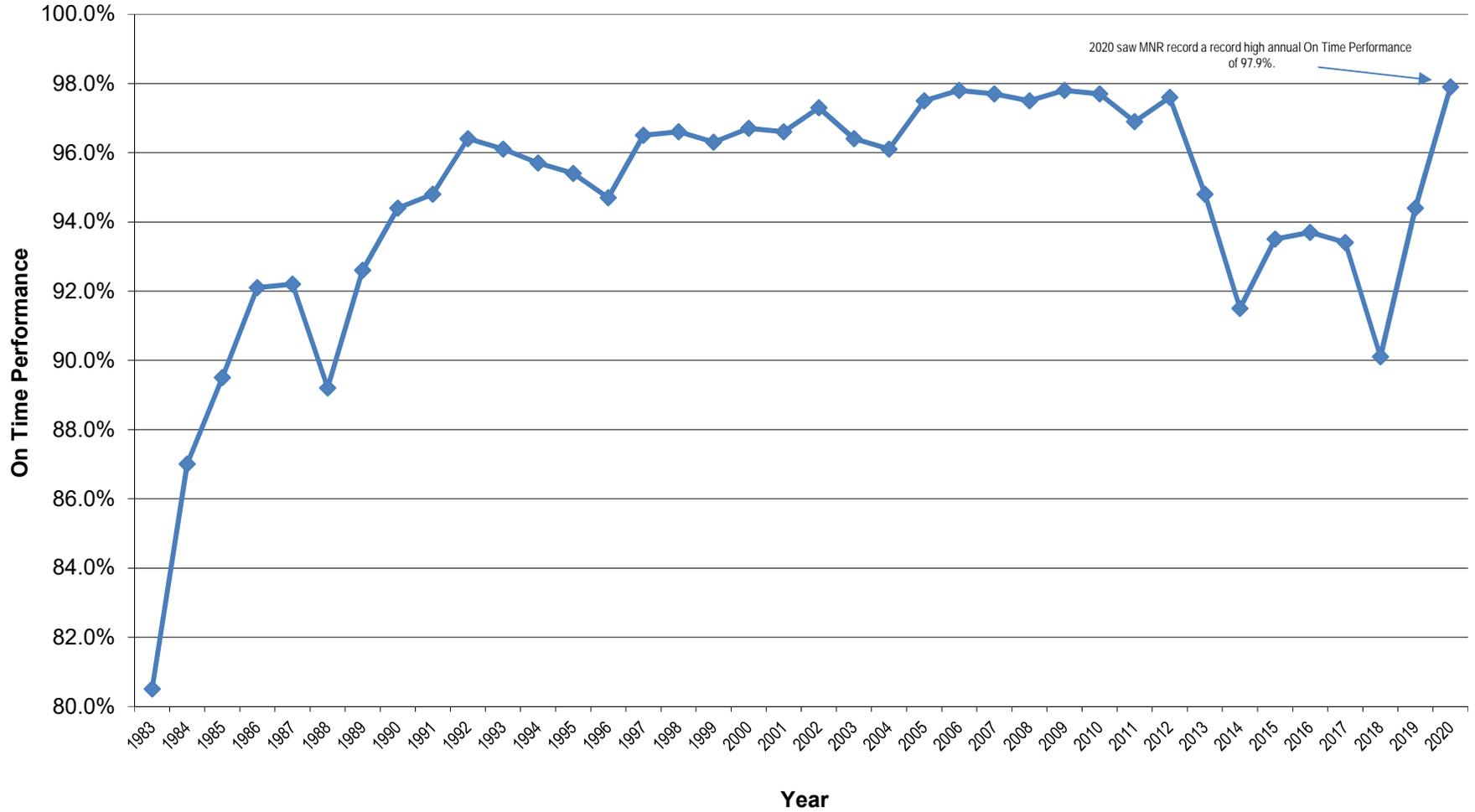
389



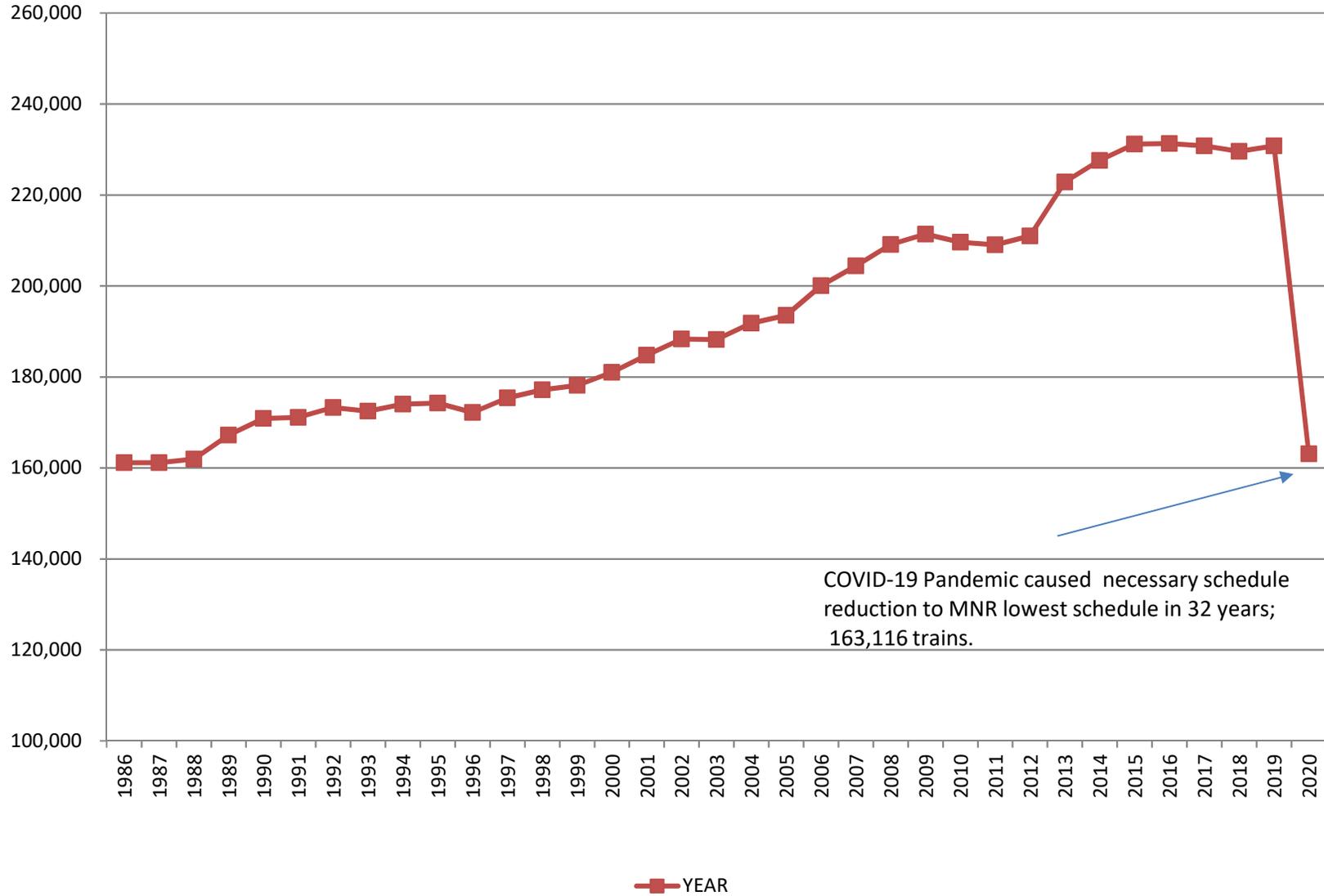
### 2020 On Time Performance and Major Events By Month



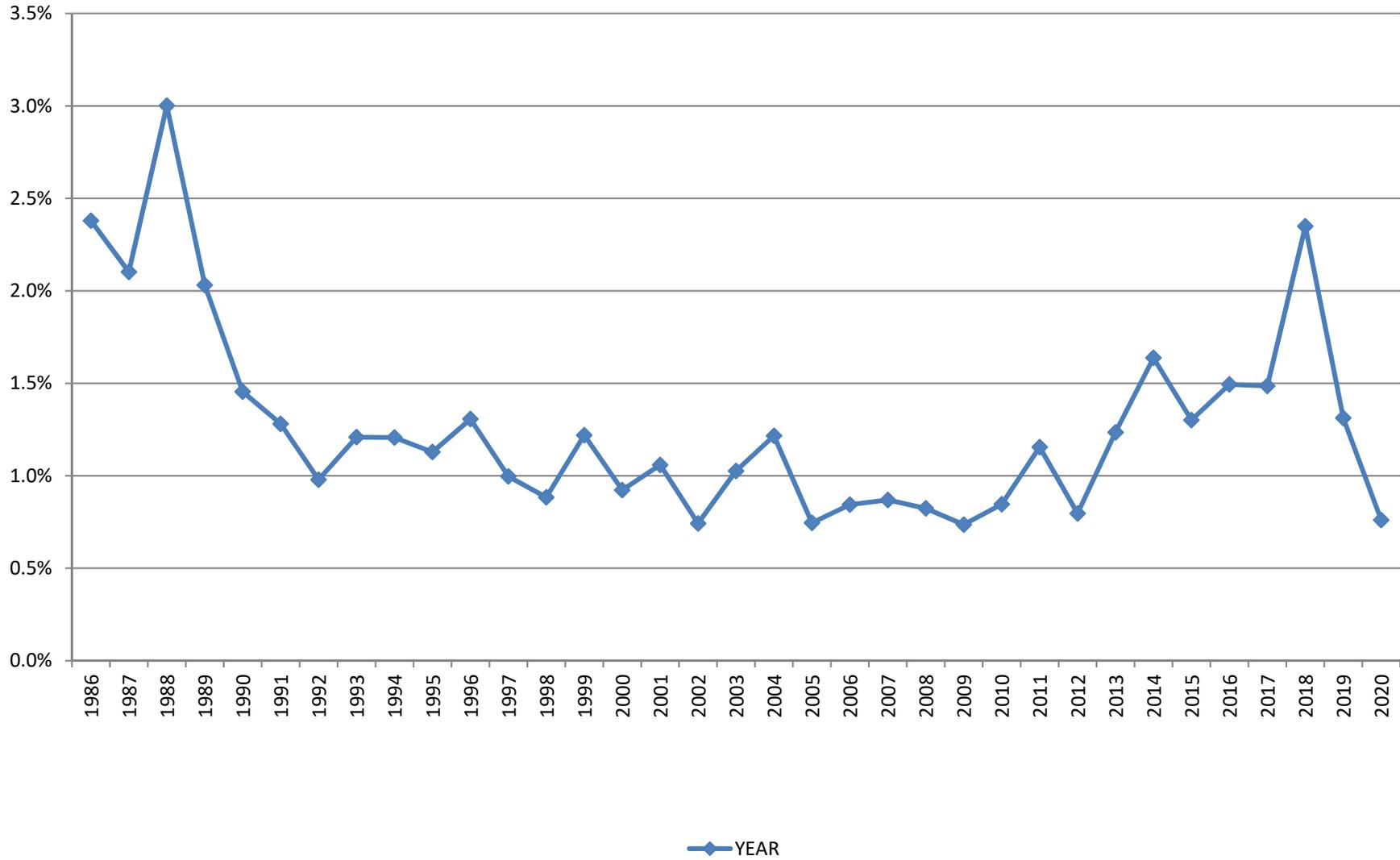
### On Time Performance By Year 1983 through 2020



### Scheduled Trains by Year



### Percentage of Adversely Impacted Trains (>15' Late, Cancelled, Terminated)



# METRO-NORTH RAILROAD MNR

## **EEO Report – 4<sup>th</sup> Quarter 2020**

**February 18, 2021**



# Executive Summary

## ■ EEO

As of **December 31, 2020**, MNR's workforce included **6,360** total employees. This represents a 5% decrease from the fourth quarter 2019 (4Q19) workforce.

- Females represent 13% (809) of our workforce, remaining constant, when compared to 4Q19 due to limited recruitment activity.
- Females were hired above their current representation due to high female recruitment in the Service Maintenance EEO job category.
- Minorities represent 39% (2,503) of our workforce, remaining constant, when compared to 4Q19 due to limited recruitment activity.
- Minorities were hired at 60%, above their current representation due to high minority recruitment in the Service Maintenance EEO job category.



# Executive Summary

MNR conducted a **utilization analysis**\* of females and minorities in its workforce as of December 31, 2020. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

- ❑ Professionals – Whites
- ❑ Technicians – Asians and Whites
- ❑ Paraprofessionals – Blacks, Hispanics, Asians, 2+ Races and Whites
- ❑ Administrative Support – Whites
- ❑ Skilled Craft – Hispanics and Whites
- ❑ Service Maintenance – Hispanics and Asians

## Minorities:

- ❑ Technicians – Hispanics and Asians
- ❑ Paraprofessionals – Blacks, Hispanics, Asians and 2+ Races
- ❑ Administrative Support – Asians
- ❑ Skilled Craft – Hispanics and Asians
- ❑ Service Maintenance – Hispanics and Asians

\*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



# Executive Summary

## ■ Diversity Initiatives to increasing representation\*

- Initiatives/challenges to address underrepresentation for females and minorities.
  - **Female and Minority** MNR's effort to increase workforce representation of females and minorities resulted in the following virtual/web initiatives and participation.
    - Over 1,800 managerial and supervisory employees participated in MNR's new "Diversity and Inclusion in the Workplace" training course. The training challenged the participants' awareness of conscious and unconscious biases in order to promote greater inclusion of different identity groups at MNR, mutual workplace respect and enhanced teamwork.
    - HR participated in the NYC Dept of Education and Engineering & Architecture Commission career fairs; Career Initiative discussion with NYC DOE CTE schools and MTA Partnership; D&I During a Global Crisis: "What You Need to Know, Now: The Journey to Achieve Diversity Equity and Inclusion in the Workplace; and LinkedIn & MTA Demonstrations.
  - **Veteran** HR participated in the following events focused on veterans:
    - Webinar on USERRA (Uniformed Services Employment and Reemployment Rights Act) Training.
  - **Persons with disability** HR participated in the following web events:
    - Confronting Disability Discrimination and Building Inclusive Workplaces.
    - MTA All-Agency Panel Discussion Presentation – DISABILITY/ADA.
    - National Business & Disability Council (NBDC) at the Viscardi Center's Virtual Disability Inclusion Summit.
    - Port Authority Disability Mentoring Day Invitation.



\* Due COVID-19 the recruitment efforts for the period of July 1<sup>st</sup> to December 31<sup>st</sup> were performed virtually.

MNR's

**Workforce**  
as of December 31, 2020



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



# MNR's Workforce

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANIC S		Est	ASIANS		Est	AI/AN*		Est	NHOPI*		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>756</b>		291	38%	<b>28%</b>	465	62%	<b>52%</b>	108	14%	<b>12%</b>	71	9%	<b>8%</b>	73	10%	<b>4%</b>	2	0%	<b>0%</b>	0	0%	<b>0%</b>	37	5%	<b>3%</b>	54	7%	12	2%
F	180	24%	106	14%	9%	74	10%	10%	37	5%	5%	28	4%	2%	32	4%	2%	1	0%	0%	0	0%	0%	8	1%	1%	2	4%	2	17%
M	576	76%	185	24%	18%	391	52%	43%	71	9%	8%	43	6%	5%	41	5%	3%	1	0%	0%	0	0%	0%	29	4%	2%	52	96%	10	83%
<b>Professionals</b>	<b>257</b>		134	52%	<b>31%</b>	123	48%	<b>50%</b>	51	20%	<b>12%</b>	36	14%	<b>10%</b>	31	12%	<b>8%</b>	1	0%	<b>0%</b>	0	0%	<b>0%</b>	15	6%	<b>1%</b>	6	2%	2	1%
F	87	34%	59	23%	17%	28	11%	22%	29	11%	7%	15	6%	6%	11	4%	4%	1	0%	0%	0	0%	0%	3	1%	1%	1	17%	1	50%
M	170	66%	75	29%	14%	95	37%	28%	22	9%	5%	21	8%	4%	20	8%	4%	0	0%	0%	0	0%	0%	12	5%	1%	5	83%	1	50%
<b>Technicians</b>	<b>127</b>		58	46%	<b>32%</b>	69	54%	<b>48%</b>	29	23%	<b>16%</b>	12	9%	<b>10%</b>	9	7%	<b>4%</b>	1	1%	<b>0%</b>	0	0%	<b>0%</b>	7	6%	<b>3%</b>	18	14%	3	2%
F	13	10%	9	7%	5%	4	3%	4%	5	4%	3%	2	2%	1%	0	0%	1%	0	0%	0%	0	0%	0%	2	2%	0%	2	11%	0	0%
M	114	90%	49	39%	27%	65	51%	44%	24	19%	13%	10	8%	9%	9	7%	3%	1	1%	0%	0	0%	0%	5	4%	2%	16	89%	3	100%
<b>Protective Services</b>																														
F																														
M																														
<b>Paraprofessionals</b>	<b>11</b>		3	27%	<b>33%</b>	8	73%	<b>47%</b>	1	9%	<b>14%</b>	1	9%	<b>14%</b>	0	0%	<b>5%</b>	0	0%	<b>0%</b>	0	0%	<b>0%</b>	1	9%	<b>1%</b>	0	0%	0	0%
F	6	55%	2	18%	29%	4	36%	41%	1	9%	12%	1	9%	12%	0	0%	4%	0	0%	0%	0	0%	0%	0	0%	1%	0	0%	0	0%
M	5	45%	1	9%	5%	4	36%	6%	0	0%	2%	0	0%	2%	0	0%	1%	0	0%	0%	0	0%	0%	1	9%	0%	0	0%	0	0%
<b>Administrative Support</b>	<b>317</b>		189	60%	<b>41%</b>	128	40%	<b>39%</b>	113	36%	<b>23%</b>	46	15%	<b>13%</b>	9	3%	<b>3%</b>	1	0%	<b>0%</b>	1	0%	<b>0%</b>	19	6%	<b>3%</b>	16	5%	6	2%
F	131	41%	104	33%	18%	27	9%	11%	66	21%	10%	21	7%	5%	5	2%	1%	1	0%	0%	1	0%	0%	10	3%	1%	1	6%	2	33%
M	186	59%	85	27%	24%	101	32%	27%	47	15%	13%	25	8%	7%	4	1%	2%	0	0%	0%	0	0%	0%	9	3%	2%	15	94%	4	67%
<b>Skilled Craft</b>	<b>3,255</b>		1089	33%	<b>30%</b>	2,166	67%	<b>50%</b>	548	17%	<b>15%</b>	342	11%	<b>10%</b>	47	1%	<b>2%</b>	15	0%	<b>0%</b>	0	0%	<b>0%</b>	137	4%	<b>2%</b>	311	10%	26	1%
F	58	2%	36	1%	2%	22	1%	2%	28	1%	1%	6	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	2	0%	0%	5	2%	0	0%
M	3,197	98%	1053	32%	27%	2,144	66%	48%	520	16%	13%	336	10%	10%	47	1%	2%	15	0%	0%	0	0%	0%	135	4%	2%	306	98%	26	100%
<b>Service Maintenance</b>	<b>1,637</b>		739	45%	<b>42%</b>	898	55%	<b>31%</b>	410	25%	<b>20%</b>	222	14%	<b>24%</b>	29	2%	<b>3%</b>	4	0%	<b>0%</b>	0	0%	<b>0%</b>	74	5%	<b>2%</b>	70	4%	9	1%
F	334	20%	214	13%	4%	120	7%	3%	138	8%	5%	48	3%	6%	5	0%	1%	1	0%	0%	0	0%	0%	22	1%	0%	6	9%	5	56%
M	1,303	80%	525	32%	38%	778	48%	27%	272	17%	16%	174	11%	19%	24	1%	2%	3	0%	0%	0	0%	0%	52	3%	2%	64	91%	4	44%
<b>Total</b>	<b>6,360</b>		<b>2,503</b>	39%		<b>3,857</b>	61%		<b>1,260</b>	20%		<b>730</b>	11%		<b>198</b>	3%		<b>24</b>	0%		<b>1</b>	0%		<b>290</b>	5%		<b>475</b>	8%	<b>58</b>	1%

\* American Indian/Alaskan Native

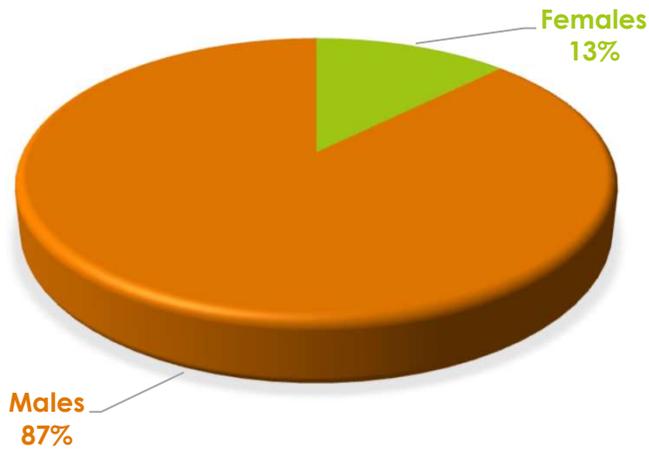
\*\*Native Hawaiian Other Pacific Islander

Note: All percentages have been rounded up to the nearest whole number.

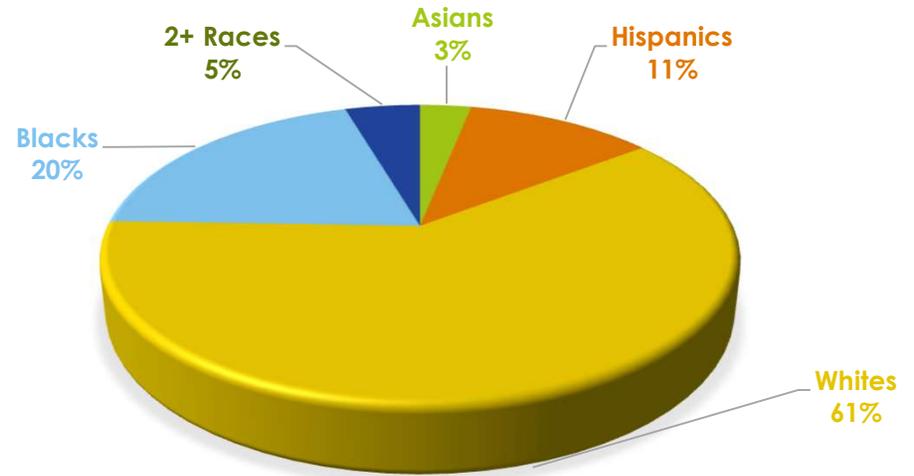


# MNR's Workforce

### WORKFORCE BY GENDER



### WORKFORCE BY RACE/ETHNICITY



MNR's workforce consists of **6,360** employees

- ❑ 13% females, 39% minorities, and 8% veterans.
- ❑ The percentage of females employed remained constant when compared to 4Q19.
- ❑ The percentage of minorities employed remained constant as it relates to race and ethnicity when compared to 4Q19.



# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **December 31, 2020** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



# MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	5%	2%	4%	2%	4%	0%	0%	0%	0%	1%	1%	10%	10%
	M	8%	9%	5%	6%	3%	5%	0%	0%	0%	0%	2%	4%		
Professionals	F	7%	11%	6%	6%	4%	4%	0%	0%	0%	0%	1%	1%	22%	11%
	M	5%	9%	4%	8%	4%	8%	0%	0%	0%	0%	1%	5%		
Technicians	F	3%	4%	1%	2%	1%	0%	0%	0%	0%	0%	0%	2%	4%	3%
	M	13%	19%	9%	8%	3%	7%	0%	1%	0%	0%	2%	4%		
Protective Services	F														
	M														
Paraprofessionals	F	12%	9%	12%	9%	4%	0%	0%	0%	0%	0%	1%	0%	41%	36%
	M	2%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	9%		
Administrative Support	F	10%	21%	5%	7%	1%	2%	0%	0%	0%	0%	1%	3%	11%	9%
	M	13%	15%	7%	8%	2%	1%	0%	0%	0%	0%	2%	3%		
Skilled Craft	F	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	13%	16%	10%	10%	2%	1%	0%	0%	0%	0%	2%	4%		
Service Maintenance	F	5%	8%	6%	3%	1%	0%	0%	0%	0%	0%	0%	1%	3%	7%
	M	16%	17%	19%	11%	2%	1%	0%	0%	0%	0%	2%	3%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



# MNR'S

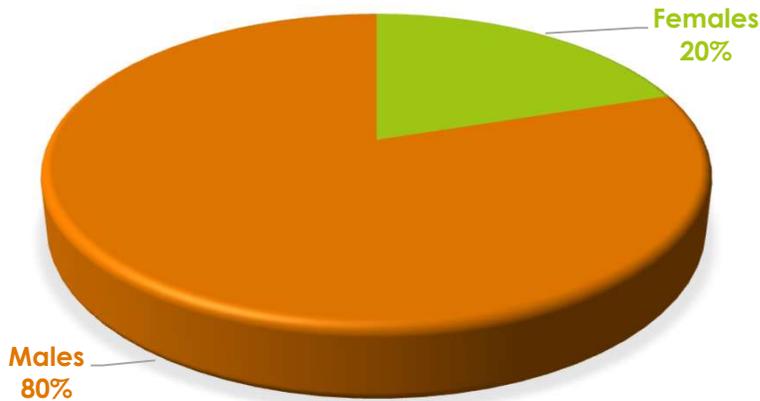
## **New Hires and Veterans**

**January 1, 2020 – December 31, 2020**

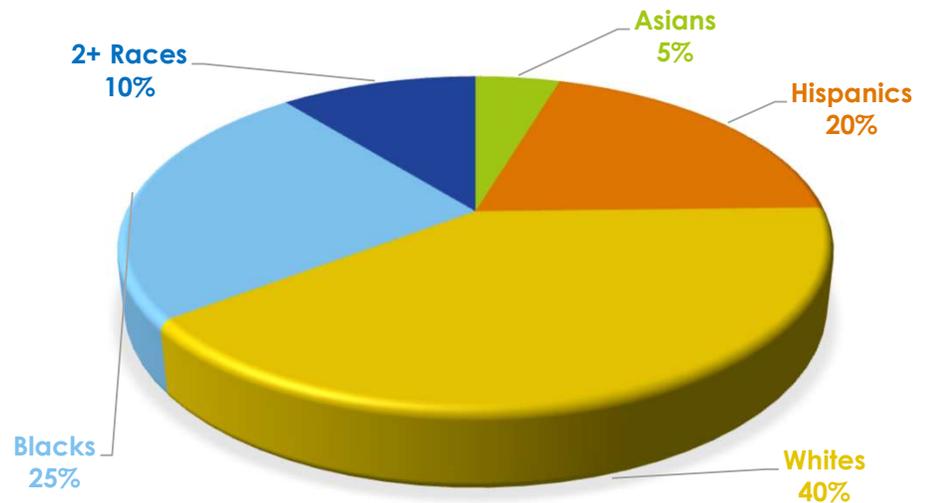


# MNR's New Hires and Veterans

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



We added 65 employees including 5 veterans:

- ❑ 20% females of which 8% were female veterans.
- ❑ Females were hired at a higher percentage when compared to their current representation in the workforce.
- ❑ 60% minorities of which 10% were minority veterans.
- ❑ Minorities were hired at a higher percentage when compared to their current representation in the workforce.



# MNR'S

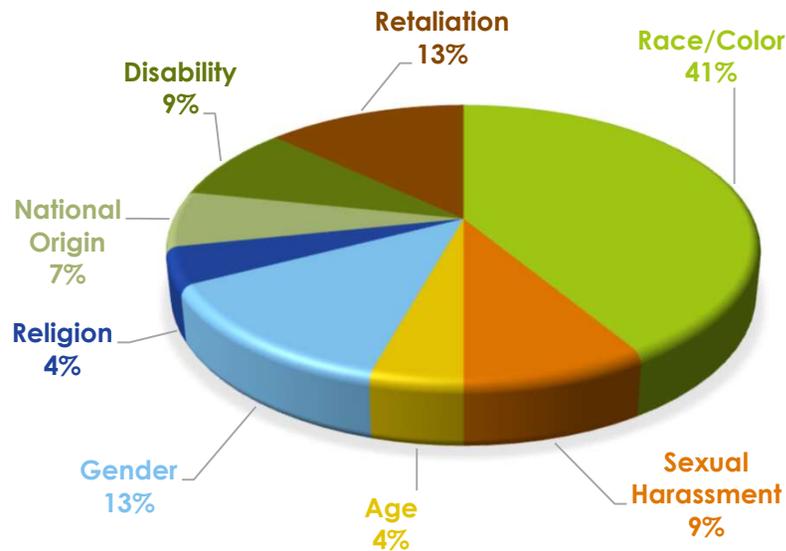
## **Complaints and Lawsuits**

**January 1, 2020 – December 31, 2020**

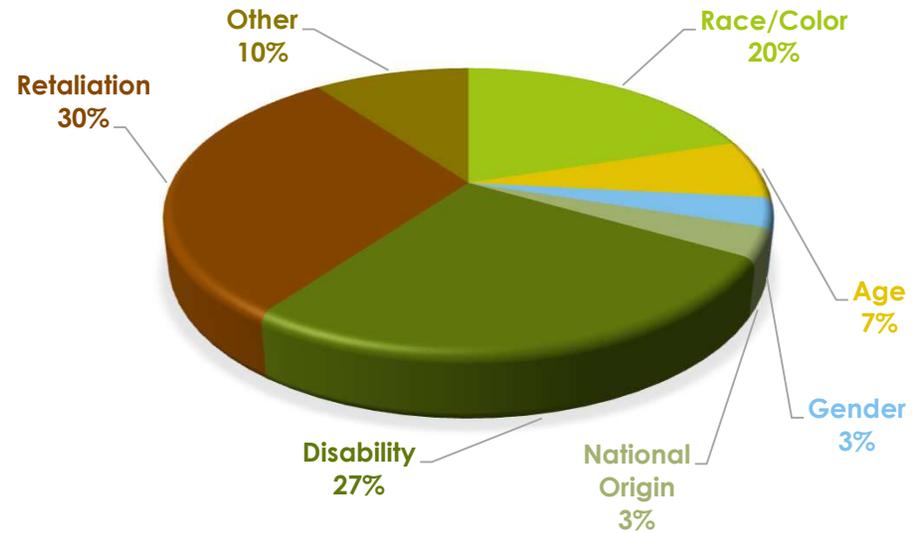


# MNR's Internal/External EEO Complaints and Lawsuits

## INTERNAL EEO COMPLAINTS



## EXTERNAL EEO COMPLAINTS



MNR handled 52 EEO complaints, citing 76 separate allegations, and 12 lawsuits.

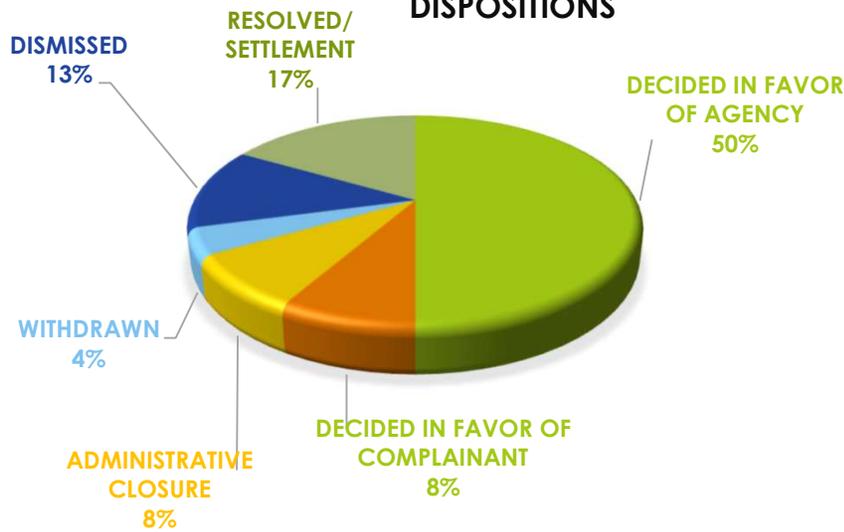
- ❑ Handled 34 internal complaints.
- ❑ Handled 18 external complaints.
- ❑ The most frequently cited basis internally was race/color and externally was retaliation.



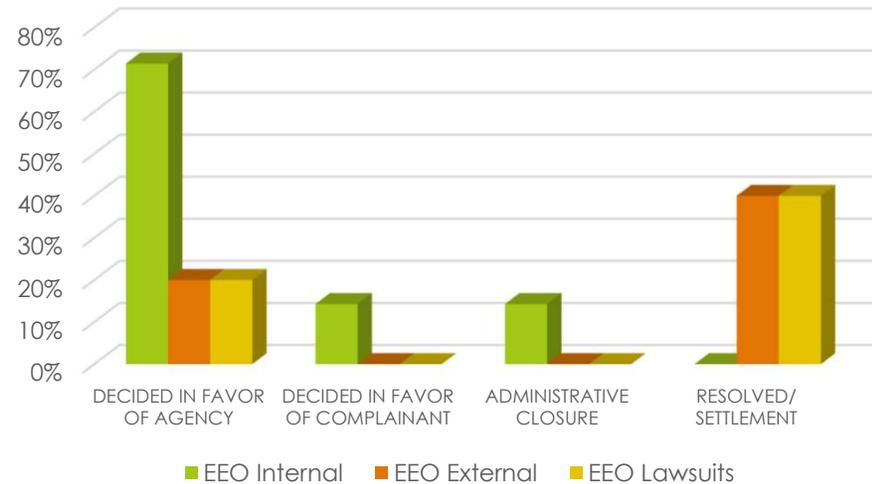
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MNR's EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**

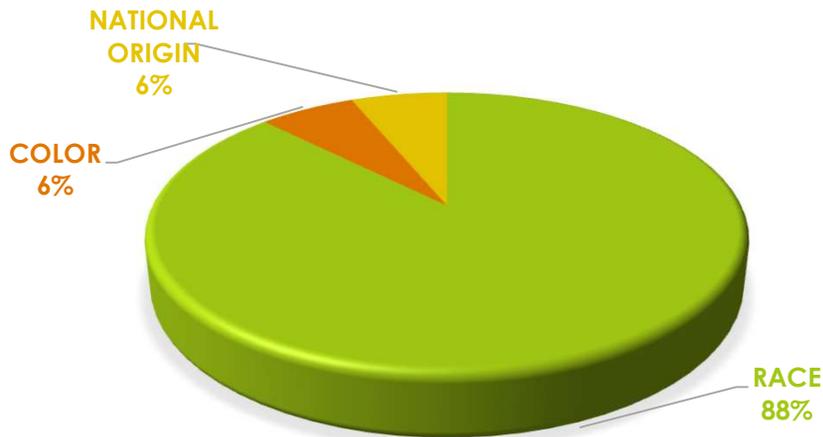


- MNR disposed 19 EEO complaints and 5 EEO lawsuits.
- ❑ 50% complaints/lawsuits decided in favor of the agency.
  - ❑ 17% complaints/lawsuits were resolved/settled.
  - ❑ 13% complaints/lawsuits were dismissed.
  - ❑ 8% complaints/lawsuits decided in favor of the complainant.
  - ❑ 8% complaints/lawsuits were administrative closures.
  - ❑ 4% complaints/lawsuits were withdrawn.

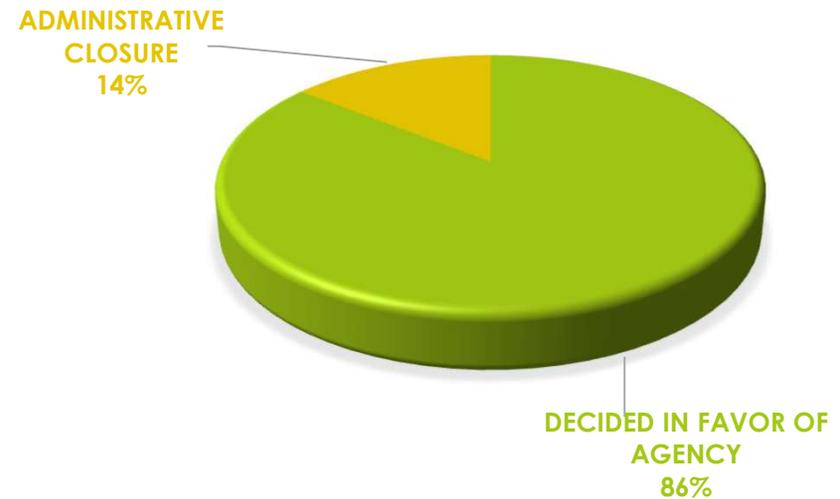


# MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

## TITLE VI DISCRIMINATION COMPLAINTS



## TITLE VI DISPOSITIONS



MNR handled 14 Title VI Complaints, citing 16 separate allegations and 0 Title VI lawsuits. Agency disposed of 7 complaints and 0 lawsuits.

- 86% complaints/lawsuits decided in favor of the agency.
- 14% complaints/lawsuits were administrative closures.
- 0% complaints/lawsuits decided in favor of the complainant.
- 0% complaints/lawsuits were resolved/settled.



## **February Financial Plan 2021-2024 2020 Final Estimate and 2021 Adopted Budget**

MTA Long Island Rail Road's 2020 Final Estimate, 2021 Adopted Budget and the Financial Plan for 2021 – 2024 can be found at

<https://new.mta.info/document/30186>



# Long Island Rail Road

## 2020 Performance Summary

Robert Free, Senior Vice President – Operations



**LIRR in the New Decade:** Despite a pandemic, we successfully advanced a wide range of LIRR modernization and safety projects throughout 2020.



# Long Island Rail Road

## 2020 Performance Summary

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### Highlights

LIRR's On-Time Performance (OTP) for 2020 was 95.9 percent, an increase of 3.5 percent points from the previous year, and 1.9 percentage points above our goal of 94.0%. Performance improvements were seen among all categories of delay. This can be attributed to many of the initiatives identified under the LIRR Forward program.

In an effort to provide safe and efficient service to essential employees during the global pandemic, the LIRR implemented modified service plans throughout the year.

### Branch Performances

At year end, all branches of the Long Island Rail Road operated above goal.

1.8% of our On-Time Performance for 2020 was attributed to fleet, infrastructure, operations, and Capital improvement delays, while the remaining 2.2% of our delays were attributed to external causes, not limited to weather, police activity, and 3rd Party Operations.

2.1% of all scheduled trains arrived between 6 and 10 minutes late at their final terminal, a reduction of 2.5 percentage points as compared to last year. In addition, there was a 44.9% reduction of trains over 15 minutes late.

### Equipment Performance

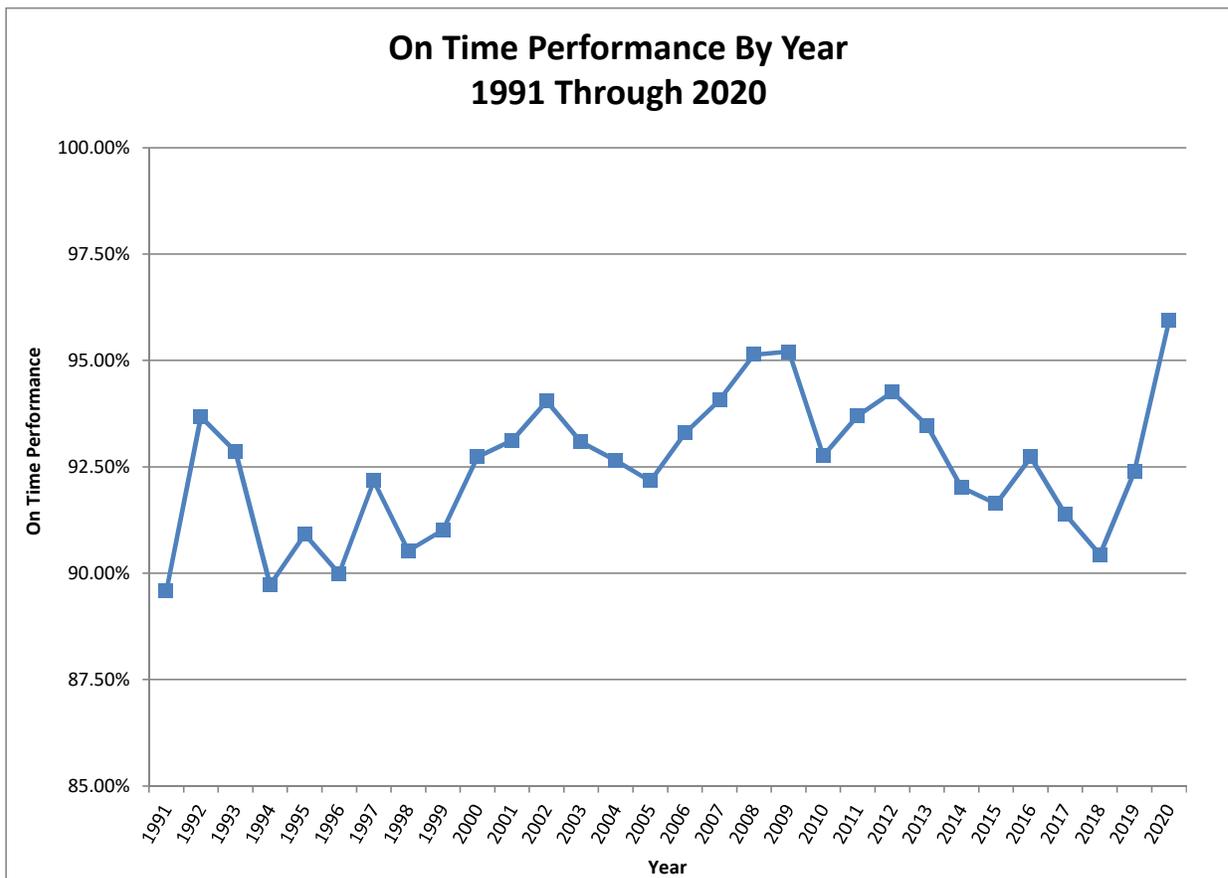
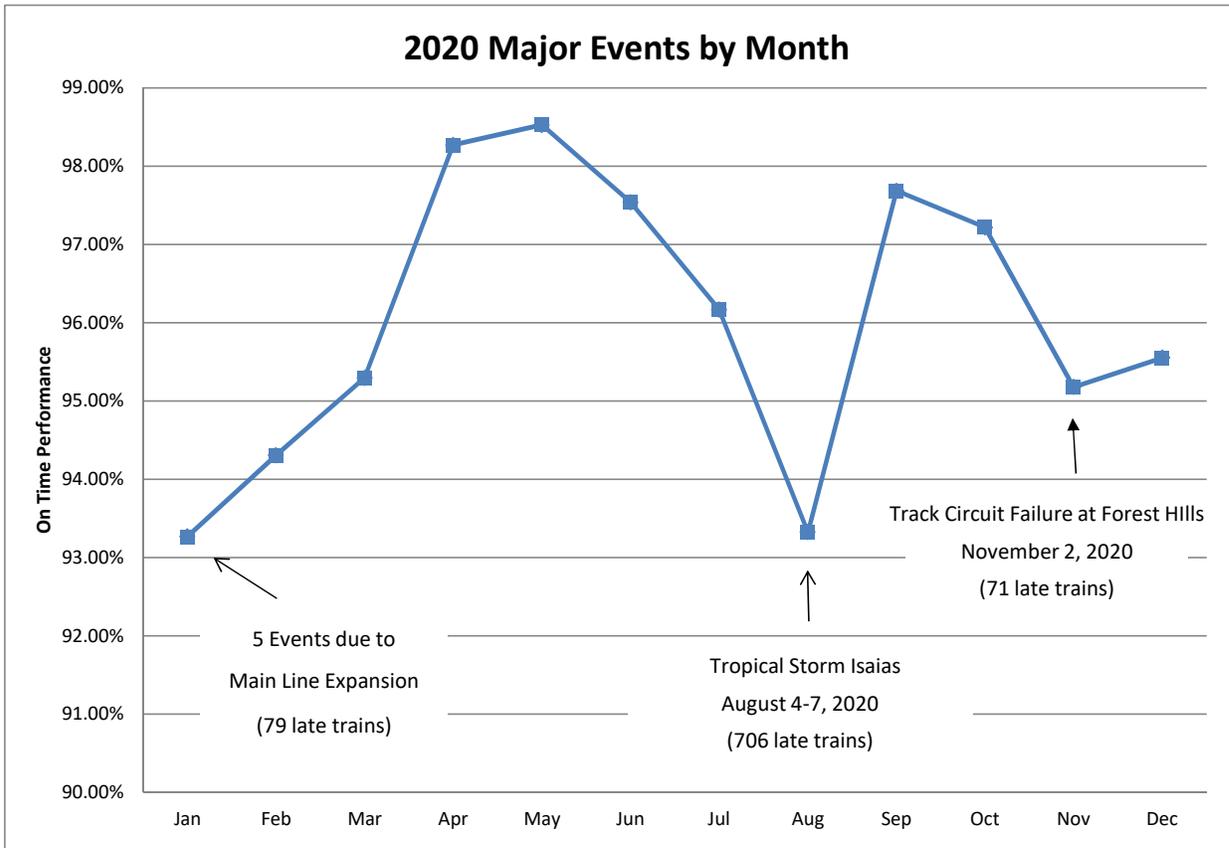
The 2020 Annual fleet MDBF operated at its record best annual performance and has increased by 29.8% percent compared to 2019. The MDBF for both diesel and electric fleets improved significantly.

**Performance Summary**

			2020 Data		2019 Data
			Annual	YTD thru	YTD thru
			Goal	Dec	Dec
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>95.9%</b>	<b>92.4%</b>
		AM Peak		94.2%	91.1%
		PM Peak		94.7%	90.9%
		<b>Total Peak</b>		<b>94.4%</b>	<b>91.0%</b>
		Off Peak Weekday		96.0%	92.2%
		Weekend		97.1%	94.5%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>96.4%</b>	<b>92.8%</b>
		AM Peak		94.7%	92.1%
		PM Peak		95.4%	90.8%
		<b>Total Peak</b>		<b>95.0%</b>	<b>91.5%</b>
	Off Peak Weekday		96.9%	92.9%	
	Weekend		96.8%	94.3%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.0%</b>	<b>96.6%</b>	
	AM Peak		95.9%	92.2%	
	PM Peak		97.5%	97.2%	
	<b>Total Peak</b>		<b>96.7%</b>	<b>94.5%</b>	
	Off Peak Weekday		98.1%	96.6%	
	Weekend		98.9%	98.6%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>94.9%</b>	<b>89.9%</b>	
	AM Peak		94.0%	90.7%	
	PM Peak		90.4%	85.5%	
	<b>Total Peak</b>		<b>92.2%</b>	<b>88.2%</b>	
	Off Peak Weekday		95.1%	88.4%	
	Weekend		96.9%	93.8%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.6%</b>	<b>92.9%</b>	
	AM Peak		96.1%	92.6%	
	PM Peak		93.4%	89.8%	
	<b>Total Peak</b>		<b>94.8%</b>	<b>91.3%</b>	
	Off Peak Weekday		96.4%	92.7%	
	Weekend		98.1%	94.7%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>96.5%</b>	<b>94.6%</b>	
	AM Peak		95.6%	92.7%	
	PM Peak		95.8%	95.0%	
	<b>Total Peak</b>		<b>95.7%</b>	<b>93.8%</b>	
	Off Peak Weekday		96.4%	94.9%	
	Weekend		97.4%	95.1%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>93.9%</b>	<b>88.1%</b>	
	AM Peak		89.4%	87.9%	
	PM Peak		94.3%	87.1%	
	<b>Total Peak</b>		<b>91.5%</b>	<b>87.6%</b>	
	Off Peak Weekday		95.0%	89.5%	
	Weekend		93.4%	86.3%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>96.1%</b>	<b>93.0%</b>	
	AM Peak		95.2%	91.9%	
	PM Peak		94.1%	89.4%	
	<b>Total Peak</b>		<b>94.8%</b>	<b>90.7%</b>	
	Off Peak Weekday		95.9%	93.0%	
	Weekend		98.0%	96.0%	

<b>Performance Summary</b>		<b>2020 Data</b>		<b>2019 Data</b>
		Annual	YTD thru	YTD thru
		Goal	Dec	Dec
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>92.7%</b>	<b>87.6%</b>
	AM Peak		91.2%	87.4%
	PM Peak		90.3%	86.3%
	<b>Total Peak</b>		<b>90.7%</b>	<b>86.9%</b>
	Off Peak Weekday		91.7%	85.2%
	Weekend		97.3%	93.6%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>97.1%</b>	<b>93.9%</b>
	AM Peak		96.6%	93.8%
	PM Peak		96.6%	92.0%
	<b>Total Peak</b>		<b>96.6%</b>	<b>92.9%</b>
	Off Peak Weekday		97.0%	93.0%
	Weekend		97.8%	97.1%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>94.3%</b>	<b>90.3%</b>
	AM Peak		91.1%	87.3%
	PM Peak		94.7%	91.4%
	<b>Total Peak</b>		<b>92.7%</b>	<b>89.1%</b>
	Off Peak Weekday		93.8%	89.5%
	Weekend		97.3%	94.0%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>97.6%</b>	<b>96.3%</b>
	AM Peak		95.1%	90.4%
	PM Peak		97.1%	95.1%
	<b>Total Peak</b>		<b>96.2%</b>	<b>92.9%</b>
	Off Peak Weekday		97.8%	97.5%
	Weekend		98.7%	98.2%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>230,234</b>	<b>249,244</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-12.4	-11.7
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		1,579	2,868
	<b>Trains Canceled</b>		988	757
	<b>Trains Terminated</b>		408	537
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.5%

<b>System Categories Of Delay</b>	<b>% Total</b>	<b>2020 Data YTD Thru Dec.</b>	<b>2019 Data YTD Thru Dec.</b>	<b>YTD 2019 Vs 2018</b>
<b>Engineering (Scheduled)</b>	<b>4.1%</b>	380	627	(247)
<b>Engineering (Unscheduled)</b>	<b>19.0%</b>	1,781	2,790	(1,009)
<b>Maintenance of Equipment</b>	<b>10.5%</b>	981	1,932	(951)
<b>Transportation</b>	<b>3.0%</b>	281	455	(174)
<b>Capital Projects</b>	<b>7.9%</b>	742	1,287	(545)
<b>Weather and Environmental</b>	<b>17.3%</b>	1,623	1,643	(20)
<b>Police</b>	<b>11.8%</b>	1,105	2,204	(1,099)
<b>Customers</b>	<b>11.8%</b>	1,109	4,403	(3,294)
<b>Special Events</b>	<b>0.4%</b>	34	1,071	(1,037)
<b>Other</b>	<b>7.9%</b>	740	1,324	(584)
<b>3rd Party Operations</b>	<b>6.2%</b>	583	1,240	(657)
<b>Total</b>	<b>100.0%</b>	9,359	18,976	(9,617)





Standee Report

East Of Jamaica			2020 Data	
			*Year to Date February	
			AM Peak	PM Peak
<b>Daily</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	5	11
			<b>Total Standees</b>	<b>11</b>
Average	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	8
			<b>Total Standees</b>	<b>8</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	19	1
			<b>Total Standees</b>	<b>1</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	8
			<b>Total Standees</b>	<b>8</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	1	1
			<b>Total Standees</b>	<b>1</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	7	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	10	50
			<b>Total Standees</b>	<b>50</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	8	10
			<b>Total Standees</b>	<b>10</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
			<b>System Wide PEAK</b>	<b>88</b>

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

Holidays and Special Events for which there are special equipment programs are not included.



Standee Report

West Of Jamaica		2020 Data		
		*Year to Date February		
Daily Average			AM Peak	PM Peak
Babylon Branch	Program Standees		0	0
	Add'l Standees		9	17
	<b>Total Standees</b>		<b>9</b>	<b>17</b>
Far Rockaway Branch	Program Standees		0	0
	Add'l Standees		2	8
	<b>Total Standees</b>		<b>2</b>	<b>8</b>
Huntington Branch	Program Standees		30	0
	Add'l Standees		8	19
	<b>Total Standees</b>		<b>38</b>	<b>19</b>
Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	27
	<b>Total Standees</b>		<b>0</b>	<b>27</b>
Long Beach Branch	Program Standees		38	0
	Add'l Standees		28	1
	<b>Total Standees</b>		<b>66</b>	<b>1</b>
Montauk Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Oyster Bay Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Port Jefferson Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Port Washington Branch	Program Standees		0	0
	Add'l Standees		10	50
	<b>Total Standees</b>		<b>10</b>	<b>50</b>
Ronkonkoma Branch	Program Standees		0	0
	Add'l Standees		4	5
	<b>Total Standees</b>		<b>4</b>	<b>5</b>
West Hempstead Branch	Program Standees		0	0
	Add'l Standees		3	0
	<b>Total Standees</b>		<b>3</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>133</b>	<b>126</b>

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

Holidays and Special Events for which there are special equipment programs are not included.

# MTA Long Island Rail Road (LIRR)

## **EEO Report – 4<sup>th</sup> Quarter 2020**

February , 2021



# Executive Summary

## ■ EEO

As of **December 31, 2020**, LIRR's workforce included 7,369 total employees. This represents a 3% decrease from the fourth quarter 2019 (4Q19) workforce.

- Females represent 15% (1,074) of our workforce, remaining constant, when compared to 4Q19, due to hiring activity restrictions combined with attrition.
- Females were hired above their current representation due to recruitment efforts.
- Minorities represent 37% (2,726) of our workforce, remaining constant, when compared to 4Q19, due to hiring activity restrictions combined with attrition.
- Minorities were hired above their current representation due to recruitment efforts.



# Executive Summary

MTA LIRR conducted a **utilization analysis**\* of females and minorities in its workforce as of December 31, 2020. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

- Officials & Administrators – Black
- Professionals – Black and White
- Technicians – Hispanic, Asian and White
- Administrative Support – Asian
- Skilled Craft– Black, Hispanic and 2+ races
- Service Maintenance – Asian and White

## Minorities:

- Officials & Administrators – Black
- Professionals – Black
- Technicians – Black, Hispanic and Asian
- Administrative Support – Hispanic and Asian
- Skilled Craft – Black, Hispanic, NHOPI and 2+ races
- Service Maintenance – Hispanic and Asian



\*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.

# Executive Summary

## ■ Diversity Initiatives to increasing representation

- Initiatives/challenges to **address** underrepresentation for **females** and **minorities**
  - Female - non-traditional/male dominated industry; limited availability of technical, skilled craft and service maintenance qualified females, private sector competitive salaries.
  - Minority – private sector competitive salaries.
- Initiatives to **increase** representation for **veterans** and **persons with disabilities**
  - Continue partnership with MTA Office of Veterans Affairs to promote employment opportunities for veterans.
  - Continue coordination with the NYC Mayor's Office for People with Disabilities to promote employment opportunities for persons with disabilities.



# MTA LIRR

# Workforce

as of December 31, 2020



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



# MTA LIRR Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>1,384</b>		505	36%	879	64%	180	13%	154	11%	87	6%	7	1%	0	0%	77	6%	91	7%	16	1%
F	260	19%	132	10%	128	9%	59	4%	32	2%	24	2%	0	0%	0	0%	17	1%	7	8%	4	25%
M	1,124	81%	373	27%	751	54%	121	9%	122	9%	63	5%	7	1%	0	0%	60	4%	84	92%	12	75%
<b>Professionals</b>	<b>305</b>		145	48%	160	52%	46	15%	35	11%	48	16%	0	0%	1	0%	15	5%	15	5%	5	2%
F	51	17%	27	9%	24	8%	5	2%	6	2%	12	4%	0	0%	1	0%	3	1%	0	0%	1	20%
M	254	83%	118	39%	136	45%	41	13%	29	10%	36	12%	0	0%	0	0%	12	4%	15	100%	4	80%
<b>Technicians</b>	<b>13</b>		7	54%	6	46%	2	15%	2	15%	1	8%	1	8%	0	0%	1	8%	1	8%	0	0%
F	1	8%	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	12	92%	6	46%	6	46%	1	8%	2	15%	1	8%	1	8%	0	0%	1	8%	1	0%	0	0%
<b>Administrative Support</b>	<b>366</b>		179	49%	187	51%	111	30%	39	11%	13	4%	1	0%	0	0%	15	4%	12	3%	4	1%
F	183	50%	111	30%	72	20%	73	20%	23	6%	8	2%	1	0%	0	0%	6	2%	2	17%	1	25%
M	183	50%	68	19%	115	31%	38	10%	16	4%	5	1%	0	0%	0	0%	9	2%	10	83%	3	75%
<b>Skilled Craft</b>	<b>4,442</b>		1476	33%	2,966	67%	668	15%	503	11%	144	3%	8	0%	2	0%	151	3%	323	7%	10	0%
F	432	10%	194	4%	238	5%	126	3%	37	1%	16	0%	0	0%	0	0%	15	0%	9	3%	0	0%
M	4,010	90%	1282	29%	2,728	61%	542	12%	466	10%	128	3%	8	0%	2	0%	136	3%	314	97%	10	100%
<b>Service Maintenance</b>	<b>859</b>		414	48%	445	52%	236	27%	123	14%	20	2%	4	0%	1	0%	30	3%	44	5%	3	0%
F	147	17%	103	12%	44	5%	68	8%	26	3%	0	0%	1	0%	0	0%	8	1%	2	5%	0	0%
M	712	83%	311	36%	401	47%	168	20%	97	11%	20	2%	3	0%	1	0%	22	3%	42	95%	3	0%
<b>Total</b>	<b>7,369</b>		<b>2,726</b>	37%	<b>4,643</b>	63%	<b>1,243</b>	17%	<b>856</b>	12%	<b>313</b>	4%	<b>21</b>	0%	<b>4</b>	0%	<b>289</b>	4%	<b>486</b>	7%	<b>38</b>	1%



\* American Indian/Alaskan Native

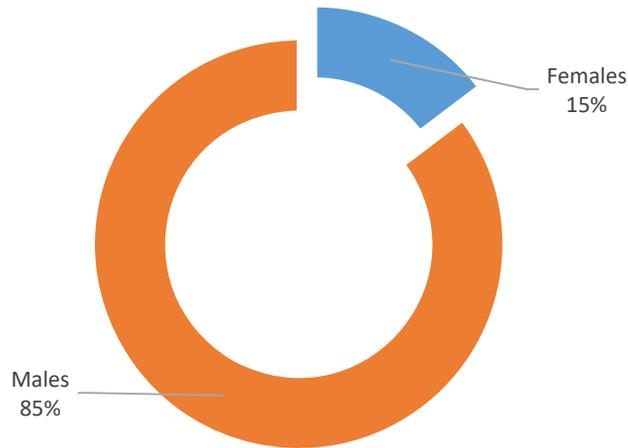
\*\*Native Hawaiian Other Pacific Islander

\*\*\*Persons with Disabilities

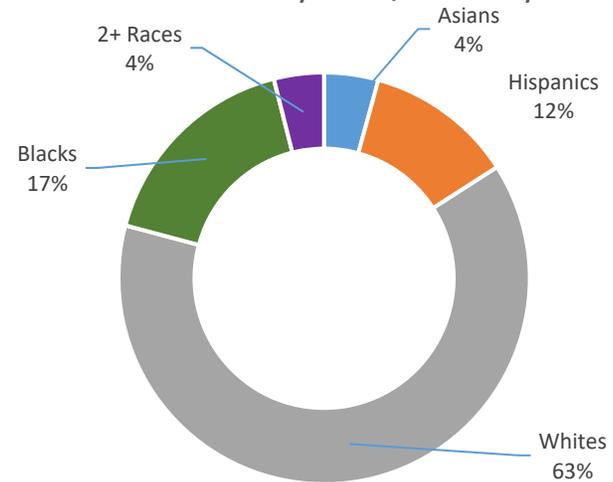
Note: All percentages have been rounded up to the nearest whole number.

# MTA LIRR Workforce

Workforce by Gender



Workforce by Race/Ethnicity



LIRR's workforce consists of 7,369 employees

- ❑ 15% females, 37% minorities, and 7% veterans.
- ❑ The percentage of females remained constant when compared to 4Q19.
- ❑ The percentage of minorities remained constant when compared to 4Q19.



# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **December 31, 2020** workforce percentages for females and minorities to the 2020 80 percent estimated availability of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



# MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	6%	4%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	9%	9%
	M	8%	9%	6%	9%	3%	5%	0%	1%	0%	0%	2%	4%		
Professionals	F	3%	2%	2%	2%	2%	4%	0%	0%	0%	0%	0%	1%	14%	8%
	M	6%	13%	5%	10%	6%	12%	0%	0%	0%	0%	1%	4%		
Technicians	F	3%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	8%	9%	15%	7%	8%	0%	8%	0%	0%	0%	8%		
Administrative Support	F	13%	20%	6%	6%	3%	2%	0%	0%	0%	0%	1%	2%	17%	20%
	M	7%	10%	5%	4%	3%	1%	0%	0%	0%	0%	2%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	5%	5%
	M	13%	12%	9%	10%	3%	3%	0%	0%	1%	0%	3%	3%		
Service Maintenance	F	6%	8%	3%	3%	1%	0%	0%	0%	0%	0%	1%	1%	6%	5%
	M	11%	20%	13%	11%	2%	2%	0%	0%	0%	0%	2%	3%		

Est Avail – Based on 2019 estimated availability

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



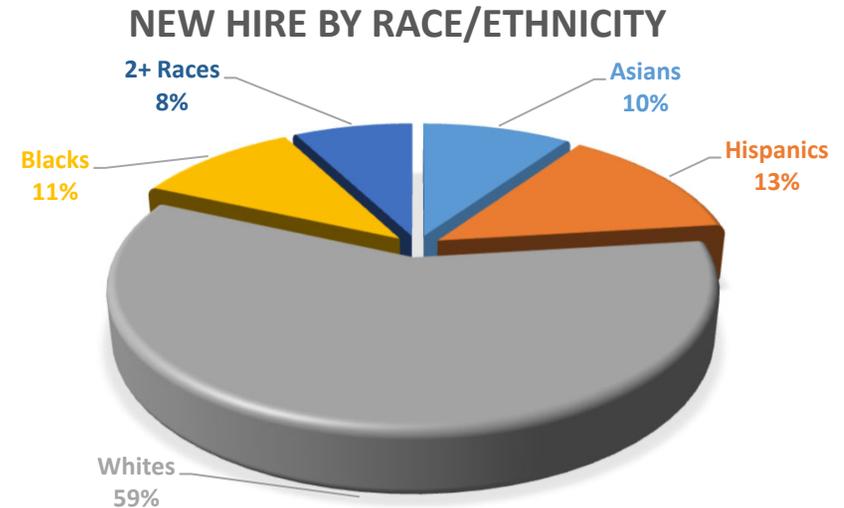
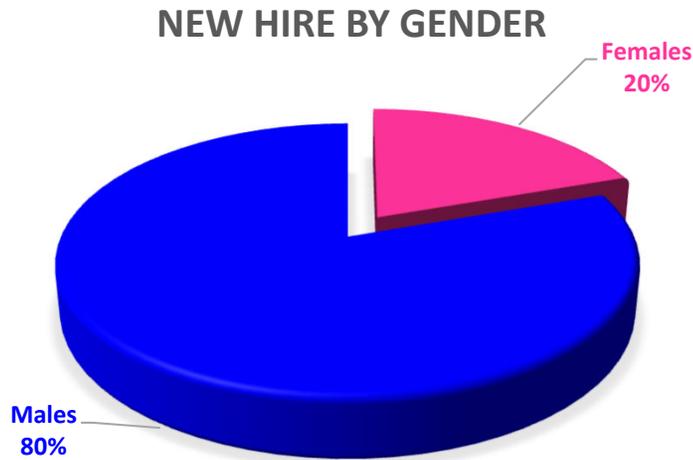
# MTA LIRR

## **New Hires and Veterans**

**January 1, 2020 – December 31, 2020**



## MTA LIRR New Hires and Veterans



LIRR added 104 employees, including 3 veterans;

- ❑ 20% females, none of whom were veterans.
- ❑ Female hire percentage was above their current percentage of workforce representation.
- ❑ 41% minorities, 3 of whom were veterans.
- ❑ Minorities were hired above their current percentage of workforce representation.



# MTA LIRR

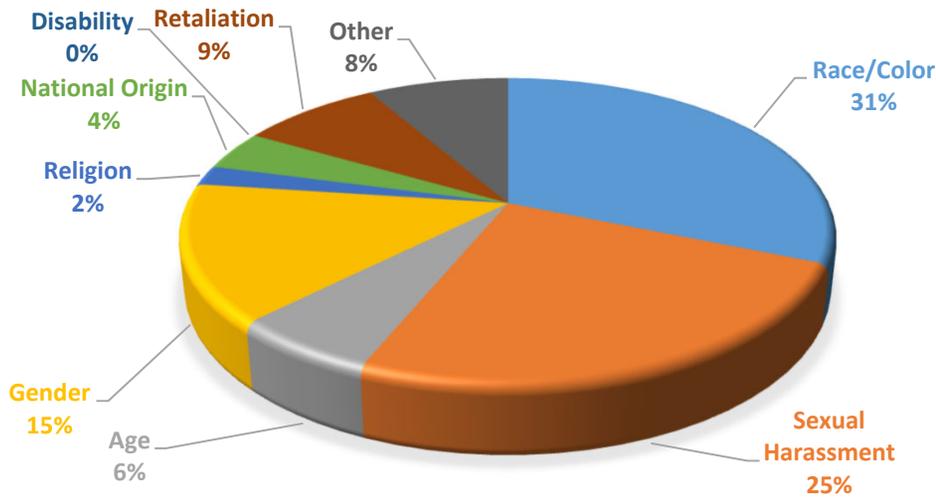
## **Complaints and Lawsuits**

**January 1, 2020 – December 31, 2020**

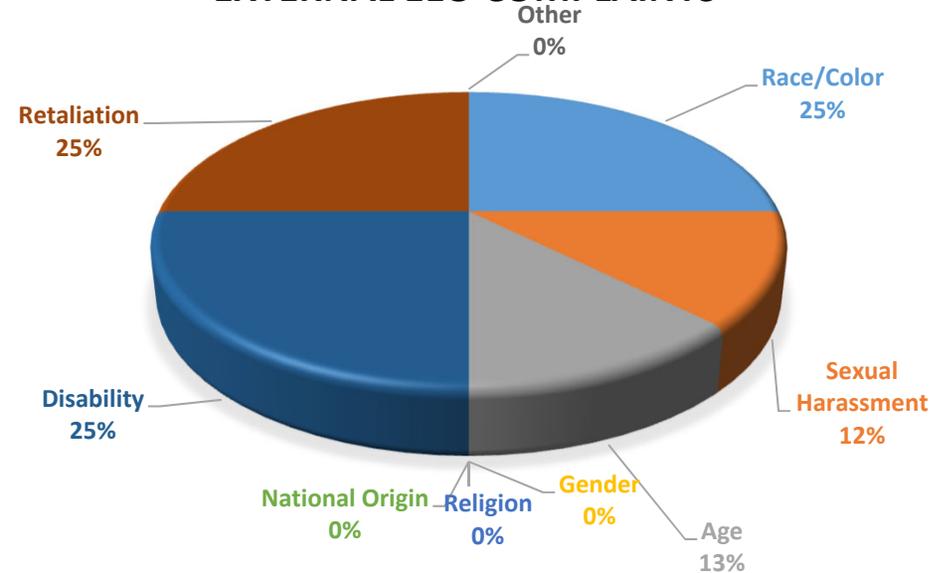


# MTA LIRR Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



LIRR handled 34 EEO complaints, citing 56 separate allegations, and 14 lawsuits.

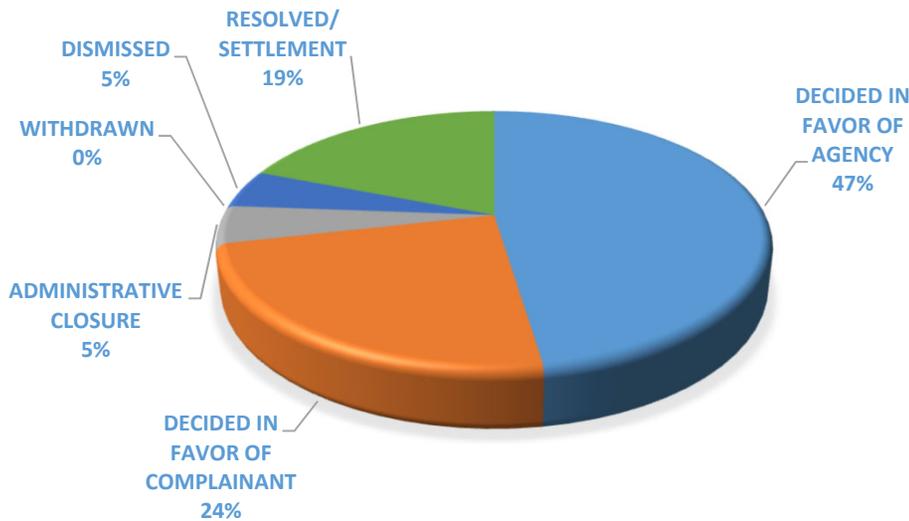
- ❑ 28 internal complaints.
- ❑ 6 external complaints.
- ❑ The most frequently cited basis internally was Race/Color and externally it was Race/Color, Disability and Retaliation.



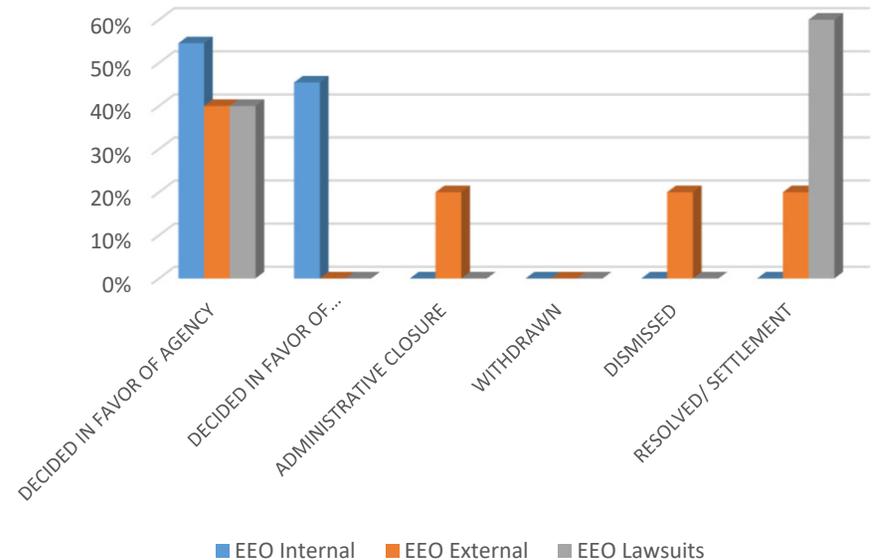
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MTA LIRR EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

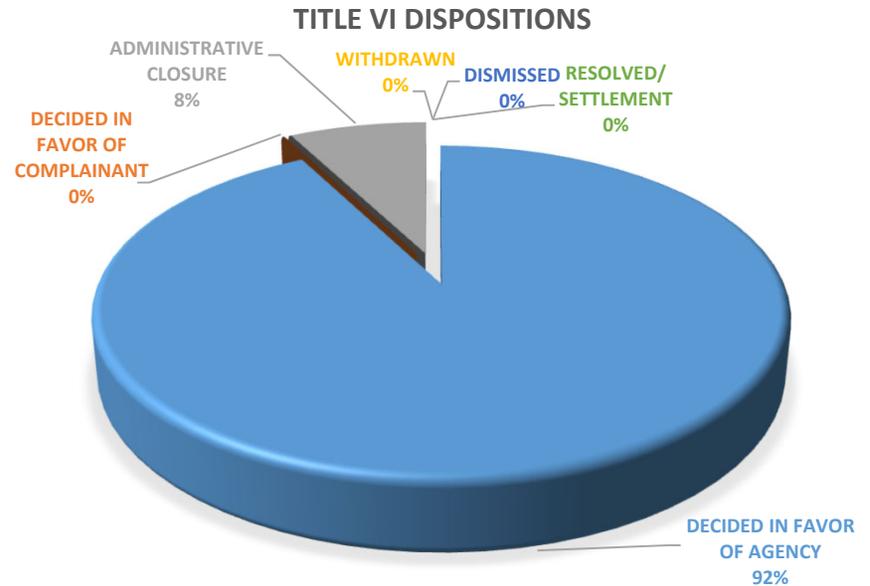
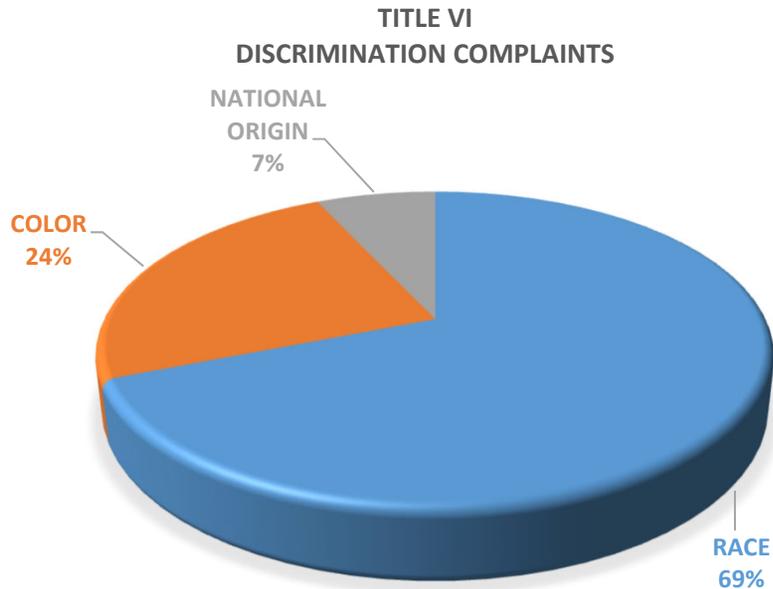


LIRR disposed 13 EEO complaints and 5 EEO lawsuits.

- ❑ 47% complaints/lawsuits decided in favor of the agency.
- ❑ 24% complaints/lawsuits decided in favor of the complainant.
- ❑ 19% complaints/lawsuits were resolved/settled.
- ❑ 5% complaints/lawsuits were administrative closures.
- ❑ 5% complaints/lawsuits were dismissed.



# MTA LIRR Title VI Discrimination Complaints, Lawsuits and Dispositions



LIRR handled 21 Title VI Complaints, citing 29 separate allegations and no Title VI lawsuits. LIRR disposed of 18 complaints.

- ❑ 92% of the complaints were decided in favor of the agency.
- ❑ 8% of the complaints were administrative closures.



# Staff Summary



<b>Subject</b> MARCH TIMETABLE CHANGE & TRACKWORK PROGRAMS						<b>Date</b> JANUARY 28, 2021			
<b>Departments</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> R. FREE						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Board Action</b>						<b>Internal Approval</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA Joint & Committiee Board Meeting	2/18/21				3	VP – Corp Comm	1	President 
						2	CTO (Acting) 		

**PURPOSE:**

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning March 8, 2021 through May 23, 2021. Projects supported during this timetable include Port Washington Branch Concrete Tie Installation, Main Line Expansion, Third Rail Maintenance, Massapequa Pocket Track Construction and Babylon Interlocking Construction on the Montauk Branch and Beaver Interlocking Construction on the Atlantic Branch. Continuing projects include DOT Atlantic Avenue repairs on the Atlantic Branch, East Side Access work in Harold Interlocking, Mid-Suffolk Yard Construction, Elmont Station Construction, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements. Additionally, schedules will be temporarily adjusted for a Series of Switch Removals in Nassau Interlocking.

**MARCH 8 TIMETABLE CHANGE**

On March 8<sup>th</sup>, the LIRR will introduce new schedules in order to operate more efficiently while meeting shifting customer travel patterns. Service will be adjusted on the Oyster Bay, Huntington, Port Jefferson, Ronkonkoma/Greenport, Babylon, Montauk, Hempstead, West Hempstead, Port Washington, Far Rockaway and Long Beach branches.

*Construction Activities*

- **Port Washington Branch – Mets Willets Point to Bayside – Concrete Tie Installation & Rail Replacement** – One of two main tracks will be out of service around the clock between Mets Willets Point and Bayside for installation of concrete ties and replacement of rail.

- **Temporary Service Adjustments:** With one of two main tracks out of service, schedule adjustments will occur on both weekdays and weekends. On weekdays during Off-Peak hours and on weekends, Port Washington Branch service will be reduced to hourly.
- **Montauk Branch, Amityville to Babylon – Babylon Interlocking Construction and Third Rail State of Good Repair** – One of two main tracks will be out of service on midday weekdays between Amityville and Babylon for construction activities within Babylon Interlocking and for Third Rail State of Good Repair work to be performed.
  - **Temporary Service Adjustments:** With one of two main tracks out of service on midday/weekdays between Amityville and Babylon, service at Amityville, Copiague and Lindenhurst will be reduced to hourly in both directions.
- **Montauk Branch, Wantagh to Amityville – Massapequa Pocket Track Construction (Weekends)** – One of two main tracks will be out of service on weekends between Wantagh and Amityville for continued construction of the Massapequa Pocket Track.
  - **Temporary Service Adjustments:** With one of two main tracks out of service on weekends, Montauk Branch service between Babylon and Penn Station will be reduced to hourly, while Montauk Branch service East of Babylon will be reduced to two-hourly.
- **Main Line, Queens-Divide – Main Line Expansion (Weekends)** – One of two main tracks will be out of service on weekends between Queens Interlocking and Divide Interlocking in Hicksville for work related to the Main Line Expansion Project.
  - **Temporary Service Adjustments:** With one of two main tracks out of service between Queens and Hicksville on weekends for the Main Line Expansion Project, Huntington Branch Service will be reduced to hourly and Port Jefferson Branch service will be reduced to two-hourly. Oyster Bay and Ronkonkoma trains will operate on adjusted schedules, with connecting Greenport service adjusted accordingly.

## **TRACK WORK PROGRAMS**

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

- **Main Line – Switch Removals** – On Saturday, March 13, March 20, March 27 and April 10, both main tracks on the Main Line will be out of service for 24 hours between New Hyde Park and Hicksville for a series of Switch removals at the existing Nassau 1 Interlocking as part of the Main Line Expansion Project.
  - **Temporary Service Adjustments:**
    - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then

transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.

- Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
- *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
- *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
- *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
- *Bus service will also be provided between Mineola and Hicksville.*
- *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between Mineola and Hempstead for connections to and from points west.*
- *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*

As part of our communication campaign for these service changes, public timetables will be issued and additional information will be shared via our website, e-mail alerts, and social media messaging. Stay connected. Find real-time LIRR service status information on [www.mta.info](http://www.mta.info), by signing up for E-Alerts at [www.MyMTAAlerts.com](http://www.MyMTAAlerts.com), or call the LIRR's Customer Service Center at 511 or 718-217-LIRR (718-217-5477).

### **IMPACT ON FUNDING**

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

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**February 18, 2021**



# Staff Summary

<b>Subject: Request for Authorization to Award Various Procurements</b>						<b>Date</b> February 18, 2021			
<b>Department</b> Procurement and Logistics									
<b>Department Head Name</b> Richard A. Mack, Acting Chief Procurement and Logistics Officer									
<b>Department Head Signature</b>									
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Appr</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	MTA Joint Committee and Board	Feb. 18, 2021				X	President 		

**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 Non-Competitive Procurements in the following categories:**

<u># of Actions</u>	<u>\$ Amount</u>
None	

**LIRR proposes to award Competitive Procurements in the following categories:**

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
<b>Schedule C: Competitive Requests for Proposals</b>	1	\$3,186,584
<b>SUBTOTAL:</b>	1	\$3,186,584

**LIRR proposes to award Ratifications in the following categories:**

<u># of Actions</u>	<u>\$ Amount</u>
None	

**TOTAL:**                      1                      \$3,186,584

**BUDGET IMPACT:**

The purchases/contracts will result in obligating LIRR Federal procurement funds in the amounts listed. Funds are available in the current budget 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.)

## METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, in accordance with Section 1265-a and Section 1209 of the Public Authorities law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, 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 the 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 it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

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. The Board ratifies each action taken set forth in Schedule D 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.

**FEBRUARY 2021**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

**Schedule 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.)**

- |           |  |                    |                                      |
|-----------|--|--------------------|--------------------------------------|
| <b>1.</b> | <b>Corys, Inc.<br/>Competitive RFP<br/>Contract No. 281739</b> | <b>\$3,186,584</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|--|--------------------|--------------------------------------|

LIRR requests MTA Board approval to award a competitively negotiated contract in the amount of \$3,186,584 to Corys, Inc. to design, manufacture, test and deliver Train Simulator Systems for each of its M-7/M-9, Dual Mode (DM) Locomotive and C-3 fleets. These three simulators will support increased training requirements for (1) train crews required in advance of operating equipment within East Side Access (ESA) territory to Grand Central Terminal), (2) Positive Train Control (PTC), and (3) new equipment familiarization i.e. M-9. These simulators will also support potential remedial training, emergency situations, equipment failures, physical characteristics, and numerous operating scenarios.

# Staff Summary



<b>Item Number:</b>					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Richard Mack					
Signature & Date					
<b>Division &amp; Division Head Name:</b> Executive Dir. ESA/Special Projects, Nevil Perkins					
Signature & Date					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	MTA Joint Committee and Board	2.18.21			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
4	President <i>[Signature]</i>	1	SVP Operations <i>[Signature]</i>		
3	VP, Gen'l Counsel & Sec'y				
2	VP CFO <i>[Signature]</i>				

SUMMARY INFORMATION	
<b>Vendor Name</b> Corys, Inc.	<b>Contract Number</b> 281739
<b>Description</b> Purchase M7/M9, DM Locomotive, C3 Train Simulator Systems	
<b>Total Amount</b> \$3,186,584	
<b>Contract Term (including Options, if any)</b>  seven (7) years	
<b>Options(s) included in Total Amount:</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a competitively negotiated contract in the amount of \$3,186,584 to Corys, Inc. to design, manufacture, test and deliver Train Simulator Systems for each of its M-7/M-9, Dual Mode (DM) Locomotive and C-3 fleets. These three simulators will support increased training requirements for (1) train crews required in advance of operating equipment within East Side Access (ESA) territory to Grand Central Terminal), (2) Positive Train Control ), and (3) new equipment familiarization i.e. M-9. These simulators will also support potential remedial training, emergency situations, equipment failures, physical characteristics, and numerous operating scenarios.

### II. DISCUSSION:

The M-7/M-9, DM Locomotive and C3 Train Simulator procurement supports agency-wide initiatives associated with securing the success for ESA Opening Day. Under the, contract, the opening of ESA will generate a significant increase in train service, which will directly affect the need to hire additional train and engine service employees. A fully developed hiring and staffing plan has been prepared anticipating the ramp-up of new work forces. Adherence to required Federal Railroad Administration training and qualification rules necessitates the need to skillfully expedite the process to meet specific readiness milestones.

In July 2019, the MTA Board approved the use of the Request for Proposal (RFP) method to solicit firms to design, manufacture, test and deliver Train Simulator Systems for each of its M-7/M-9, DM Locomotive and C-3 fleets.

## Staff Summary



On March 9, 2020, the RFP was advertised in the New York State Contract Reporter, New York Post and on the MTA's website. In addition, a copy of the advertisement was sent directly to firms known to have experience with this type of work.

On June 15, 2020, LIRR received four (4) proposals from the following firms: 1) Corys, Inc. for \$ 3,186,584, 2) Oktal Sydac for \$ 3,227,716, 3) Transurb AB for \$4,831,771 and 4) FAAC Corp. for \$7,116,812.

A Technical Evaluation Committee (TEC) evaluated each firm's technical proposal against the technical evaluation criteria set forth in the RFP except for Price. The criteria evaluated by the TEC included: (1) Technical Approach; (2) Demonstrated Ability to Meet Schedule; and (3) Project Team including Key Personnel. The TEC's final technical evaluation found that each proposer was technically compliant with the RFP requirements and successfully demonstrated their ability to complete the scope of work.

Subsequent to the TEC's final technical evaluations, Corys, Inc. was selected as the simulator designer/manufacturer that provided the strongest team and the best value to LIRR

Pursuant to the All-Agency Responsibility Guidelines, a vendor responsibility review was performed by LIRR and returned no adverse information against Corys, Inc. In addition, a financial review of the firm by LIRR's Controller Department yielded favorable results.

Based on the above, Cory's Inc. is determined to be a responsive and responsible vendor and the proposer selected for award of the contract.

### **III. D/M/WBE INFORMATION:**

The MTA Department of Diversity and Civil Rights has established 0% DBE goals for the contract. The LIRR requirements set forth in the solicitation are highly specialized and there are no certified DBE vendors in the marketplace capable of designing, manufacturing, testing, and delivering train simulator systems.

### **IV. IMPACT ON FUNDING:**

The contract will be funded with the MTA Capital Construction East Side Access federal funds, which is included in the MTA's 2015-2019 Capital Program.

### **V. ALTERNATIVES:**

LIRR does not have the ability to perform the work in-house.

### **VI. FUTURE TASKS:**

None

# Operations Report

**John Kesich**

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## **January 2021 Highlights: Operations Report**

January service delivery operated above goal at 98.2% and 0.8% better than in 2020.

We operated with no significant service disruptions.

We continued operation of a reduced schedule due to reduced ridership resulting from the on-going Covid-19 crisis.

### **Hudson Line – 99.1%**

2 trains (0.1%) cancelled or terminated

### **Harlem Line – 99.3%**

2 trains (0.1%) cancelled or terminated

### **New Haven Line – 97.0%**

10 trains (0.2%) cancelled or terminated

### **Consist Compliance: 100%**

We disinfected passenger cars every 24 hours when they were operated in service.

**West of Hudson Service** operated slightly below goal at 93.7%.

Continued operating reduced service due to Covid-19.

### **Pascack Valley – 96.1%**

### **Port Jervis – 90.5%**

### **Cancelled Trains**

4- (0.2%) PVL: 1, PJJ: 3

Cancellations due to Equipment failures.

### **Equipment Performance**

Fleet Availability was good during December.

Fleet MDBF in December operated above goal at 203,478 against the goal of 170,000 setting a record high 2020 MDBF of 278,951 miles.

Our 31 Genesis locomotives are at the end of their useful life and we are procuring replacements.

Performance Summary		2021 Data			2020 Data			
		Annual Goal	January	YTD thru January	January	YTD thru January		
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.2%</b>	<b>98.2%</b>	<b>97.4%</b>	<b>97.4%</b>	
		AM Peak	94.0%			96.0%	96.0%	
		AM Reverse Peak	94.0%			98.3%	98.3%	
		PM Peak	94.0%			98.1%	98.1%	
		<b>Total Peak</b>	<b>94.0%</b>			<b>97.2%</b>	<b>97.2%</b>	
		Off Peak Weekday	94.0%	98.1%	98.1%	96.9%	96.9%	
		Weekend	94.0%	98.5%	98.5%	98.7%	98.7%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>99.1%</b>	<b>99.1%</b>	<b>97.6%</b>	<b>97.6%</b>
			AM Peak	94.0%			94.6%	94.6%
			AM Reverse Peak	94.0%			97.8%	97.8%
			PM Peak	94.0%			98.0%	98.0%
			<b>Total Peak</b>	<b>94.0%</b>			<b>96.4%</b>	<b>96.4%</b>
			Off Peak Weekday	94.0%	99.2%	99.2%	97.7%	97.7%
			Weekend	94.0%	98.7%	98.7%	99.4%	99.4%
		<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>99.3%</b>	<b>99.3%</b>	<b>97.8%</b>	<b>97.8%</b>
			AM Peak	94.0%			97.2%	97.2%
			AM Reverse Peak	94.0%			97.7%	97.7%
			PM Peak	94.0%			98.0%	98.0%
			<b>Total Peak</b>	<b>94.0%</b>			<b>97.6%</b>	<b>97.6%</b>
			Off Peak Weekday	94.0%	99.3%	99.3%	96.8%	96.8%
			Weekend	94.0%	99.4%	99.4%	99.8%	99.8%
		<b>New Haven Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.0%</b>	<b>97.0%</b>	<b>97.0%</b>	<b>97.0%</b>
			AM Peak	94.0%			96.0%	96.0%
		AM Reverse Peak	94.0%			98.9%	98.9%	
		PM Peak	94.0%			98.3%	98.3%	
		<b>Total Peak</b>	<b>94.0%</b>			<b>97.4%</b>	<b>97.4%</b>	
		Off Peak Weekday	94.0%	96.7%	96.7%	96.4%	96.4%	
		Weekend	94.0%	97.8%	97.8%	97.5%	97.5%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>12,276</b>	<b>12,276</b>	<b>19,388</b>	<b>19,388</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			12.8	12.8	12.2	12.2	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	36	36	101	101	
	<b>Trains Canceled</b>		230	4	4	7	7	
	<b>Trains Terminated</b>		230	10	10	19	19	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	99.9%	99.9%	
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>99.6%</b>	<b>99.9%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.0%			98.6%	99.2%	
		AM Reverse Peak	99.0%			99.9%	100.0%	
		PM Peak	99.0%			99.6%	99.8%	
		<b>Total Peak</b>	<b>99.0%</b>			<b>99.2%</b>	<b>99.5%</b>	
		Off Peak Weekday	99.0%	100.0%	100.0%	99.8%	100.0%	
		Weekend	99.0%	100.0%	100.0%	99.9%	100.0%	
		<b>Hudson Line</b>	AM Peak	99.0%			99.6%	99.7%
			PM Peak	99.0%			100.0%	100.0%
		<b>Harlem Line</b>	AM Peak	99.0%			99.5%	99.6%
			PM Peak	99.0%			99.5%	99.7%
		<b>New Haven Line</b>	AM Peak	99.0%			97.0%	98.4%
			PM Peak	99.0%			99.3%	99.7%

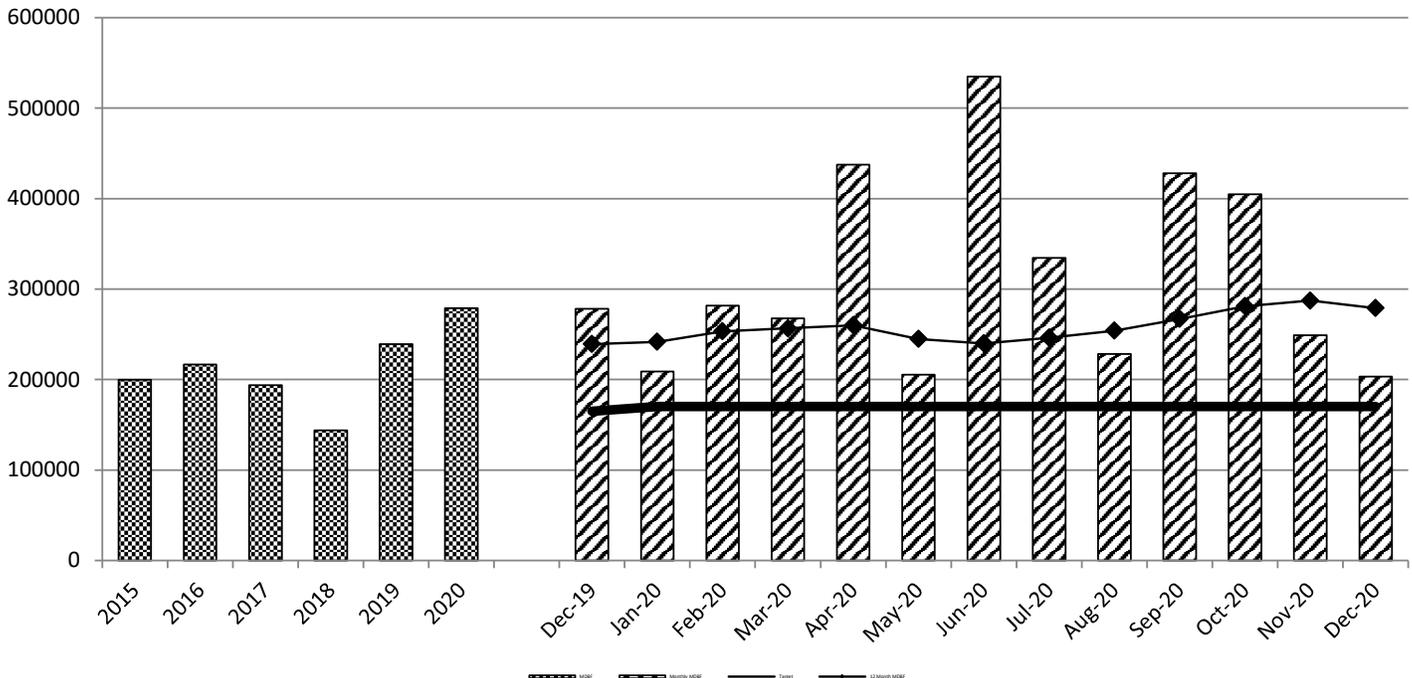
**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	December	2021 Data		2020 Data		YTD 2021 Vs 2020
			January	YTD thru January	January	YTD thru January	
<b>Engineering (Scheduled)</b>	8.6%	26	41	41	52	52	-11
<b>Engineering (Unscheduled)</b>	10.8%	179	52	52	256	256	-204
<b>Maintenance of Equipment</b>	47.2%	171	227	227	292	292	-66
<b>Transportation</b>	6.3%	14	30	30	37	37	-7
<b>Capital Projects</b>	0.6%	9	3	3	20	20	-17
<b>Weather and Environmental</b>	0.2%	178	1	1	57	57	-56
<b>Police</b>	13.1%	68	63	63	175	175	-112
<b>Customers</b>	3.8%	7	18	18	43	43	-25
<b>Other</b>	9.3%	12	45	45	56	56	-11
<b>3rd Party Operations</b>	0.0%	1	0	0	1	1	-1
<b>TOTAL</b>	100.0%	663	480	480	988	988	-508
<b>HUDSON LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2021 Vs 2020
Engineering (Scheduled)	0.0%	0	0	0	5	5	-5
Engineering (Unscheduled)	26.7%	0	16	16	47	47	-31
Maintenance of Equipment	35.0%	0	21	21	74	74	-53
Transportation	10.0%	0	6	6	11	11	-5
Capital Projects	5.0%	0	3	3	13	13	-10
Weather and Environmental	0.0%	0	0	0	18	18	-18
Police	10.0%	0	6	6	23	23	-17
Customers	0.0%	0	0	0	14	14	-14
Other	13.3%	0	8	8	1	1	7
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	0	60	60	206	206	-146
<b>HARLEM LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2021 Vs 2020
Engineering (Scheduled)	2.9%	0	2	2	18	18	-16
Engineering (Unscheduled)	10.3%	0	7	7	70	70	-63
Maintenance of Equipment	41.2%	0	28	28	60	60	-32
Transportation	0.0%	0	0	0	19	19	-19
Capital Projects	0.0%	0	0	0	1	1	-1
Weather and Environmental	0.0%	0	0	0	1	1	-1
Police	26.5%	0	18	18	61	61	-43
Customers	2.9%	0	2	2	16	16	-14
Other	16.2%	0	11	11	2	2	9
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	0	68	68	248	248	-180
<b>NEW HAVEN LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2021 Vs 2020
Engineering (Scheduled)	7.8%	0	24	24	29	29	-5
Engineering (Unscheduled)	7.5%	0	23	23	138	138	-115
Maintenance of Equipment	53.9%	0	165	165	147	147	18
Transportation	7.8%	0	24	24	7	7	17
Capital Projects	0.0%	0	0	0	5	5	-5
Weather and Environmental	0.3%	0	1	1	38	38	-37
Police	12.7%	0	39	39	92	92	-53
Customers	3.3%	0	10	10	12	12	-2
Other	6.5%	0	20	20	53	53	-33
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	0	306	306	521	521	-215

	2020 Data								2019 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M8	405	285,000	405,209	9	4	543,760	543,760	2,654,060	1	367,122
	M3	138	80,000	198,856	4	1	134,037	134,037	47,719	7	86,763
	M7	334	335,000	275,878	6	5	501,212	501,212	492,636	4	361,474
	Coach	207	205,000	182,623	8	6	353,427	353,427	365,307	4	282,264
	P-32	31	21,000	23,128	9	6	35,101	35,101	38,819	5	38,105
	BL-20	12	13,000	42,916	4	0	15,190	15,190	13,187	3	33,427
	<b>Fleet</b>	<b>1127</b>	<b>170,000</b>	<b>203,478</b>	<b>40</b>	<b>22</b>	<b>278,951</b>	<b>278,951</b>	<b>278,569</b>	<b>24</b>	<b>239,188</b>
	M8		285,000	405,209	9	4	543,760	543,760	2,654,060	1	367,122
M3/7		232,000	263,041	10	6	386,020	386,020	209,507	11	249,092	
Diesel/Coach		85,000	106,452	21	12	137,830	137,830	143,918	12	149,907	

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels in revenue service before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

### ALL FLEETS Mean Distance Between Failures 2015 - 2020



<b>West of Hudson Performance Summary</b>			<b>2021 Data</b>			<b>2020 Data</b>	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.7%</b>	<b>93.7%</b>	<b>94.2%</b>	<b>94.2%</b>
		AM Peak	94.0%	88.3%	88.3%	93.8%	93.8%
		PM Peak	94.0%	96.4%	96.4%	93.0%	93.0%
		<b>Total Peak</b>	<b>94.0%</b>	<b>92.3%</b>	<b>92.3%</b>	<b>93.4%</b>	<b>93.4%</b>
		Off Peak Weekday	94.0%	92.4%	92.4%	94.2%	94.2%
		Weekend	94.0%	97.2%	97.2%	95.4%	95.4%
	<b>Pascack Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.1%</b>	<b>96.1%</b>	<b>96.4%</b>	<b>96.4%</b>
	<b>Valley Line</b>	AM Peak	94.0%	97.0%	97.0%	95.2%	95.2%
		PM Peak	94.0%	99.2%	99.2%	95.9%	95.9%
		<b>Total Peak</b>	<b>94.0%</b>	<b>98.1%</b>	<b>98.1%</b>	<b>95.6%</b>	<b>95.6%</b>
		Off Peak Weekday	94.0%	92.7%	92.7%	95.5%	95.5%
		Weekend	94.0%	98.6%	98.6%	98.8%	98.8%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>90.5%</b>	<b>90.5%</b>	<b>91.3%</b>	<b>91.3%</b>
		AM Peak	94.0%	78.1%	78.1%	92.1%	92.1%
		PM Peak	94.0%	93.0%	93.0%	89.7%	89.7%
		<b>Total Peak</b>	<b>94.0%</b>	<b>85.5%</b>	<b>85.5%</b>	<b>90.9%</b>	<b>90.9%</b>
		Off Peak Weekday	94.0%	91.9%	91.9%	92.4%	92.4%
	Weekend	94.0%	94.8%	94.8%	89.7%	89.7%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,626</b>	<b>1,626</b>	<b>1,673</b>	<b>1,673</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		19.7	19.7	23.4	23.4	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	53	53	46	46	
	<b>Trains Canceled</b>	60	4	4	8	8	
	<b>Trains Terminated</b>	60	3	3	10	10	
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.6%	99.6%	98.9%	98.9%	
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>92.1%</b>	<b>92.1%</b>	<b>99.2%</b>	<b>99.2%</b>
	Pascack Valley - AM		99.0%	92.7%	92.7%	99.6%	99.6%
	Port Jervis - AM		99.0%	91.4%	91.4%	98.8%	98.8%

\*Consist Compliance Reporting for West of Hudson PM Peak trains is currently unavailable.

**JANUARY 2021 STANDEE REPORT**

East of Hudson			JAN 2020	YTD 2020	JAN 2021	YTD 2021
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	10	10	0	0
		<b>Total Standees</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	Harlem Line	Program Standees	31	31	0	0
		Add'l Standees	18	18	0	0
		<b>Total Standees</b>	<b>49</b>	<b>49</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	24	24	0	0
		Add'l Standees	82	82	0	0
		<b>Total Standees</b>	<b>106</b>	<b>106</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>164</b>	<b>164</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	2	2	0	0
		<b>Total Standees</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	140	140	0	0
		Add'l Standees	8	8	0	0
		<b>Total Standees</b>	<b>148</b>	<b>148</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>150</b>	<b>150</b>	<b>0</b>	<b>0</b>

West of Hudson			JAN 2020	YTD 2020	JAN 2021	YTD 2021
<b>Daily Average</b>	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

\* January data unavailable at this time.

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs at GCT/125th St.. However, for certain New Haven Line trains, this maximum load point is east of Stamford.

"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**Additional Standees**" reflect the impact of reduced train car consists reported as consist compliance less than 100%.

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Holidays and Special Events for which there are special equipment programs are not included.

Operations Planning and Analysis/jc

<b>Elevator Availability</b>	<b>2021</b>		<b>2020</b>	
	January	Year to Date	January	Year to Date
Grand Central Terminal	99.75%	99.75%	93.76%	93.76%
Harlem	99.99%	99.99%	96.85%	96.85%
Hudson	99.98%	99.98%	99.39%	99.39%
New Haven	99.96%	99.96%	89.82%	89.82%
Overall Average	99.92%	99.92%	94.95%	94.95%

PLEASE NOTE: The NE-1 Elevator (the 47th St cross passageway) is Out of Service due to East Side Access construction and is excluded from this report. Elevators T-18 and T-19 (the B Hall elevators) are Out of Service due to the 7B Training Center project and are also excluded from this report. Elevators T-18 & T-19 are estimated to Return To Service (RTS) by 2/19/21.

<b>Escalator Availability</b>	<b>2021</b>		<b>2020</b>	
	January	Year to Date	January	Year to Date
Grand Central Terminal	98.57%	98.57%	99.60%	99.60%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	99.29%	99.29%	99.80%	99.80%

PLEASE NOTE: Escalators #1 & #2 (West Side near Transit Museum) and escalator #11 (47th St crosspassage to 47th & Madison) are Out of Service for scheduled service upgrade work and are excluded from this report. The estimated Return To Service (RTS) date for escalators #1 & #2 is March 2021. Escalator #7 (45th St Cross Passage to East Spine) was Returned to Service (RTS) on 1/29/21.



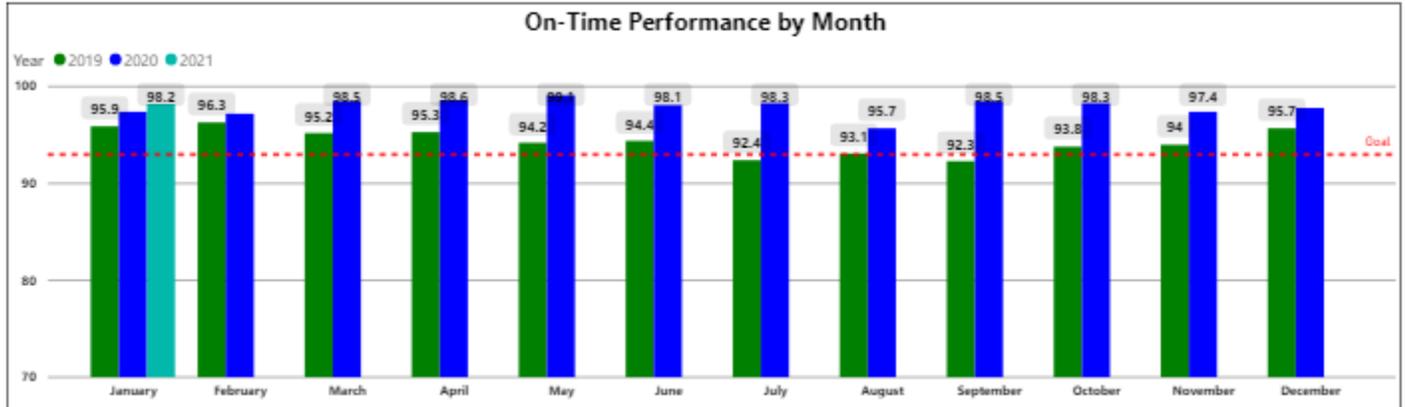
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

The percentage of trains that arrive at their final destination within 5'59" of schedule.

	2021		2020	
Goal	January	YTD	January	YTD
93.0%	98.2%	98.2%	97.4%	97.4%



## Short Trains

The number of AM trains that operate with fewer than the scheduled number of cars.

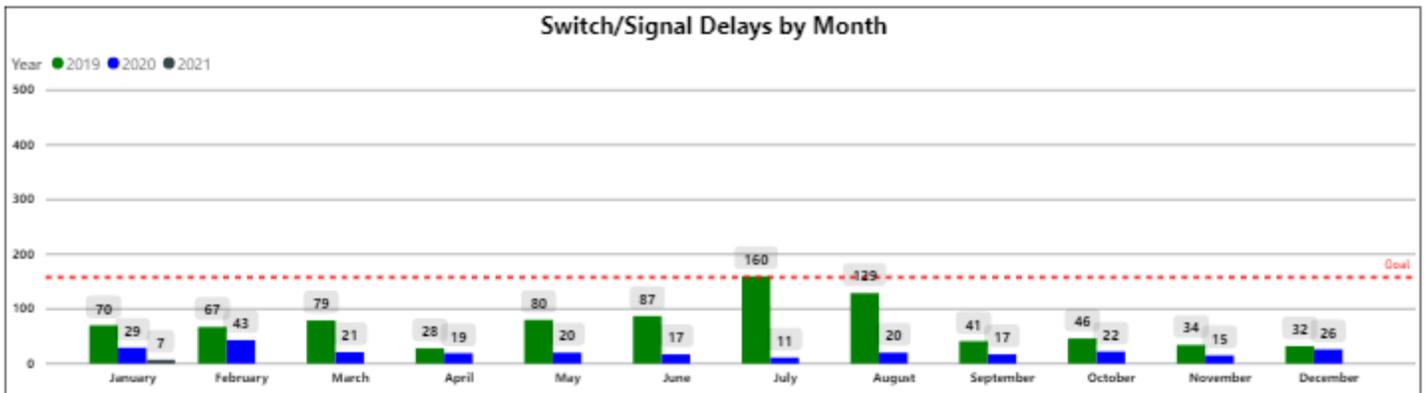
	2021		2020	
Goal	January	YTD	January	YTD
1138	0	0	43	43



## Switch/Signal Delays

The number of trains that arrive at their final destination later than 5'59" of schedule due to Switch/Signal causes.

	2021		2020	
Goal	January	YTD	January	YTD
1896	7	7	29	29

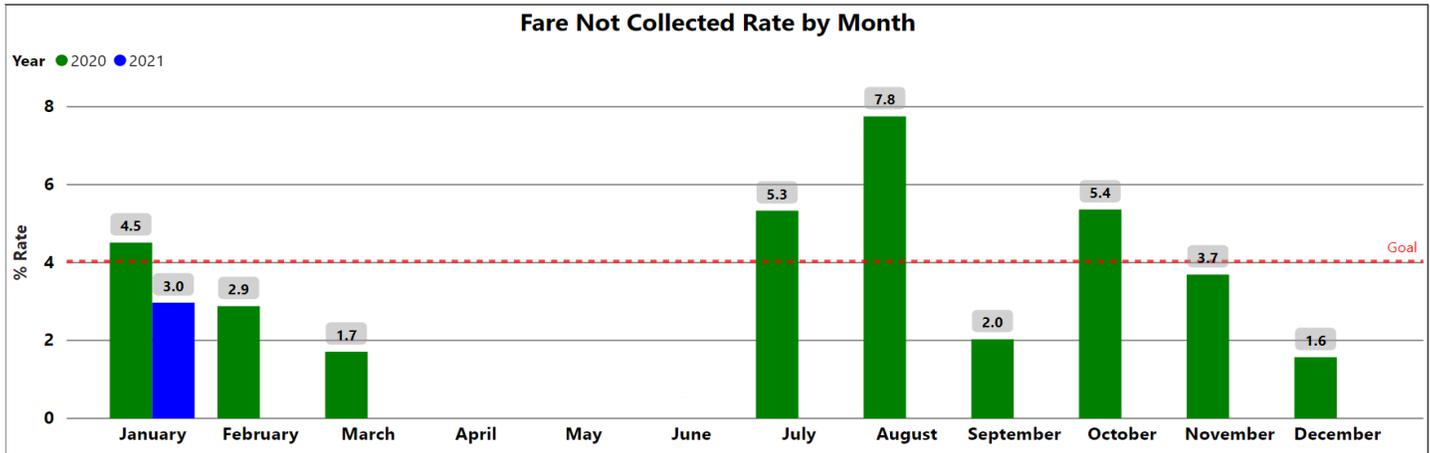




### Fare Not Collected Rate

The percentage of instances an MTA Audit Operative's fare is not collected.

	2021		2020	
Goal	Jan	YTD	Jan	YTD
4.0%	3.0%	3.0%	4.5%	4.5%

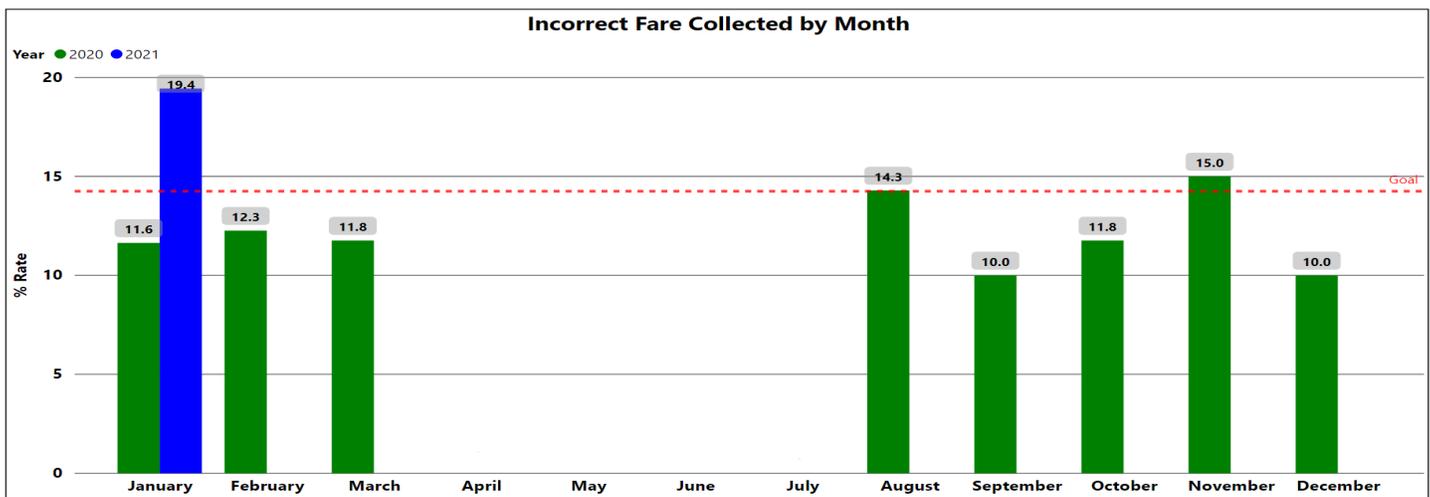


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Fare Not Collected audits in July 2020.

### Incorrect Fare Collected Rate

The percentage of instances an incorrect fare is sold to or accepted from an MTA Audit Operative by a conductor.

	2021		2020	
Goal	Jan	YTD	Jan	YTD
14.3%	19.4%	19.4%	11.6%	11.6%

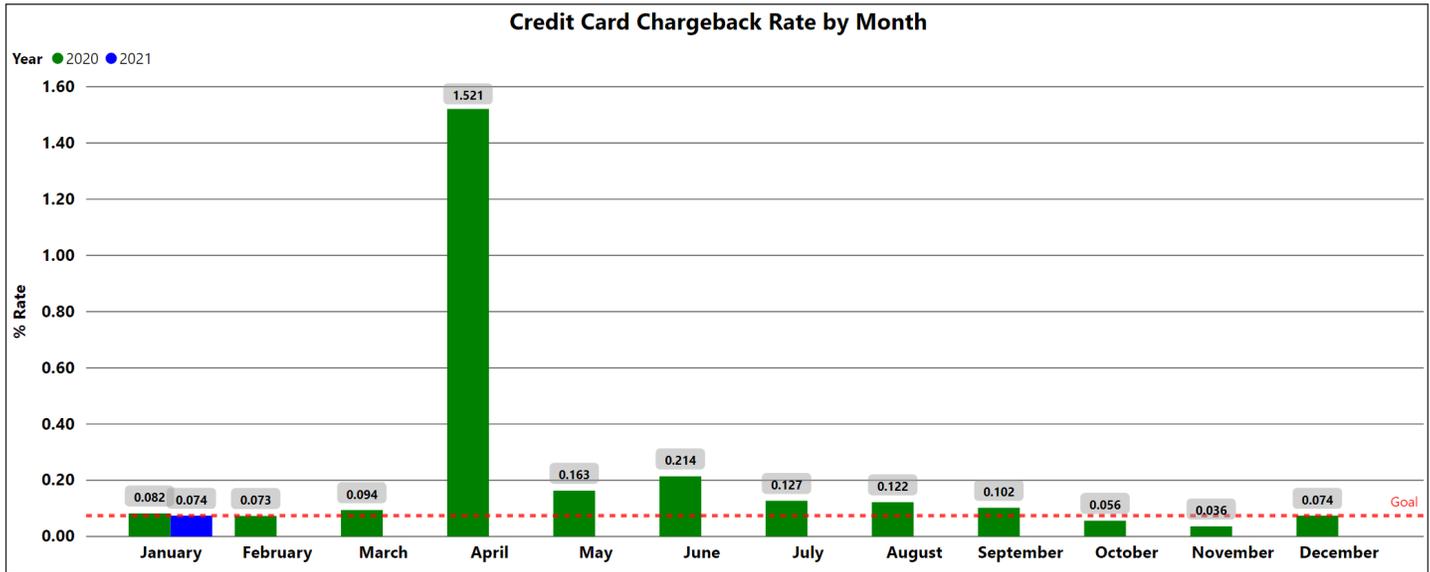


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Incorrect Fare Collected audits in August 2020.

## Credit Card Chargeback Rate

The percentage of credit card sales in dollars that are rejected due to fraud.

	2021		2020	
Goal	Jan	YTD	Jan	YTD
0.088%	0.074%	0.074%	0.082%	0.082%



- April 2020 increase is due to a significant decrease in sales relative to chargebacks and the timing of chargebacks processed pertaining to prior periods.
- Actual chargebacks decreased in number and amount from March 2020.



# Metro-North Railroad

## Finance Report

**Steven Weiss**

Executive Director, Management & Budget

Train	Time	Destination	Track	Stops	ETA
9630	12:15 PM	Grand Central	2	North White Plains • White Plains • Harlem-125th St.	Arriving
				4045 4044 4283 4282 4217 4216 4215 4214	
				X X [Green] [Green] [Green] [Green] [Green]	
9623	12:30 PM	Southeast	1	Croton Falls • Brewster • Southeast	12:37 PM
9634	1:15 PM	Grand Central	2	Valhalla • North White Plains • White Plains • Harlem-125th St.	1:15 PM
9627	1:29 PM	Southeast	1	Croton Falls • Brewster • Southeast	1:29 PM
9638	2:15 PM	Grand Central	2	North White Plains • White Plains • Harlem-125th St.	2:15 PM
9631	2:30 PM	Southeast	1	Croton Falls • Brewster • Southeast	2:30 PM
9642	3:15 PM	Grand Central	2	Valhalla • North White Plains • White Plains	3:15 PM
9635	3:29 PM	Southeast	1	Croton Falls • Brewster • Southeast	3:29 PM
If you see something, say something. (800) 836-6673					12:17 PM

*Metro-North launched an upgrade to its TrainTime® app and platform display boards. This update includes the ability to estimate the number of passengers on every train car, and more effectively social distance. The app was developed by MTA-IT with coordination and input from Metro-North's Customer Service and Stations and Maintenance of Equipment departments.*



# Metro-North Railroad

## January 2021 Highlights: Financial Report

The Metro-North Railroad's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget (Budget) and key financial performance indicators.

### **Summary of Non-Reimbursable Year-to-Date (YTD) January 2021 Financial Results**

Ridership and accrual results, versus the Budget, are summarized as follows:

- Ridership of 1.4 million, which includes East of Hudson ridership of 1.4 million and West of Hudson ridership of 0.0 million, was 24.4% favorable vs. Budget. Consequently, farebox revenue of \$11.0 million was \$0.7 million higher than Budget.
- Total revenue of \$13.8 million was \$0.2 million or 1.5% lower than Budget primarily due to the timing of advertising revenue partially offset by higher farebox revenue due to higher East of Hudson non-commutation ridership.
- Total expenses of \$100.7 million were \$12.9 million or 11.3% favorable vs. Budget primarily due to lower labor costs, contractual, consulting and engineering services and the timing of rolling stock maintenance events and material usage.

**Financial results for Year-to-Date (YTD) January 2021 are presented in the table below and compared to the Adopted Budget.**

**MTA Metro-North Railroad**  
**January 2021 Year-to-Date Results**  
(\$ in Millions)

	<u>Adopted Budget</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
<b>Total Revenue</b>	<b>\$14.0</b>	<b>\$13.8</b>	<b>(\$0.2)</b>	<b>-1.5%</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>113.6</b>	<b>100.7</b>	<b>12.9</b>	<b>11.3%</b>
<b>Operating Surplus/(Deficit)</b>	<b>(99.6)</b>	<b>(86.9)</b>	<b>12.7</b>	<b>12.7%</b>
<i>Other Non-Cash Liabilities</i>	<i>20.9</i>	<i>20.2</i>	<i>0.7</i>	<i>3.3%</i>
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	<b>(120.5)</b>	<b>(107.1)</b>	<b>13.3</b>	<b>11.1%</b>
<i>Cash Adjustments</i>	<i>29.5</i>	<i>17.2</i>	<i>(12.3)</i>	<i>-41.7%</i>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$91.0)</b>	<b>(\$89.9)</b>	<b>\$1.0</b>	<b>1.1%</b>

**Steven Weiss**

Executive Director, Management & Budget

## **NON-REIMBURSABLE and REIMBURSABLE SUMMARY**

January 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$107.1 million was \$13.3 million or 11.1% favorable vs. the Budget.

Major drivers of the January 2021 YTD favorable result of \$13.3 million include lower Non-Reimbursable Expenses of \$13.5 million mainly due to lower labor costs, contractual, consulting and engineering services, the timing of rolling stock maintenance events and material usage. Non-Reimbursable Revenues were unfavorable by \$0.2 million, primarily driven by the timing of advertising revenue partially offset by higher farebox revenue due to higher East of Hudson non-commutation ridership.

January 2021 YTD Reimbursable Expenses of \$13.5 million were \$16.0 million favorable vs. the Budget primarily due to the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Connecticut Positive Train Control, Signal Replacement from Greenwich to South Norwalk, Connecticut Track Program and other various projects.

### **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$0.7 million higher vs. the Budget primarily due to higher East of Hudson non-commutation ridership.
  - YTD Ridership of 1.4 million was 24.4% favorable vs. the Budget and 78.8% unfavorable vs. YTD 2020.
- **Other Operating Revenue** – YTD was \$0.9 million unfavorable vs. the Budget primarily due to the timing of advertising revenue.
- **Capital and Other Reimbursements** – YTD was \$16.0 million or 54.2% unfavorable vs. the Budget primarily due to scheduling and timing changes noted above.

### **TOTAL EXPENSES (Non-Reimbursable and Reimbursable)**

**Total Expenses** – YTD expenses of \$134.4 million were \$29.5 million or 18.0% favorable vs. the Budget.

**Labor Expenses (including fringes and overhead recoveries)** of \$86.9 million YTD were \$10.9 million favorable vs. the Budget.

- **Payroll** – YTD was \$4.5 million favorable vs. the Budget primarily due to the timing of pay periods.
- **Overtime** – YTD was \$2.0 million favorable vs. the Budget primarily due to reduced train and engine crew overtime resulting from the June 2020 revised service schedule.

**Non-Labor Expenses** of \$27.3 million YTD were \$18.0 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$0.1 million unfavorable vs. the Budget.
- **Fuel** – YTD expenses were \$0.3 million favorable vs. the Budget primarily due to lower heating fuel usage.
- **Maintenance & Other Operating Contracts** – YTD was \$3.0 million favorable vs. the Budget due to the timing of Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk project as well as the timing of Non-Reimbursable expenses for BL-20 locomotive overhauls, infrastructure maintenance and miscellaneous maintenance and operating contracts.
- **Professional Services** – YTD was \$4.2 million favorable vs. the Budget due to the timing of Reimbursable project activity primarily related to the Connecticut Positive Train Control project and lower than anticipated Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$9.7 million favorable vs. the Budget primarily due to the timing of Reimbursable project activity for the Waterbury Branch Cab Signal and Power Infrastructure Restoration as well as the timing of rolling stock maintenance events and material usage.
- **Other Business Expenses** – YTD was \$0.9 million favorable vs. the Budget primarily due to lower subsidy payments to New Jersey Transit resulting from inflationary adjustments as well as lower credit card fees

**Depreciation and Other Non-Cash Liability Adjustments** were \$0.7 million favorable vs. the YTD Budget due to the timing of environmental remediation and depreciation expenses.

### **CASH DEFICIT SUMMARY**

January YTD Net Cash Deficit of \$89.9 million was \$1.0 million or 1.1% favorable to the Budget. This is mainly due to the revised milestone scheduling of capital projects and timing of payments in several expenditure categories.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 15.1% was 2.0 percentage points favorable vs. the Budget.
- Adjusted Cost per Passenger of \$68.16 was \$30.80 favorable vs. the Budget.
- Revenue per Passenger of \$7.91 was \$1.26 unfavorable vs. the Budget.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2021**  
 (\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$10.224	\$10.969	\$0.745	7.3	\$0.000	\$0.000	\$0.000	-	\$10.224	\$10.969	\$0.745	7.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.733	2.784	(0.950)	(25.4)	0.000	0.000	0.000	-	3.733	2.784	(0.950)	(25.4)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.442	7.111	(4.331)	(37.9)	11.442	7.111	(4.331)	(37.9)
CDOT	0.000	0.000	0.000	-	16.977	5.783	(11.194)	(65.9)	16.977	5.783	(11.194)	(65.9)
Other	0.000	0.000	0.000	-	1.074	0.619	(0.455)	(42.4)	1.074	0.619	(0.455)	(42.4)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	29.492	13.513	(15.979)	(54.2)	29.492	13.513	(15.979)	(54.2)
<b>Total Revenue</b>	<b>\$13.957</b>	<b>\$13.753</b>	<b>(\$0.204)</b>	<b>(1.5)</b>	<b>\$29.492</b>	<b>\$13.513</b>	<b>(\$15.979)</b>	<b>(54.2)</b>	<b>\$43.449</b>	<b>\$27.266</b>	<b>(\$16.184)</b>	<b>(37.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$45.843	\$42.651	\$3.192	7.0	\$4.263	\$3.003	\$1.260	29.6	\$50.105	\$45.654	\$4.452	8.9
Overtime	8.002	6.401	1.602	20.0	2.175	1.744	0.431	19.8	10.177	8.145	2.032	20.0
Health and Welfare	9.490	8.022	1.468	15.5	1.439	1.008	0.431	29.9	10.929	9.031	1.899	17.4
OPEB Current Payment	3.083	3.437	(0.354)	(11.5)	0.000	0.000	0.000	-	3.083	3.437	(0.354)	(11.5)
Pensions	10.663	9.589	1.073	10.1	1.148	0.858	0.290	25.3	11.810	10.447	1.363	11.5
Other Fringe Benefits	10.810	9.491	1.319	12.2	1.083	0.812	0.271	25.0	11.894	10.304	1.590	13.4
Reimbursable Overhead	(5.429)	(3.721)	(1.708)	(31.5)	5.256	3.640	1.616	30.8	(0.173)	(0.081)	(0.092)	(53.1)
<b>Total Labor</b>	<b>\$82.463</b>	<b>\$75.870</b>	<b>\$6.592</b>	<b>8.0</b>	<b>\$15.364</b>	<b>\$11.065</b>	<b>\$4.299</b>	<b>28.0</b>	<b>\$97.826</b>	<b>\$86.935</b>	<b>\$10.891</b>	<b>11.1</b>
<i>Non-Labor:</i>												
Electric Power	\$4.583	\$4.550	\$0.033	0.7	\$0.000	\$0.140	(\$0.140)	-	\$4.583	\$4.690	(\$0.107)	(2.3)
Fuel	1.623	1.313	0.310	19.1	0.000	0.000	0.000	-	1.623	1.313	0.310	19.1
Insurance	1.605	1.507	0.097	6.1	0.000	0.113	(0.113)	-	1.605	1.621	(0.016)	(1.0)
Claims	0.096	0.027	0.068	71.7	0.000	0.000	0.000	-	0.096	0.027	0.068	71.7
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	9.566	8.268	1.298	13.6	1.771	0.113	1.657	93.6	11.337	8.381	2.956	26.1
Professional Service Contracts	3.869	2.341	1.529	39.5	2.699	0.003	2.696	99.9	6.568	2.344	4.225	64.3
Materials & Supplies	8.340	6.253	2.087	25.0	9.627	2.059	7.568	78.6	17.967	8.312	9.655	53.7
Other Business Expenses	1.414	0.564	0.850	60.1	0.033	0.020	0.013	39.3	1.447	0.584	0.863	59.7
<b>Total Non-Labor</b>	<b>\$31.095</b>	<b>\$24.822</b>	<b>\$6.273</b>	<b>20.2</b>	<b>\$14.129</b>	<b>\$2.448</b>	<b>\$11.681</b>	<b>82.7</b>	<b>\$45.224</b>	<b>\$27.270</b>	<b>\$17.954</b>	<b>39.7</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$113.558</b>	<b>\$100.692</b>	<b>\$12.865</b>	<b>11.3</b>	<b>\$29.492</b>	<b>\$13.513</b>	<b>\$15.979</b>	<b>54.2</b>	<b>\$143.050</b>	<b>\$114.205</b>	<b>\$28.845</b>	<b>20.2</b>
Depreciation	20.542	20.212	0.330	1.6	0.000	0.000	0.000	-	20.542	20.212	0.330	1.6
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	(0.015)	0.349	*	0.000	0.000	0.000	-	0.333	(0.015)	0.349	*
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$134.433</b>	<b>\$120.889</b>	<b>\$13.544</b>	<b>10.1</b>	<b>\$29.492</b>	<b>\$13.513</b>	<b>\$15.979</b>	<b>54.2</b>	<b>\$163.926</b>	<b>\$134.402</b>	<b>\$29.524</b>	<b>18.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$120.476)</b>	<b>(\$107.136)</b>	<b>\$13.340</b>	<b>11.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$120.476)</b>	<b>(\$107.136)</b>	<b>\$13.340</b>	<b>11.1</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	20.212	(0.330)	(1.6)	0.000	0.000	0.000	-	20.542	20.212	(0.330)	(1.6)
Operating/Capital	(2.689)	(0.463)	2.226	82.8	0.000	0.000	0.000	-	(2.689)	(0.463)	2.226	82.8
Other Cash Adjustments	11.648	(2.549)	(14.197)	*	0.000	0.000	0.000	-	11.648	(2.549)	(14.197)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$29.502</b>	<b>\$17.200</b>	<b>(\$12.301)</b>	<b>(41.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$29.502</b>	<b>\$17.200</b>	<b>(\$12.301)</b>	<b>(41.7)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$90.975)</b>	<b>(\$89.936)</b>	<b>\$1.039</b>	<b>1.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$90.975)</b>	<b>(\$89.936)</b>	<b>\$1.039</b>	<b>1.1</b>

**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**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$10.224	\$10.969	\$0.745	7.3	\$0.000	\$0.000	\$0.000	-	\$10.224	\$10.969	\$0.745	7.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.733	2.784	(0.950)	(25.4)	0.000	0.000	0.000	-	3.733	2.784	(0.950)	(25.4)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.442	7.111	(4.331)	(37.9)	11.442	7.111	(4.331)	(37.9)
CDOT	0.000	0.000	0.000	-	16.977	5.783	(11.194)	(65.9)	16.977	5.783	(11.194)	(65.9)
Other	0.000	0.000	0.000	-	1.074	0.619	(0.455)	(42.4)	1.074	0.619	(0.455)	(42.4)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	29.492	13.513	(15.979)	(54.2)	29.492	13.513	(15.979)	(54.2)
<b>Total Revenue/Receipts</b>	<b>\$13.957</b>	<b>\$13.753</b>	<b>(\$0.204)</b>	<b>(1.5)</b>	<b>\$29.492</b>	<b>\$13.513</b>	<b>(\$15.979)</b>	<b>(54.2)</b>	<b>\$43.449</b>	<b>\$27.266</b>	<b>(\$16.184)</b>	<b>(37.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$45.843	\$42.651	\$3.192	7.0	\$4.263	\$3.003	\$1.260	29.6	\$50.105	\$45.654	\$4.452	8.9
Overtime	8.002	6.401	1.602	20.0	2.175	1.744	0.431	19.8	10.177	8.145	2.032	20.0
Health and Welfare	9.490	8.022	1.468	15.5	1.439	1.008	0.431	29.9	10.929	9.031	1.899	17.4
OPEB Current Payment	3.083	3.437	(0.354)	(11.5)	0.000	0.000	0.000	-	3.083	3.437	(0.354)	(11.5)
Pensions	10.663	9.589	1.073	10.1	1.148	0.858	0.290	25.3	11.810	10.447	1.363	11.5
Other Fringe Benefits	10.810	9.491	1.319	12.2	1.083	0.812	0.271	25.0	11.894	10.304	1.590	13.4
Reimbursable Overhead	(5.429)	(3.721)	(1.708)	(31.5)	5.256	3.640	1.616	30.8	(0.173)	(0.081)	(0.092)	(53.1)
<b>Total Labor</b>	<b>\$82.463</b>	<b>\$75.870</b>	<b>\$6.592</b>	<b>8.0</b>	<b>\$15.364</b>	<b>\$11.065</b>	<b>\$4.299</b>	<b>28.0</b>	<b>\$97.826</b>	<b>\$86.935</b>	<b>\$10.891</b>	<b>11.1</b>
<i>Non-Labor:</i>												
Electric Power	\$4.583	\$4.550	\$0.033	0.7	\$0.000	\$0.140	(\$0.140)	-	\$4.583	\$4.690	(\$0.107)	(2.3)
Fuel	1.623	1.313	0.310	19.1	0.000	0.000	0.000	-	1.623	1.313	0.310	19.1
Insurance	1.605	1.507	0.097	6.1	0.000	0.113	(0.113)	-	1.605	1.621	(0.016)	(1.0)
Claims	0.096	0.027	0.068	71.7	0.000	0.000	0.000	-	0.096	0.027	0.068	71.7
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	9.566	8.268	1.298	13.6	1.771	1.113	1.657	93.6	11.337	8.381	2.956	26.1
Professional Service Contracts	3.869	2.341	1.529	39.5	2.699	0.003	2.696	99.9	6.568	2.344	4.225	64.3
Materials & Supplies	8.340	6.253	2.087	25.0	9.627	2.059	7.568	78.6	17.967	8.312	9.655	53.7
Other Business Expenses	1.414	0.564	0.850	60.1	0.033	0.020	0.013	39.3	1.447	0.584	0.863	59.7
<b>Total Non-Labor</b>	<b>\$31.095</b>	<b>\$24.822</b>	<b>\$6.273</b>	<b>20.2</b>	<b>\$14.129</b>	<b>\$2.448</b>	<b>\$11.681</b>	<b>82.7</b>	<b>\$45.224</b>	<b>\$27.270</b>	<b>\$17.954</b>	<b>39.7</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$113.558</b>	<b>\$100.692</b>	<b>\$12.865</b>	<b>11.3</b>	<b>\$29.492</b>	<b>\$13.513</b>	<b>\$15.979</b>	<b>54.2</b>	<b>\$143.050</b>	<b>\$114.205</b>	<b>\$28.845</b>	<b>20.2</b>
Depreciation	20.542	20.212	0.330	1.6	0.000	0.000	0.000	-	20.542	20.212	0.330	1.6
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	(0.015)	0.349	*	0.000	0.000	0.000	-	0.333	(0.015)	0.349	*
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$134.433</b>	<b>\$120.889</b>	<b>\$13.544</b>	<b>10.1</b>	<b>\$29.492</b>	<b>\$13.513</b>	<b>\$15.979</b>	<b>54.2</b>	<b>\$163.926</b>	<b>\$134.402</b>	<b>\$29.524</b>	<b>18.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$120.476)</b>	<b>(\$107.136)</b>	<b>\$13.340</b>	<b>11.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$120.476)</b>	<b>(\$107.136)</b>	<b>\$13.340</b>	<b>11.1</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	20.212	(0.330)	(1.6)	0.000	0.000	0.000	-	20.542	20.212	(0.330)	(1.6)
Operating/Capital	(2.689)	(0.463)	2.226	82.8	0.000	0.000	0.000	-	(2.689)	(0.463)	2.226	82.8
Other Cash Adjustments	11.648	(2.549)	(14.197)	*	0.000	0.000	0.000	-	11.648	(2.549)	(14.197)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$29.502</b>	<b>\$17.200</b>	<b>(\$12.301)</b>	<b>(41.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$29.502</b>	<b>\$17.200</b>	<b>(\$12.301)</b>	<b>(41.7)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$90.975)</b>	<b>(\$89.936)</b>	<b>\$1.039</b>	<b>1.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$90.975)</b>	<b>(\$89.936)</b>	<b>\$1.039</b>	<b>1.1</b>

**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**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**January 2021**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
FAREBOX REVENUE	Non-Reimb	\$0.745	7.3%	Reflects higher East of Hudson non-commutation ridership.
OTHER OPERATING REVENUE	Non-Reimb	(\$0.950)	(25.4%)	Reflects timing of advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$15.979)	(54.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	\$3.192	7.0%	Primarily due to timing of pay periods.
	Reimb	\$1.260	29.6%	Primarily reflects lower activity on the Connecticut Track Program and Turnouts Replacement Project.
OVERTIME	Non-Reimb	\$1.602	20.0%	See overtime charts.
	Reimb	\$0.431	19.8%	See overtime charts.
HEALTH AND WELFARE	Non-Reimb	\$1.468	15.5%	Primarily reflects lower than budgeted labor costs.
	Reimb	\$0.431	29.9%	Primarily reflects lower activity on the Connecticut Track Program, Positive Train Control and Turnouts Replacement Projects.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.354)	(11.5%)	Primarily reflects a higher number of retirees receiving healthcare premiums than budgeted.
PENSIONS	Non-Reimb	\$1.073	10.1%	Primarily reflects lower than budgeted labor costs.
	Reimb	\$0.290	25.3%	Primarily reflects lower activity on the following Projects: Connecticut Track Program, Positive Train Control and Signal Replacement - Greenwich to South Norwalk.
OTHER FRINGE BENEFITS	Non-Reimb	\$1.319	12.2%	Reflects lower labor costs than budgeted combined with a lower employee claim provision partially offset by higher rates.
	Reimb	\$0.271	25.0%	Primarily reflects lower activity on the Connecticut Track Program, Positive Train Control, Harmon Shop Improvements and Signal Replacement - Greenwich to South Norwalk Projects.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.708)	(31.5%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
FUEL	Non-Reimb	\$0.310	19.1%	Lower than budgeted heating fuel usage and timing of non-revenue fuel payments partially offset by higher revenue fuel rates.
INSURANCE	Non-Reimb	\$0.097	6.1%	Primarily reflects lower than budgeted premiums.
	Reimb	(\$0.113)	-	Primarily reflects higher activity on the Power Infrastructure Restoration, Connecticut Track Program and Turnouts Replacement Projects.
CLAIMS	Non-Reimb	\$0.068	71.7%	Reflects a lower passenger claims provision than budgeted.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**January 2021**  
**(\$ in millions)**

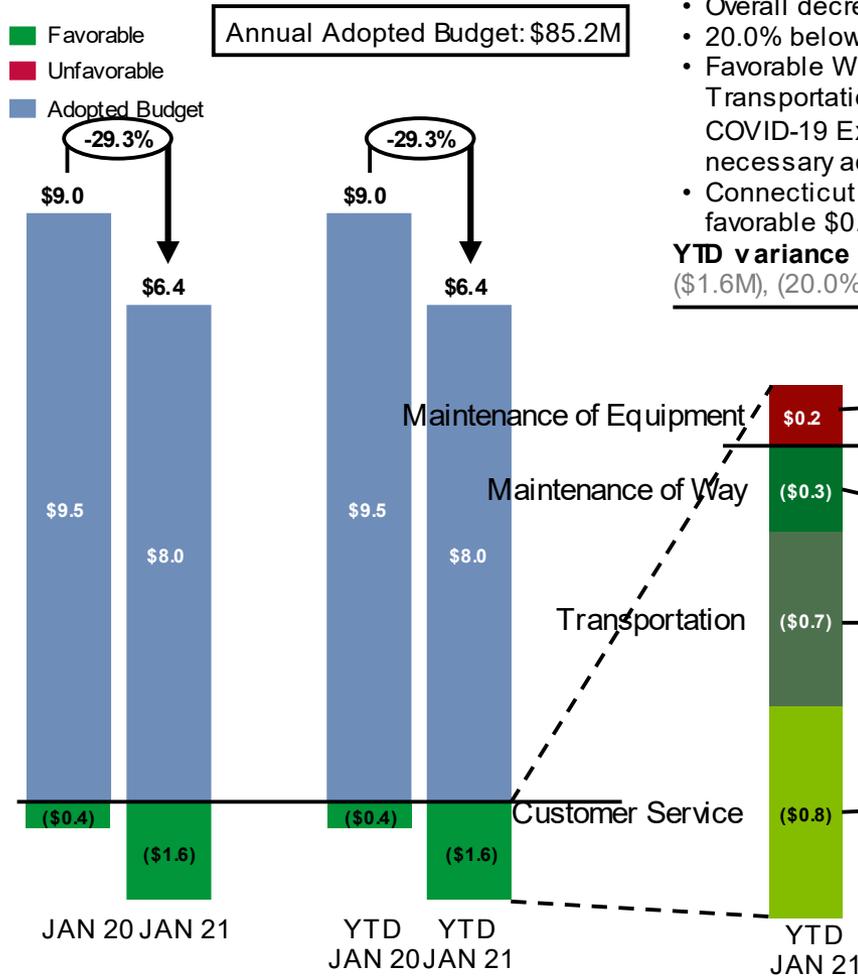
		Current Month vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.298	13.6%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and miscellaneous maintenance and operating contracts.
	Reimb	\$1.657	93.6%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk and Waterbury Branch Cab Signal Projects.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.529	39.5%	Lower than anticipated consulting and engineering services.
	Reimb	\$2.696	99.9%	Reflects lower activity on the Positive Train Control (CT), Waterbury Branch Cab Signal and Sasco Creek Traction Power Supply Station Projects.
MATERIALS AND SUPPLIES	Non-Reimb	\$2.087	25.0%	Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule as well as lower infrastructure expense.
	Reimb	\$7.568	78.6%	Reflects lower activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration and Harmon Shop Improvements Projects partially offset by higher activity on the Cyclical Track Program, Connecticut Track Program, Track Repairs East End Building 19 and Harmon Shop Replacement - Phase V Projects.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.850	60.1%	Lower subsidy payments to New Jersey Transit resulting from inflationary adjustments as well as lower credit card fees.
	Reimb	\$0.013	39.3%	Primarily reflects lower activity on the Program Scope Development Project.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.349	*	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$2.226	82.8%	Primarily reflects timing for the following projects: Upper Harlem Pole Replacement, Vehicle Replacement Program, GCT Escalators Replacement, ADA Compliant Signage in GCT, GCT SMO Design & Reconfigure and GCT Air Handling Units/Glycol Cooling.

\* Variance exceeds 100%.

# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

## January 2021 and YTD Budget v.s. v variance

\$M



## Overview

- Overall decrease of \$2.7M or 29.3% compared to YTD January 2020
- 20.0% below 2021 Adopted Budget
- Favorable Weather variance in Maintenance of Way, revised crew needs in Transportation and excess monthly budget in Customer Service is offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock as well as necessary activity to ensure appropriate fleet availability
- Connecticut paid \$1.7M of total \$6.4M; Connecticut's share of YTD Variance is favorable \$0.5M of the favorable \$1.6M

## YTD variance by division

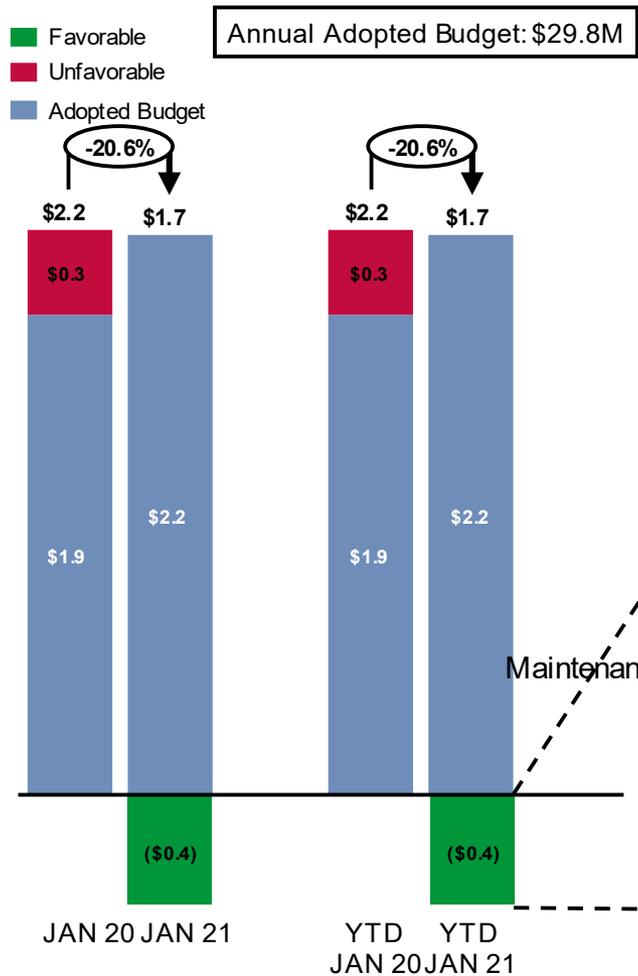
(\$1.6M), (20.0%)

- Incremental rolling stock repairs and COVID-19 Extraordinary Cleaning
- Less weather events than planned
- Reduced train & engine crew overtime resulting from implementation of revised schedules effective in June 2020 in addition to increased employee availability.
- Over-allocation of Annual Budget to January Month, will be corrected in February

# METRO-NORTH RAILROAD –Reimbursable Overtime Variance

## January 2021 and YTD Budget v s. v ariance

\$M

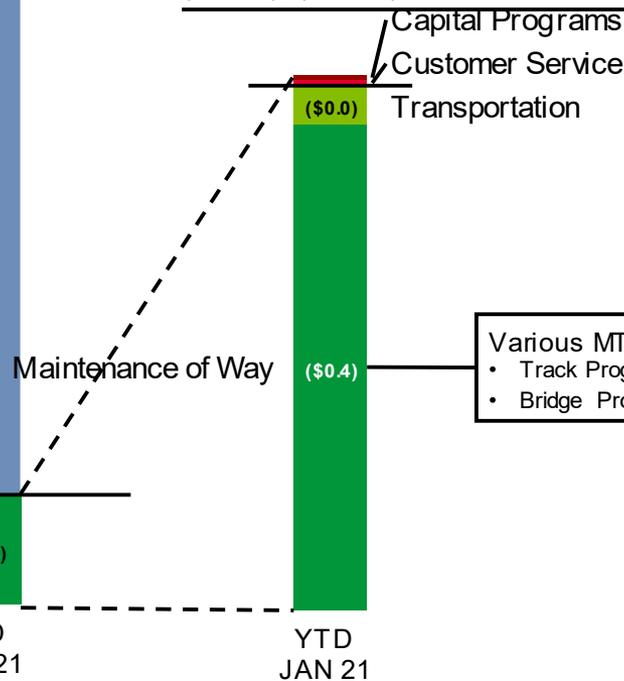


## Overview

- Overall decrease of \$0.5M or 20.6% compared to YTD January 2020
- 19.8% below 2021 Adopted Budget
- Main cause for favorable variance is less than planned work on MTA 5-Year projects and CT Capital projects
- Connecticut paid \$0.7M of total \$1.7M; Connecticut's share of YTD Variance is favorable \$0.2M of the unfavorable \$0.4M

## YTD variance by division

(\$0.4M), (-19.8%)



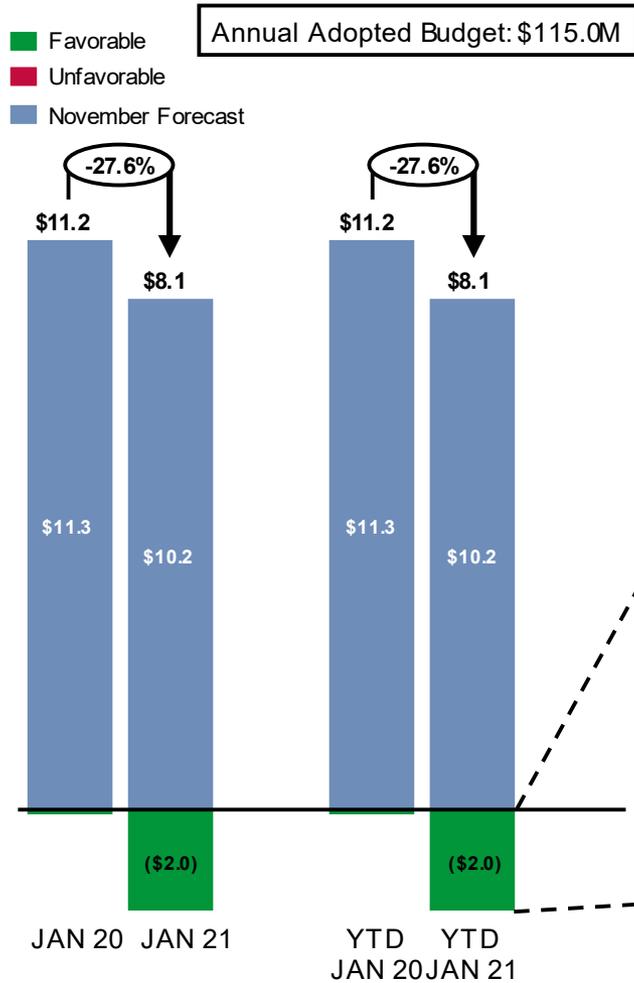
Various MTA 5-Year and CT Reimbursable projects

- Track Programs
- Bridge Programs

# METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

January 2021 and YTD Budget v.s. variance

\$M

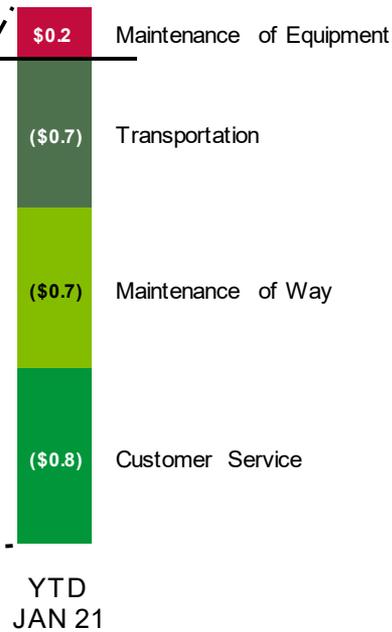


## Overview

- Overall decrease of \$3.1M or 27.6% compared to YTD January 2020
- 20.0% below 2021 Adopted Budget
- Favorable Weather variance in Maintenance of Way, revised crew needs in Transportation, excess monthly budget in Customer Service and lower Reimbursable overtime is offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock as well as necessary activity to ensure appropriate fleet availability
- Connecticut paid \$2.4M of total \$8.1M; Connecticut's share of YTD Variance is a favorable \$0.7M of the overall favorable \$2.0M

## YTD variance by division

(\$8.1M), (20.0%)



**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	JANUARY 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$9.854	\$9.807	(\$0.047)	(0.5)	\$9.854	\$9.807	(\$0.047)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.212	4.257	(1.955)	(31.5)	6.212	4.257	(1.955)	(31.5)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	12.823	2.888	(9.935)	(77.5)	12.823	2.888	(9.935)	(77.5)
CDOT	16.977	16.053	(0.924)	(5.4)	16.977	16.053	(0.924)	(5.4)
Other	1.074	1.733	0.659	61.4	1.074	1.733	0.659	61.4
Total Capital and Other Reimbursements	30.874	20.674	(10.200)	(33.0)	30.874	20.674	(10.200)	(33.0)
<b>Total Receipts</b>	<b>\$46.941</b>	<b>\$34.738</b>	<b>(\$12.203)</b>	<b>(26.0)</b>	<b>\$46.941</b>	<b>\$34.738</b>	<b>(\$12.203)</b>	<b>(26.0)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$47.201	\$43.477	\$3.724	7.9	\$47.201	\$43.477	\$3.724	7.9
Overtime	9.693	8.196	1.497	15.4	9.693	8.196	1.497	15.4
Health and Welfare	11.979	10.849	1.130	9.4	11.979	10.849	1.130	9.4
OPEB Current Payment	3.083	3.409	(0.326)	(10.6)	3.083	3.409	(0.326)	(10.6)
Pensions	11.309	11.430	(0.121)	(1.1)	11.309	11.430	(0.121)	(1.1)
Other Fringe Benefits	10.906	10.986	(0.080)	(0.7)	10.906	10.986	(0.080)	(0.7)
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	-
<b>Total Labor</b>	<b>\$94.171</b>	<b>\$88.347</b>	<b>\$5.824</b>	<b>6.2</b>	<b>\$94.171</b>	<b>\$88.347</b>	<b>\$5.824</b>	<b>6.2</b>
<i>Non-Labor:</i>								
Electric Power	\$4.741	\$4.960	(\$0.219)	(4.6)	\$4.741	\$4.960	(\$0.219)	(4.6)
Fuel	1.580	0.887	0.693	43.9	1.580	0.887	0.693	43.9
Insurance	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Claims	0.096	0.105	(0.009)	(9.9)	0.096	0.105	(0.009)	(9.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.166	11.690	(1.524)	(15.0)	10.166	11.690	(1.524)	(15.0)
Professional Service Contracts	5.022	4.079	0.943	18.8	5.022	4.079	0.943	18.8
Materials & Supplies	18.201	11.165	7.036	38.7	18.201	11.165	7.036	38.7
Other Business Expenditures	3.938	3.441	0.497	12.6	3.938	3.441	0.497	12.6
<b>Total Non-Labor</b>	<b>\$43.745</b>	<b>\$36.327</b>	<b>\$7.418</b>	<b>17.0</b>	<b>\$43.745</b>	<b>\$36.327</b>	<b>\$7.418</b>	<b>17.0</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$137.915</b>	<b>\$124.674</b>	<b>\$13.241</b>	<b>9.6</b>	<b>\$137.915</b>	<b>\$124.674</b>	<b>\$13.241</b>	<b>9.6</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$90.975)</b>	<b>(\$89.936)</b>	<b>\$1.039</b>	<b>1.1</b>	<b>(\$90.975)</b>	<b>(\$89.936)</b>	<b>\$1.039</b>	<b>1.1</b>
<b>Subsidies</b>								
MTA	63.820	50.451	(13.369)	(20.9)	63.820	50.451	(13.369)	(20.9)
CDOT	27.155	36.569	9.414	34.7	27.155	36.569	9.414	34.7
<b>Total Subsidies</b>	<b>\$90.975</b>	<b>\$87.020</b>	<b>(\$3.955)</b>	<b>(4.3)</b>	<b>\$90.975</b>	<b>\$87.020</b>	<b>(\$3.955)</b>	<b>(4.3)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$0.083</b>	<b>\$0.083</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.083</b>	<b>\$0.083</b>	<b>-</b>

**Notes:**

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2021 BUDGET  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		Reason for Variance
	Variance Fav (Unfav)		
	\$	%	
OTHER OPERATING REVENUE	(1.955)	(31.5%)	Primarily reflects lower GCT retail revenues due to the COVID-19 pandemic combined with lower miscellaneous and advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS: MTA	(9.935)	(77.5%)	Primarily reflects lower cash receipts partially offset by higher capital related project activity than budgeted.
CDOT	(0.924)	(5.4%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	0.659	61.4%	Primarily reflects higher reimbursable related project activity than budgeted.
PAYROLL	3.724	7.9%	Primarily reflects timing of pay periods as well as RWA payments partially offset by inter-agency payroll.
OVERTIME	1.497	15.4%	Primarily reflects reduced train & engine crew overtime resulting from continued use of reduced schedule and lower required vacancy coverage in Maintenance of Equipment, Customer Service and Stations.
HEALTH & WELFARE	1.130	9.4%	Reflects lower than budgeted labor costs combined with lower rates.
OPEB CURRENT PAYMENT	(0.326)	(10.6%)	Primarily reflects higher number of retirees receiving healthcare premiums than budgeted.
FUEL	0.693	43.9%	Primarily reflects timing of payments combined with lower heating fuel usage than budgeted.
CLAIMS	(0.009)	(9.9%)	Reflects higher than budgeted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	(1.524)	(15.0%)	Primarily reflects timing of payments for infrastructure repair rentals, fleet management services, utilities and bus & transfer services.
PROFESSIONAL SERVICE CONTRACTS	0.943	18.8%	Primarily reflects a refund of an overpayment of 2019 New Haven Line share of MTA IT costs.
MATERIALS & SUPPLIES	7.036	38.7%	Primarily reflects lower activity on the Waterbury Branch Cab Signal Project and Power Infrastructure Restoration Project.
OTHER BUSINESS EXPENSES	0.497	12.6%	Primarily reflects lower subsidy payments for New Jersey Transit resulting from inflationary adjustments.
MTA SUBSIDY RECEIPTS	(13.369)	(20.9%)	Primarily reflects higher CDOT subsidy, available cash balance and lower cash deficit.
CDOT SUBSIDY RECEIPTS	9.414	34.7%	Reflects higher CDOT share of estimated deficit than budgeted.

\* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	JANUARY 2021				Year-to-Date			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.370)	(\$1.162)	(\$0.793)	*	(\$0.370)	(\$1.162)	(\$0.793)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.479	1.473	(1.006)	(40.6)	2.479	1.473	(1.006)	(40.6)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	1.381	(4.223)	(5.605)	*	1.381	(4.223)	(5.605)	*
CDOT	0.000	10.270	10.270	-	0.000	10.270	10.270	-
Other	0.000	1.114	1.114	-	0.000	1.114	1.114	-
Total Capital and Other Reimbursements	1.381	7.161	5.779	*	1.381	7.161	5.779	*
<b>Total Revenue/Receipts</b>	<b>\$3.491</b>	<b>\$7.472</b>	<b>\$3.981</b>	<b>*</b>	<b>\$3.491</b>	<b>\$7.472</b>	<b>\$3.981</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$2.905	\$2.177	(\$0.728)	(25.1)	\$2.905	\$2.177	(\$0.728)	(25.1)
Overtime	0.484	(0.051)	(0.535)	*	0.484	(0.051)	(0.535)	*
Health and Welfare	(1.049)	(1.818)	(0.769)	(73.3)	(1.049)	(1.818)	(0.769)	(73.3)
OPEB Current Payment	0.000	0.028	0.000	-	0.000	0.028	0.000	-
Pensions	0.501	(0.983)	(1.484)	*	0.501	(0.983)	(1.484)	*
Other Fringe Benefits	0.988	(0.682)	(1.671)	*	0.988	(0.682)	(1.671)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.173)	(0.081)	0.092	53.1	(0.173)	(0.081)	0.092	53.1
<b>Total Labor</b>	<b>\$3.656</b>	<b>(\$1.412)</b>	<b>(\$5.067)</b>	<b>*</b>	<b>\$3.656</b>	<b>(\$1.412)</b>	<b>(\$5.067)</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.159)	(\$0.270)	(\$0.112)	(70.4)	(\$0.159)	(\$0.270)	(\$0.112)	(70.4)
Fuel	0.042	0.426	0.383	*	0.042	0.426	0.383	*
Insurance	1.605	1.621	0.016	1.0	1.605	1.621	0.016	1.0
Claims	0.000	(0.078)	(0.078)	-	0.000	(0.078)	(0.078)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.171	(3.309)	(4.480)	*	1.171	(3.309)	(4.480)	*
Professional Service Contracts	1.546	(1.735)	(3.282)	*	1.546	(1.735)	(3.282)	*
Materials & Supplies	(0.235)	(2.853)	(2.618)	*	(0.235)	(2.853)	(2.618)	*
Other Business Expenses	(2.491)	(2.857)	(0.366)	(14.7)	(2.491)	(2.857)	(0.366)	(14.7)
<b>Total Non-Labor</b>	<b>\$1.479</b>	<b>(\$9.057)</b>	<b>(\$10.536)</b>	<b>*</b>	<b>\$1.479</b>	<b>(\$9.057)</b>	<b>(\$10.536)</b>	<b>*</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Non-Cash Liability Adjs.</b>	<b>\$5.135</b>	<b>(\$10.468)</b>	<b>(\$15.603)</b>	<b>*</b>	<b>\$5.135</b>	<b>(\$10.468)</b>	<b>(\$15.603)</b>	<b>*</b>
Depreciation	20.542	20.212	(0.330)	(1.6)	20.542	20.212	(0.330)	(1.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	(0.015)	(0.349)	*	0.333	(0.015)	(0.349)	*
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures Adjustments</b>	<b>\$26.010</b>	<b>\$9.728</b>	<b>(\$16.282)</b>	<b>(62.6)</b>	<b>\$26.010</b>	<b>\$9.728</b>	<b>(\$16.282)</b>	<b>(62.6)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$29.502</b>	<b>\$17.200</b>	<b>(\$12.301)</b>	<b>(41.7)</b>	<b>\$29.502</b>	<b>\$17.200</b>	<b>(\$12.301)</b>	<b>(41.7)</b>

**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**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**RIDERSHIP/UTILIZATION**  
**JANUARY 2021**  
(in millions)

	MONTH			VARIANCE			
				Fav/(Unfav)			
	ADOPTED BUDGET	2021	2020 <sup>(A)</sup>	ADOPTED BUDGET		2020	
<b><u>FAREBOX REVENUE</u></b>							
<i>Harlem Line - Commutation</i>	1.688	1.014	9.500	(0.675)	-40.0%	(8.487)	-89.3%
<i>Harlem Line - Non-Commutation</i>	1.275	2.136	7.998	0.861	67.5%	(5.862)	-73.3%
<b>TOTAL HARLEM LINE</b>	<b>\$2.963</b>	<b>\$3.150</b>	<b>\$17.498</b>	<b>\$0.187</b>	<b>6.3%</b>	<b>(\$14.348)</b>	<b>-82.0%</b>
<i>Hudson Line - Commutation</i>	1.174	0.729	6.317	(0.445)	-37.9%	(5.588)	-88.5%
<i>Hudson Line - Non-Commutation</i>	1.060	2.060	6.636	1.000	94.3%	(4.576)	-69.0%
<b>TOTAL HUDSON LINE</b>	<b>\$2.234</b>	<b>\$2.789</b>	<b>\$12.953</b>	<b>\$0.555</b>	<b>24.9%</b>	<b>(\$10.164)</b>	<b>-78.5%</b>
<i>New Haven Line - Commutation</i>	2.351	1.120	13.094	(1.231)	-52.4%	(11.974)	-91.4%
<i>New Haven Line - Non-Commutation</i>	2.477	3.602	14.926	1.124	45.4%	(11.324)	-75.9%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$4.828</b>	<b>\$4.722</b>	<b>\$28.020</b>	<b>(\$0.106)</b>	<b>-2.2%</b>	<b>(\$23.298)</b>	<b>-83.1%</b>
<i>All Lines - Commutation</i>	5.213	2.863	28.912	(2.350)	-45.1%	(26.049)	-90.1%
<i>All Lines - Non-Commutation</i>	4.812	7.798	29.560	2.985	62.0%	(21.762)	-73.6%
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$10.025</b>	<b>\$10.661</b>	<b>\$58.472</b>	<b>\$0.635</b>	<b>6.3%</b>	<b>(\$47.811)</b>	<b>-81.8%</b>
<i>West of Hudson<sup>(B)</sup></i>	<u>\$0.198</u>	<u>\$0.308</u>	<u>\$1.257</u>	<u>\$0.110</u>	<u>55.5%</u>	<u>(\$0.949)</u>	<u>-75.5%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$10.224</b>	<b>\$10.969</b>	<b>\$59.729</b>	<b>\$0.745</b>	<b>7.3%</b>	<b>(\$48.760)</b>	<b>-81.6%</b>
<b><u>RIDERSHIP</u></b>							
<i>Harlem Line - Commutation</i>	0.216	0.170	1.262	(0.046)	-21.2%	(1.092)	-86.5%
<i>Harlem Line - Non-Commutation</i>	0.139	0.278	0.839	0.139	99.9%	(0.561)	-66.9%
<b>TOTAL HARLEM LINE</b>	<b>0.355</b>	<b>0.447</b>	<b>2.101</b>	<b>0.093</b>	<b>26.2%</b>	<b>(1.653)</b>	<b>-78.7%</b>
<i>Hudson Line - Commutation</i>	0.124	0.092	0.723	(0.033)	-26.3%	(0.631)	-87.3%
<i>Hudson Line - Non-Commutation</i>	0.094	0.199	0.562	0.105	112.3%	(0.363)	-64.5%
<b>TOTAL HUDSON LINE</b>	<b>0.218</b>	<b>0.291</b>	<b>1.285</b>	<b>0.073</b>	<b>33.3%</b>	<b>(0.994)</b>	<b>-77.3%</b>
<i>New Haven Line - Commutation</i>	0.287	0.190	1.662	(0.097)	-33.9%	(1.472)	-88.6%
<i>New Haven Line - Non-Commutation</i>	0.232	0.426	1.377	0.194	83.5%	(0.951)	-69.0%
<b>TOTAL NEW HAVEN LINE</b>	<b>0.519</b>	<b>0.616</b>	<b>3.038</b>	<b>0.097</b>	<b>18.6%</b>	<b>(2.423)</b>	<b>-79.7%</b>
<b>Total Ridership East of Hudson</b>							
<i>All Lines - Commutation</i>	0.627	0.451	3.646	(0.176)	-28.0%	(3.195)	-87.6%
<i>All Lines - Non-Commutation</i>	0.465	0.903	2.777	0.438	94.2%	(1.874)	-67.5%
<b>TOTAL EAST OF HUDSON LINES</b>	<b>1.092</b>	<b>1.354</b>	<b>6.424</b>	<b>0.262</b>	<b>24.0%</b>	<b>(5.069)</b>	<b>-78.9%</b>
<i>West of Hudson<sup>(B)</sup></i>	<u>0.022</u>	<u>0.032</u>	<u>0.116</u>	<u>0.010</u>	<u>44.6%</u>	<u>(0.084)</u>	<u>-72.2%</u>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>1.114</b>	<b>1.387</b>	<b>6.540</b>	<b>0.272</b>	<b>24.4%</b>	<b>(5.153)</b>	<b>-78.8%</b>

<sup>(A)</sup> 2020 Ridership figures have been restated to simulate the 2021 calendar.

<sup>(B)</sup> West of Hudson current year actuals are preliminary and prior year actuals are stated as received from New Jersey Transit.

**MTA METRO-NORTH RAILROAD**  
**2021 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**January 31, 2021**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	2	1	
Labor Relations	10	10	0	
Safety	51	52	(1)	
Security	18	18	0	
Office of the Executive VP	7	7	0	
Corporate & Public Affairs	15	15	-	
Customer Service	48	45	3	
Legal	10	9	1	
Claims	6	5	1	
Human Resources	35	36	(1)	
Training	78	74	4	
Employee Relations & Diversity	4	4	-	
VP Planning	2	1	1	
Operations Planning & Analysis	19	18	1	
Capital Planning & Programming	10	10	-	
Long Range Planning	5	5	-	
VP Finance & Info Systems	-	-	-	
Controller	67	63	4	
Budget	16	16	-	
Procurement & Material Mgmt	21	20	1	
<b>Total Administration</b>	<b>425</b>	<b>409</b>	<b>16</b>	
<b>Operations</b>				
Operations Support	39	38	1	
Rolling Stock & EAM	15	14	1	
Transportation	1,658	1,611	47	A
Customer Service	369	352	17	A
Metro-North West	29	25	4	
<b>Total Operations</b>	<b>2,110</b>	<b>2,040</b>	<b>70</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,570	1,535	35	A
Maintenance of Way	2,142	2,076	66	A
Procurement & Material Mgmt	112	111	1	
<b>Total Maintenance</b>	<b>3,824</b>	<b>3,722</b>	<b>102</b>	
<b>Engineering/Capital</b>				
Construction Management	19	19	0	
Engineering & Design	59	54	5	
<b>Total Engineering/Capital</b>	<b>78</b>	<b>73</b>	<b>5</b>	
<b>Total Positions</b>	<b>6,437</b>	<b>6,245</b>	<b>192</b>	
<b>Non-Reimbursable</b>	<b>5,819</b>	<b>5,571</b>	<b>248</b>	
<b>Reimbursable</b>	<b>618</b>	<b>674</b>	<b>(56)</b>	
<b>Total Full-Time</b>	<b>6,436</b>	<b>6,244</b>	<b>192</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

(A) Variance reflects higher attrition than planned.

**MTA METRO-NORTH RAILROAD**  
**2021 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**January 31, 2021**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	148	143	5
Professional, Technical, Clerical	277	266	11
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>425</b>	<b>409</b>	<b>16</b>
<b>Operations</b>			
Managers/Supervisors	234	226	8
Professional, Technical, Clerical	251	240	11
Operational Hourlies	1,625	1,574	51
<b>Total Operations</b>	<b>2,110</b>	<b>2,040</b>	<b>70</b>
<b>Maintenance</b>			
Managers/Supervisors	645	634	11
Professional, Technical, Clerical	482	478	4
Operational Hourlies	2,697	2,611	86
<b>Total Maintenance</b>	<b>3,824</b>	<b>3,722</b>	<b>102</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	30	27	3
Professional, Technical, Clerical	48	46	2
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>78</b>	<b>73</b>	<b>5</b>
<b>Total Positions</b>			
Managers/Supervisors	1,057	1,030	27
Professional, Technical, Clerical	1,058	1,030	28
Operational Hourlies	4,322	4,185	137
<b>Total Positions</b>	<b>6,437</b>	<b>6,245</b>	<b>192</b>

**MTA METRO-NORTH RAILROAD  
2021 ADOPTED BUDGET VS. ACTUALS  
January 31, 2021**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	425	409	16	
Operations	2,110	2,040	70	Primarily reflects higher attrition than planned
Maintenance	3,824	3,722	102	Primarily reflects higher attrition than planned
Engineering / Capital	78	73	5	
<b>Total Agency-wide Headcount</b>	<b>6,437</b>	<b>6,245</b>	<b>192</b>	
Non-Reimbursable	5,819	5,571	248	
Reimbursable	618	674	(56)	

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
JANUARY 2021**

	MONTH			VARIANCE	
	BUD	2021	2020*	Fav/(Unfav) BUD	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	9.1%	11.3%	57.7%	2.2%	-46.5%
Adjusted <sup>(C)</sup>	13.2%	15.1%	66.9%	2.0%	-51.7%
Cost per Passenger					
Standard <sup>(B)</sup>	\$101.01	\$70.25	\$14.98	\$30.76	(\$55.26)
Adjusted <sup>(C)</sup>	\$98.96	\$68.16	\$14.58	\$30.80	(\$53.58)
Passenger Revenue/Passenger	\$9.18	\$7.91	\$8.65	(\$1.26)	(\$0.74)

(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: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49) 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.

\* January 2020 results reflect a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital; excluding the reclass, the Farebox Operating Ratio Budget variance, standard and adjusted, would be 4.9% and 6.3% favorable, respectively and YoY variance, would be 1.3% and 3.3% respectively. This adjustment also lowered the Cost per Passenger Indicator.

# Monthly Ridership Report

**Ben Cornelius**

Director – Operations Planning & Analysis



**January 2021**





# Metro-North Railroad

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## January 2021 Highlights: Ridership Report

(Note: January West of Hudson ridership is preliminary)

### January 2021 vs. 2020

Large decreases in January ridership were attributed to the COVID-19 Pandemic.

- East of Hudson ridership decreased 78.9% vs. January 2020 and was 24.0% above the forecast.
- East of Hudson Commutation ridership decreased by 87.6%.
- East of Hudson Non-Commutation ridership decreased by 67.5%.

East of Hudson Ridership by Line:

- Hudson Line Ridership decreased by 78.7%.
- Harlem Line Ridership decreased by 77.3%.
- New Haven Line Ridership decreased by 79.7%.

### Note:

(1) January ridership Includes Mail & Ride returned and unused refund adjustments.

**Ben Cornelius**

Director – Operations Planning & Analysis

**JANUARY 2021 RIDERSHIP & REVENUE REPORT  
MTA METRO-NORTH RAILROAD**

**RIDERSHIP SUMMARY**

**January Ridership and Revenue (millions)**

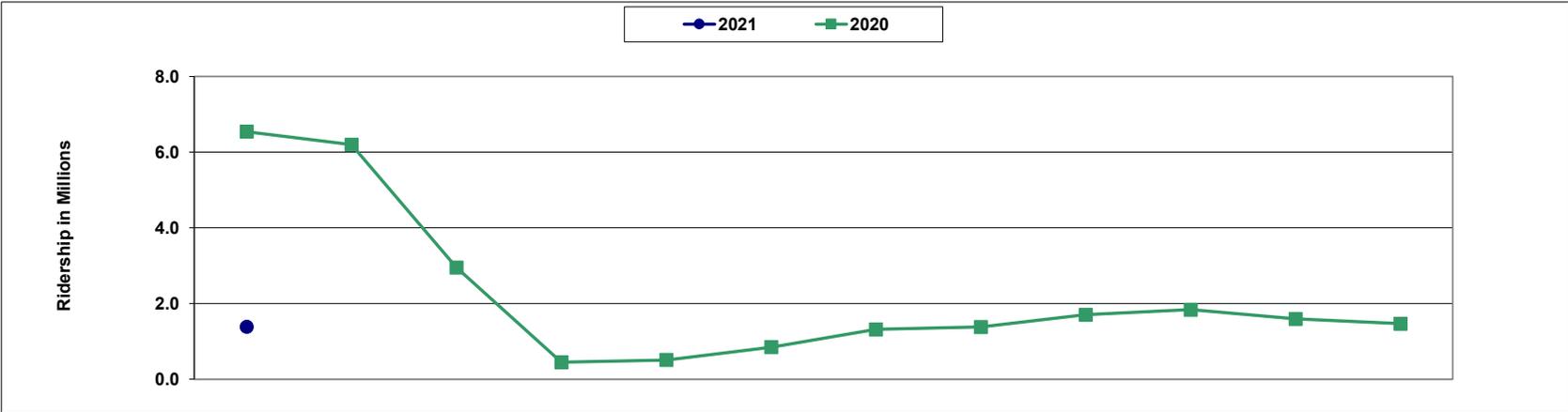
	January 2021	% Change vs. 2020
Total Rail Ridership	1.387	▼ -78.80%
Commutation Ridership	0.469	▼ -87.37%
Non-Commutation Ridership	0.918	▼ -67.56%
Connecting Service Ridership	0.004	▼ -86.11%
Total MNR System Ridership	1.391	▼ -78.83%
Rail Revenue	\$10.97	▼ -81.64%

**Year-to-Date to January Ridership and Revenue (millions)**

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	1.387	▼ -78.80%	▲ 24.43%
Commutation Ridership	0.469	▼ -87.37%	▼ -26.73%
Non-Commutation Ridership	0.918	▼ -67.56%	▲ 93.39%
Connecting Service Ridership	0.004	▼ -86.11%	▼ -12.38%
Total MNR System Ridership	1.391	▼ -78.83%	▲ 24.27%
Rail Revenue	\$10.97	▼ -81.64%	▲ 7.29%

JANUARY 2021 RAIL RIDERSHIP (1)

• January's Total Rail Ridership was -78.8% below 2020 and 24.4% above forecast.

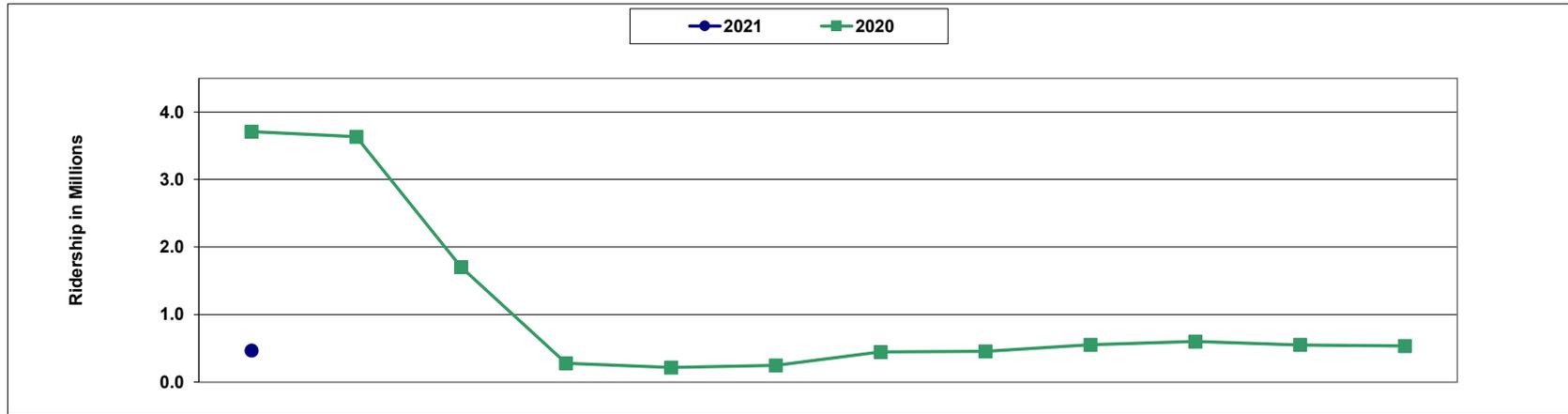


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.4												1.4
<b>2020</b>	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	6.5
<b>PCT CHG.</b>	-78.8%												-78.8%

1) Includes East and West of Hudson.

**JANUARY 2021 RAIL COMMUTATION RIDERSHIP (1)**

- January's Rail Commutation Ridership was -87.4% below 2020 and -26.7% below forecast.

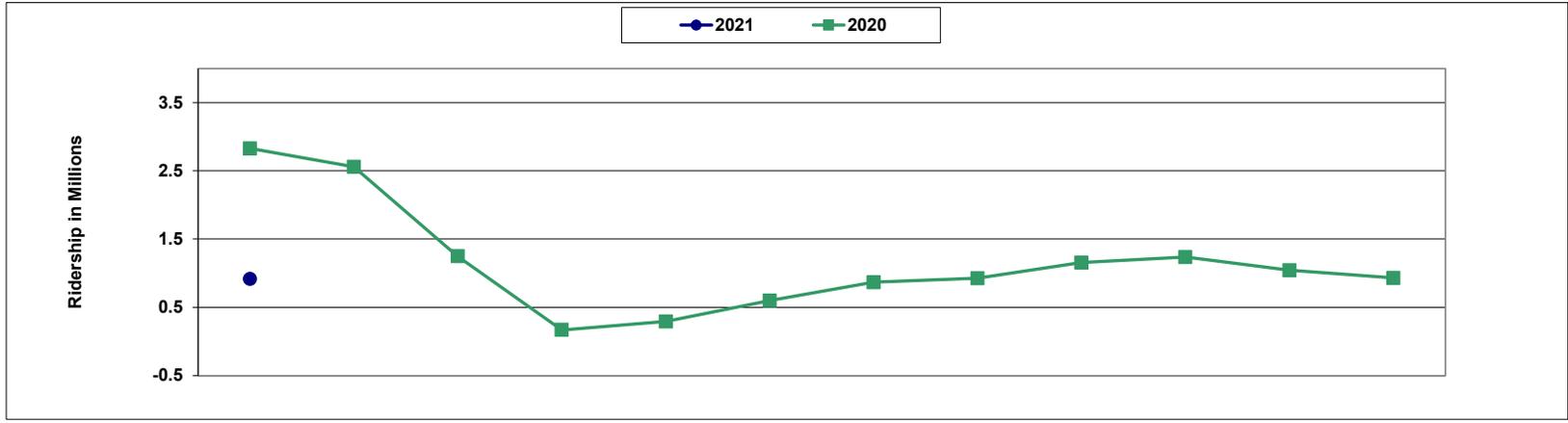


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.5												0.5
<b>2020</b>	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	3.7
<b>PCT CHG.</b>	-87.4%												-87.4%

1) Includes East and West of Hudson.

**JANUARY 2021 RAIL NON-COMMUTATION RIDERSHIP (1)**

- January's Rail Non-Commutation Ridership was -67.6% below 2020 and 93.4% above forecast.

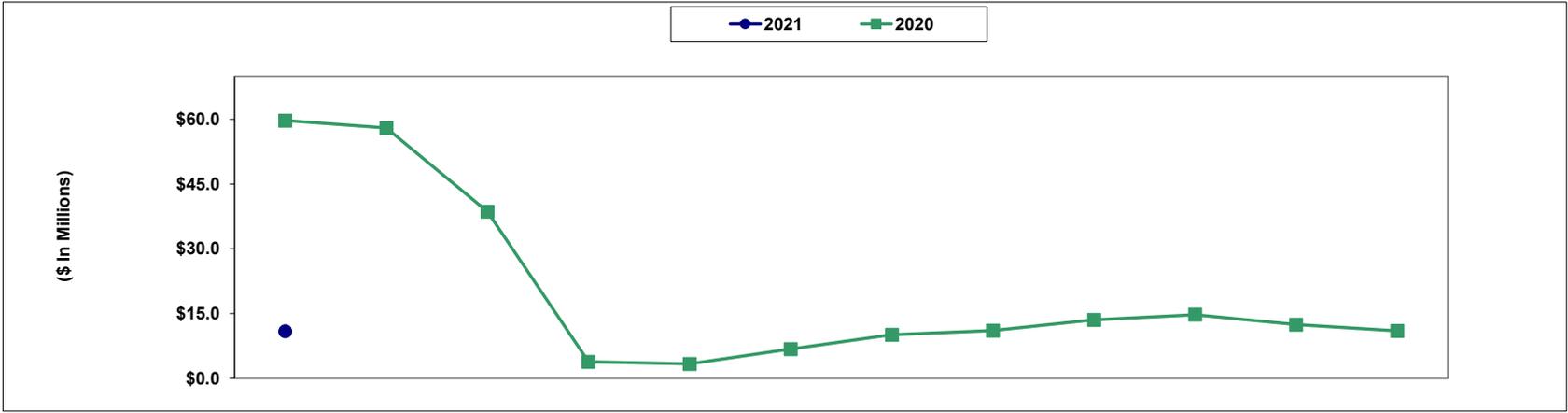


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	<b>0.9</b>												<b>0.9</b>
<b>2020</b>	<b>2.8</b>	<b>2.6</b>	<b>1.2</b>	<b>0.2</b>	<b>0.3</b>	<b>0.6</b>	<b>0.9</b>	<b>0.9</b>	<b>1.2</b>	<b>1.2</b>	<b>1.0</b>	<b>0.9</b>	<b>2.8</b>
<b>PCT CHG.</b>	<b>-67.6%</b>												<b>-67.6%</b>

1) Includes East and West of Hudson.

**JANUARY 2021 RAIL REVENUE (1)**

- January's Total Rail Revenue was -81.6% below 2020 and 7.3% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	\$11.0												\$11.0
<b>2020</b>	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$59.7
<b>PCT CHG.</b>	-81.6%												-81.6%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
JANUARY 2021**

TICKET TYPE/SERVICE	JANUARY 2021	JANUARY 2021	VARIANCE VS. FORECAST		JANUARY 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	451,114	626,857	(175,742)	-28.0%	3,646,344	(3,195,230)	-87.6%
West of Hudson	17,600	12,832	4,768	37.2%	64,524	(46,924)	-72.7%
<b>Total Rail Commutation Ridership</b>	<b>468,714</b>	<b>639,689</b>	<b>(170,974)</b>	<b>-26.7%</b>	<b>3,710,868</b>	<b>(3,242,154)</b>	<b>-87.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	903,043	465,014	438,029	94.2%	2,777,260	(1,874,217)	-67.5%
West of Hudson	14,797	9,580	5,217	54.5%	51,871	(37,074)	-71.5%
<b>Total Rail Non-Commutation Ridership</b>	<b>917,840</b>	<b>474,595</b>	<b>443,246</b>	<b>93.4%</b>	<b>2,829,131</b>	<b>(1,911,291)</b>	<b>-67.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	1,354,158	1,091,871	262,287	24.0%	6,423,604	(5,069,446)	-78.9%
West of Hudson (2)	32,397	22,412	9,985	44.6%	116,395	(83,998)	-72.2%
<b>TOTAL RAIL RIDERSHIP</b>	<b>1,386,555</b>	<b>1,114,283</b>	<b>272,272</b>	<b>24.4%</b>	<b>6,539,999</b>	<b>(5,153,444)</b>	<b>-78.8%</b>
<b>CONNECTING SERVICES RIDERSHIP (3)</b>	<b>4,444</b>	<b>5,072</b>	<b>(628)</b>	<b>-12.4%</b>	<b>31,995</b>	<b>(27,551)</b>	<b>-86.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>1,390,999</b>	<b>1,119,355</b>	<b>271,644</b>	<b>24.3%</b>	<b>6,571,994</b>	<b>(5,180,995)</b>	<b>-78.8%</b>

**Notes:**

- 1) 2020 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Hudson Rail Link only.

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
2021 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2020	2020	VARIANCE VS.		2019	CHANGE FROM 2019	
	YTD ACTUAL	YTD FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	451,114	626,857	(175,742)	-28.0%	3,646,344	(3,195,230)	-87.6%
West of Hudson	17,600	12,832	4,768	37.2%	64,524	(46,924)	-72.7%
<b>Total Rail Commutation Ridership</b>	<b>468,714</b>	<b>639,689</b>	<b>(170,974)</b>	<b>-26.7%</b>	<b>3,710,868</b>	<b>(3,242,154)</b>	<b>-87.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	903,043	465,014	438,029	94.2%	2,777,260	(1,874,217)	-67.5%
West of Hudson	14,797	9,580	5,217	54.5%	51,871	(37,074)	-71.5%
<b>Total Rail Non-Commutation Ridership</b>	<b>917,840</b>	<b>474,595</b>	<b>443,246</b>	<b>93.4%</b>	<b>2,829,131</b>	<b>(1,911,291)</b>	<b>-67.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	1,354,158	1,091,871	262,287	24.0%	6,423,604	(5,069,446)	-78.9%
West of Hudson	32,397	22,412	9,985	44.6%	116,395	(83,998)	-72.2%
<b>TOTAL RAIL RIDERSHIP</b>	<b>1,386,555</b>	<b>1,114,283</b>	<b>272,272</b>	<b>24.4%</b>	<b>6,539,999</b>	<b>(5,153,444)</b>	<b>-78.8%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>4,444</b>	<b>5,072</b>	<b>(628)</b>	<b>-12.4%</b>	<b>31,995</b>	<b>(27,551)</b>	<b>-86.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>1,390,999</b>	<b>1,119,355</b>	<b>271,644</b>	<b>24.3%</b>	<b>6,571,994</b>	<b>(5,180,995)</b>	<b>-78.8%</b>

**Notes:**

- 1) 2020 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) Includes Hudson Rail Link only. Starting May 1st, both HO and NB Ferries will return to service.

MTA METRO-NORTH RAILROAD  
RIDERSHIP BY LINE  
JANUARY 2021

LINE	JANUARY 2021 ACTUAL	JANUARY 2020 RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	447,475	2,100,700	(1,653,225)	-78.7%
Hudson Line	290,986	1,284,549	(993,563)	-77.3%
New Haven Line	615,698	3,038,355	(2,422,657)	-79.7%
<b>Total East of Hudson</b>	<b>1,354,158</b>	<b>6,423,604</b>	<b>(5,069,446)</b>	<b>-78.9%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	21,415	66,909	(45,494)	-68.0%
Pascack Valley Line	10,982	49,486	(38,504)	-77.8%
<b>Total West of Hudson (2)</b>	<b>32,397</b>	<b>116,395</b>	<b>(83,998)</b>	<b>-72.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>1,386,555</b>	<b>6,539,999</b>	<b>(5,153,444)</b>	<b>-78.8%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	4,444	31,995	(27,551)	-86.1%
Haverstraw-Ossining Ferry	NA	NA	NA	NA
Newburgh-Beacon Ferry	NA	NA	NA	NA
<b>Total Connecting Services (3)</b>	<b>4,444</b>	<b>31,995</b>	<b>(27,551)</b>	<b>-86.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>1,390,999</b>	<b>6,571,994</b>	<b>(5,180,995)</b>	<b>-78.8%</b>

**Notes:**

- 1) 2020 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.

**MTA METRO-NORTH RAILROAD  
RIDERSHIP BY LINE  
2021 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2020 YTD ACTUAL	2019 YTD RESTATED (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	447,475	2,100,700	(1,653,225)	-78.7%
Hudson Line	290,986	1,284,549	(993,563)	-77.3%
New Haven Line	615,698	3,038,355	(2,422,657)	-79.7%
<b>Total East of Hudson</b>	<b>1,354,158</b>	<b>6,423,604</b>	<b>(5,069,446)</b>	<b>-78.9%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	21,415	66,909	(45,494)	-68.0%
Pascack Valley Line	10,982	49,486	(38,504)	-77.8%
<b>Total West of Hudson</b>	<b>32,397</b>	<b>116,395</b>	<b>(83,998)</b>	<b>-72.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>1,386,555</b>	<b>6,539,999</b>	<b>(5,153,444)</b>	<b>-78.8%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	4,444	31,995	(27,551)	-86.1%
Haverstraw-Ossining Ferry	NA	NA	NA	NA
Newburgh-Beacon Ferry	NA	NA	NA	NA
<b>Total Connecting Services</b>	<b>4,444</b>	<b>31,995</b>	<b>(27,551)</b>	<b>-86.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>1,390,999</b>	<b>6,571,994</b>	<b>(5,180,995)</b>	<b>-78.8%</b>

**Notes:**

1) 2020 ridership figures have been restated to eliminate calendar impacts on ridership.



# Metro-North Railroad

## January 2021 Highlights: Capital Program Status Report



### **Station Improvement Initiatives**

White Plains Station - Side platform hot water line at Hamilton Avenue Bridge

**Ziona Rubin**  
Acting Vice President  
Capital Programs



# Metro-North Railroad

## January 2021 Highlights: Capital Program Status Report

The purpose of the Capital Program Status Report is to provide a monthly and year-to-date overview of the progress of Metro-North's Capital Program including a brief discussion of the current month's project highlights. The report focuses primarily on providing a summary of achievements regarding design and construction awards, project completions and contract closeouts. The point of contact for the report is Ziona Rubin, Acting Vice President, Capital Program Management.

Metro-North had no scheduled Commitments or Completions for the month of January. Metro-North completed 2.9 million in contract closeouts including the Construction Management for the Harlem River Lift Bridge Breaker House.

Metro-North's performance against its 2021 Capital Project Goal was:

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 1/31</u>	<u>Achieved thru 1/31</u>	<u>% thru 1/31</u>
Design Awards*	\$25.1	\$0	\$0	0%
Construction Awards*	\$49.6	\$0	\$0	0%
Substantial Completions	\$963	\$0	\$0	0%
Closeouts*	\$278	\$2.9	\$2.9	100%

\*Does not include support costs

**Ziona Rubin**  
Acting Vice President  
Capital Programs

**CAPITAL PROGRAM  
HIGHLIGHTS  
January 2021**

**CONTRACT AWARDS:**

No contract awards in January 2021.

**PROJECT COMPLETIONS:**

No project completions in January 2021.

## **MAJOR ON-GOING PROJECT STATUS:**

### **M7020207 Customer Service Initiative (CSI) - Outlying Stations Public Announcement/ Visual Information and Surveillance/ Access Control Systems**

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at twenty (20) Metro-North stations and facilities throughout New York. This project also includes upgrades to elevator monitoring providing network connectivity for new and existing equipment and real-time data improvements.

The Design-Builder has completed 100% design drawings for all five groups of stations that include: first group (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room); second group (Harlem-125<sup>th</sup> Street, Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown) and fifth group (Poughkeepsie, Harriman and Nanuet).

Site work is substantially complete at the Riverdale, Pelham, Larchmont, Wakefield, Mount Vernon East, Morris Heights, Mamaroneck, Tarrytown, Harlem-125<sup>th</sup> Street, Harrison, Melrose, New Rochelle, Ossining, Harriman, Spuyten Duyvil and Port Chester stations. Site work continues at Tremont, Rye, Poughkeepsie and Nanuet Stations. Electrical, HVAC and communication testing and commissioning work at North White Plains Room 217 are substantially complete. BMS integration and fire suppression system testing is ongoing at North White Plains Room 217.

100% design development and factory acceptance testing for facility enhancements including video, access control, elevator & escalator management and security systems is complete. Completed the installation and testing procedures and equipment configuration. Continued the on-site testing and verification of the headend system at the NWP location.

### **M7020210 Station Improvement Initiatives at Harlem-125th Street, Riverdale, Crestwood, White Plains and Port Chester**

The purpose of this project is to develop and improve station aesthetics, introduce new technology, and develop sustainability initiatives.

A key focus will be to transform and elevate the customer experience at the White Plains Station, Metro-North's third busiest station. White Plains Station improvements will include: a renovated and expanded waiting room, new bathrooms, upgraded HVAC, Wi-Fi, charging stations, benches, a new heated side platform, new island platform canopy, and entrance enhancements at Main St., Hamilton Ave., Mott St. Tunnel and the main entrance.

- Port Chester, Riverdale, Harlem-125<sup>th</sup> Street and Crestwood stations are complete.
- White Plains Station – Completed installation of new walls, ceilings, and elevator foundation at the main entrance. Continued concrete repair under the platform and wall art installation. Completed installation of glass box entrance at the main entrance. All station improvements are scheduled for substantial completion by February 2021.

### **EM050206/EM040205 Power, C&S Infrastructure Restoration – Sandy**

The purpose of this project is to replace and restore to a state of good repair through a design-build contract the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Superstorm Sandy on over 30 miles of railroad along the Hudson Line from CP 5 (Bronx) to CP 35 (Croton-Harmon).

- CP19 to CP35 (Phase 1) - Achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continue installation of conduits for communication; fiber; signal power; snow melters; transformer; reactors and sectionalizing switch. Continue installation of steel and equipment at platforms; stainless steel trays; trough; conduits for stub up at track crossings and laterals and performing cable pulling of sectionalizing switch at platform; jumper work, soil removal and survey.

Overall project substantial completion is anticipated in the third quarter 2021.

### **EM050208 Power Infrastructure Restoration – Substations – Sandy**

- Tarrytown – Substation energization; short circuit testing and disconnection of the temporary feeder from the substation are upcoming. This substation is scheduled for completion in April 2021.
- Croton-Harmon – Substation energization and short circuit testing are pending Metro-North installation and connection of the 15kV feeder cables to the new substation as well as the completion of energization and system cut-over of Tarrytown and Brewster Substations. This substation is scheduled for completion in June 2021.
- Riverdale – Continue installation of communication cable and phone line, WI-FI internet access and Kronos clock time entry for the newly built Crew Quarters. Coordination with Con Edison for existing substation decommissioning is ongoing. Lead/asbestos abatement and demolition of existing substation building are upcoming. This substation is scheduled for completion in April 2021.
- The Brewster Substation (under Project M6050103) – Continue testing of rectifier relays and performing SCADA release and testing. Substation energization; short circuit testing and disconnection of the temporary feeder from the substation are upcoming. This substation is scheduled for completion in April 2021.

### **M6040101 Positive Train Control (PTC)**

- Subsystem designs are being finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.7 have been completed. Completed site update and regression testing using System Baseline 3.6.

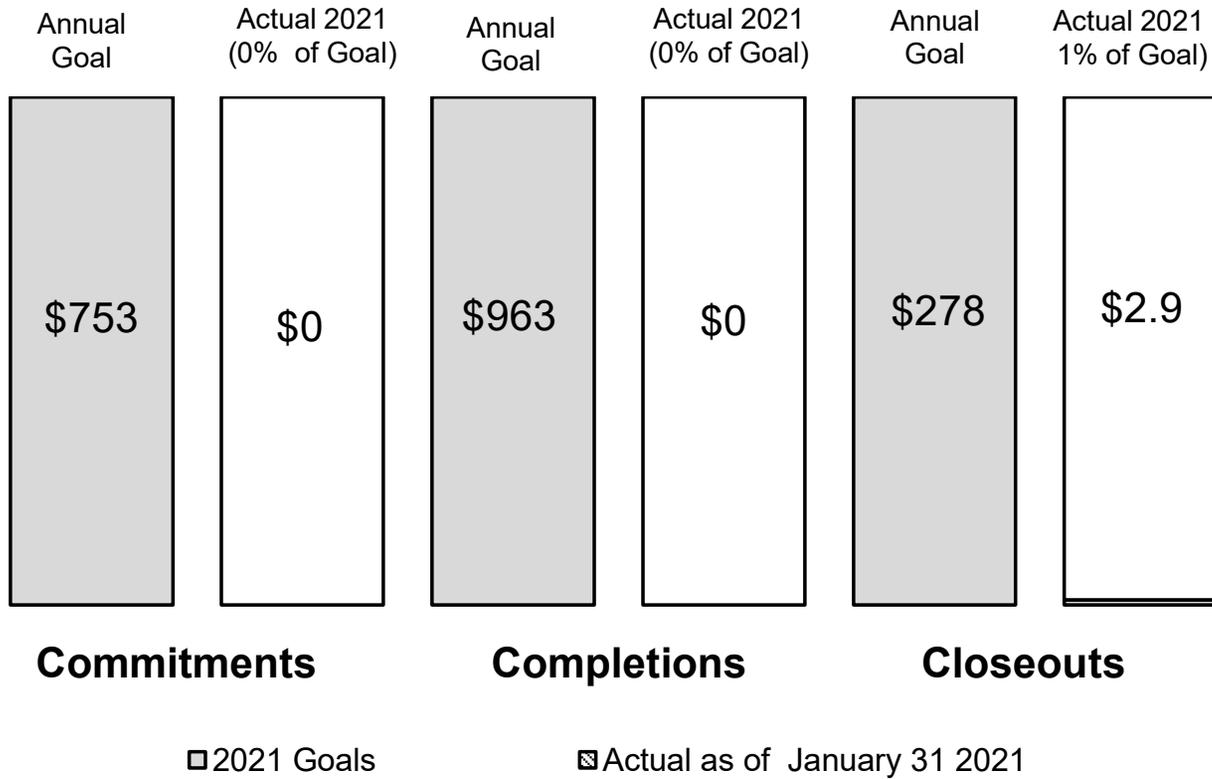
- All communication site locations have been approved by the Federal Communications Commission (FCC).
- All wayside and on-board PTC equipment installations as required in the Implementation Plan to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete. Commenced ERSD on M8 fleet in December 2020.
- Primary Control Center at Grand Central Terminal (back office) has been fully developed and is operational. Office STS (Safety Temporary Speed Restriction Server) - STS interface testing has been complete in December 2020.
- Completed migration of Civil Speed Enforcement transponders to PTC and commissioning of radio cases on New Haven Line.
- Successfully completed Federal Railroad Administration (FRA) required 110 RSD runs on Pilot Line and received approval to move extended RSD testing to the non-pilot segments. Commenced extended RSD (ERSD) in August 2019 on Danbury Branch Line, in March 2020 on Harlem Line (Mott Haven Yard, NY to Wassaic, NY), Hudson Line (Grand Central Terminal, NY to Poughkeepsie, NY), and New Canaan Branch Line, in August 2020 on New Haven Line (Mount Vernon, NY to New Haven, CT). 244.3 miles (100% East of Hudson) of track are in full PTC protection while other contractual work continues. Commenced ERSD for Port Jervis Line on West of Hudson in December 2020 in coordination with NJ Transit.
- Safety plan was conditionally accepted by FRA in November 2020. The project had met the FRA's PTC milestones to comply by December 31, 2020. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration in March 2019.
- Interoperability testing of Amtrak on Pilot Line was completed. Amtrak and CSX are operating in ERSD on Hudson and New Haven lines, and Providence & Worcester Railroad (P&W) is operating in ERSD on Danbury Branch Line. MNR commissioned its New Haven, CT, Poughkeepsie, NY, Spuyten Duyvil, Bronx, NY and New Rochelle, NY boundaries with Amtrak.

### **M7060101 Harmon Shop Improvements**

*Phase V, Stage II Design-Build* - The scope of this work includes the demolition of the remainder of Building 6 Maintenance Shop, the associated Building 5 storeroom and the construction of the balance of the Phase V Electric Car Shop and Support Shop facilities.

- 100% design of the Running Repair Support Shop is complete.
- Completed installation of concrete pads, underground electrical duct banks, manholes and fences and continued with the installation of cable and electric equipment for the site transformers. Continued installation of utilities in south yard north of overpass and in the available portion of north yard. Continued installation of building foundations, car hoist pits and utilities in the Running Repair and Support Shop area.

# 2021 MNR Capital Program Goals As of January 31st, 2021 In Millions



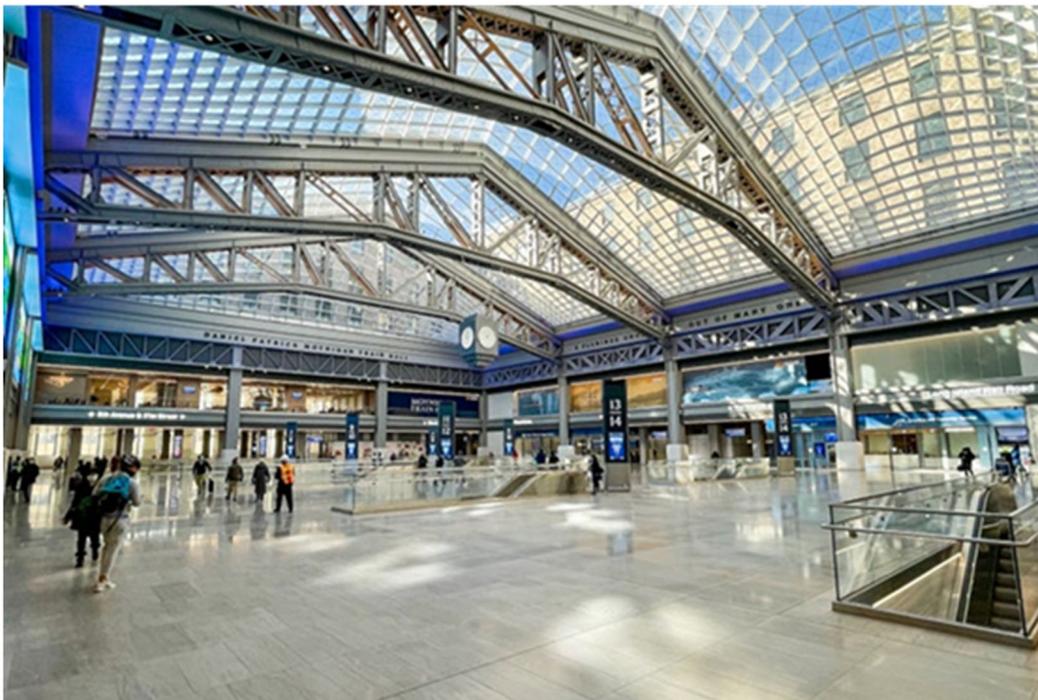


# Long Island Rail Road

## January 2021 Performance Summary

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Robert Free, Senior Vice President – Operations



**January 2021:** The LIRR ushered in the new year with the opening of the Moynihan Train Hall. This long-awaited project finally provides a world class transportation hub to our customers.



# Long Island Rail Road

## January 2021 Performance Summary

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### Highlights

*The Essential Service Plan ran throughout January 2021 with Modified Peak Service.*

On-Time Performance (OTP) for the month of January closed at **97.2%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is also **97.2%**, which is an increase of **3.9** percentage points as compared to last year.

### Branch Performances

All eleven branches on the Long Island Rail Road operated above goal for the month of January.

### Delays

There were only five incidents this month that resulted in ten or more late/cancelled/terminated trains. On January 29, 2021, customers were delayed on average 13.7 minutes due to PSEG high tension wires down east of Copiague Station. A total of 68 trains were affected, resulting in an unfavorable impact to our total OTP of 0.3%.

### Consist Compliance

100% of our trains met established consist requirements during the peak periods for the month of January.

### Equipment Performance

The LIRR fleet MDBF operated at 217,899 in December and exceeded the goal. It also performed better, year to date, than the same period last year.



**OPERATING REPORT  
FOR MONTH OF JANUARY 2021**

**Performance Summary**

Performance Summary		2021 Data			2020 Data		
		Annual	YTD thru		YTD thru		
		Goal	January	January	January	January	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.2%</b>	<b>97.2%</b>	<b>93.3%</b>	<b>93.3%</b>
		AM Peak		96.0%	96.0%	91.3%	91.3%
		PM Peak		98.7%	98.7%	92.0%	92.0%
		<b>Total Peak</b>		<b>97.3%</b>	<b>97.3%</b>	<b>91.6%</b>	<b>91.6%</b>
		Off Peak Weekday		96.6%	96.6%	94.1%	94.1%
		Weekend		98.0%	98.0%	93.5%	93.5%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>96.1%</b>	<b>96.1%</b>	<b>93.8%</b>	<b>93.8%</b>
		AM Peak		92.4%	92.4%	93.1%	93.1%
		PM Peak		97.8%	97.8%	93.1%	93.1%
		<b>Total Peak</b>		<b>94.9%</b>	<b>94.9%</b>	<b>93.1%</b>	<b>93.1%</b>
	Off Peak Weekday		95.6%	95.6%	94.7%	94.7%	
	Weekend		98.0%	98.0%	93.2%	93.2%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.4%</b>	<b>98.4%</b>	<b>96.2%</b>	<b>96.2%</b>	
	AM Peak		99.0%	99.0%	94.1%	94.1%	
	PM Peak		99.4%	99.4%	96.0%	96.0%	
	<b>Total Peak</b>		<b>99.2%</b>	<b>99.2%</b>	<b>95.0%</b>	<b>95.0%</b>	
	Off Peak Weekday		97.8%	97.8%	96.3%	96.3%	
	Weekend		99.0%	99.0%	97.0%	97.0%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>97.5%</b>	<b>97.5%</b>	<b>91.3%</b>	<b>91.3%</b>	
	AM Peak		97.7%	97.7%	91.8%	91.8%	
	PM Peak		98.5%	98.5%	84.4%	84.4%	
	<b>Total Peak</b>		<b>98.1%</b>	<b>98.1%</b>	<b>88.3%</b>	<b>88.3%</b>	
	Off Peak Weekday		96.5%	96.5%	92.8%	92.8%	
	Weekend		98.3%	98.3%	91.8%	91.8%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>98.1%</b>	<b>98.1%</b>	<b>92.4%</b>	<b>92.4%</b>	
	AM Peak		99.4%	99.4%	95.0%	95.0%	
	PM Peak		99.3%	99.3%	78.3%	78.3%	
	<b>Total Peak</b>		<b>99.4%</b>	<b>99.4%</b>	<b>87.1%</b>	<b>87.1%</b>	
	Off Peak Weekday		96.6%	96.6%	93.9%	93.9%	
	Weekend		99.1%	99.1%	94.3%	94.3%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>98.1%</b>	<b>98.1%</b>	<b>91.6%</b>	<b>91.6%</b>	
	AM Peak		96.7%	96.7%	89.8%	89.8%	
	PM Peak		99.5%	99.5%	94.2%	94.2%	
	<b>Total Peak</b>		<b>98.0%</b>	<b>98.0%</b>	<b>91.9%</b>	<b>91.9%</b>	
	Off Peak Weekday		97.5%	97.5%	90.7%	90.7%	
	Weekend		99.1%	99.1%	93.1%	93.1%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>95.0%</b>	<b>95.0%</b>	<b>91.3%</b>	<b>91.3%</b>	
	AM Peak		92.9%	92.9%	82.4%	82.4%	
	PM Peak		96.0%	96.0%	97.5%	97.5%	
	<b>Total Peak</b>		<b>94.2%</b>	<b>94.2%</b>	<b>89.6%</b>	<b>89.6%</b>	
	Off Peak Weekday		96.0%	96.0%	96.7%	96.7%	
	Weekend		94.3%	94.3%	83.8%	83.8%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>97.9%</b>	<b>97.9%</b>	<b>94.5%</b>	<b>94.5%</b>	
	AM Peak		98.3%	98.3%	91.6%	91.6%	
	PM Peak		100.0%	100.0%	92.4%	92.4%	
	<b>Total Peak</b>		<b>99.0%</b>	<b>99.0%</b>	<b>92.0%</b>	<b>92.0%</b>	
	Off Peak Weekday		97.0%	97.0%	95.9%	95.9%	
	Weekend		98.5%	98.5%	95.2%	95.2%	

Performance Summary		2021 Data			2020 Data	
		Annual	YTD thru		YTD thru	
		Goal	January	January	January	January
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>95.5%</b>	<b>95.5%</b>	<b>86.5%</b>	<b>86.5%</b>
	AM Peak		94.3%	94.3%	85.8%	85.8%
	PM Peak		96.4%	96.4%	86.4%	86.4%
	<b>Total Peak</b>		<b>95.4%</b>	<b>95.4%</b>	<b>86.1%</b>	<b>86.1%</b>
	Off Peak Weekday		95.2%	95.2%	83.8%	83.8%
	Weekend		96.0%	96.0%	93.7%	93.7%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>98.6%</b>	<b>98.6%</b>	<b>97.1%</b>	<b>97.1%</b>
	AM Peak		97.3%	97.3%	94.9%	94.9%
	PM Peak		100.0%	100.0%	95.7%	95.7%
	<b>Total Peak</b>		<b>98.7%</b>	<b>98.7%</b>	<b>95.3%</b>	<b>95.3%</b>
	Off Peak Weekday		98.1%	98.1%	97.2%	97.2%
	Weekend		99.4%	99.4%	98.8%	98.8%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>96.0%</b>	<b>96.0%</b>	<b>91.9%</b>	<b>91.9%</b>
	AM Peak		95.9%	95.9%	88.3%	88.3%
	PM Peak		99.6%	99.6%	94.8%	94.8%
	<b>Total Peak</b>		<b>97.5%</b>	<b>97.5%</b>	<b>91.2%</b>	<b>91.2%</b>
	Off Peak Weekday		94.8%	94.8%	91.8%	91.8%
	Weekend		96.6%	96.6%	93.3%	93.3%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>98.8%</b>	<b>98.8%</b>	<b>96.1%</b>	<b>96.1%</b>
	AM Peak		97.5%	97.5%	89.1%	89.1%
	PM Peak		98.0%	98.0%	94.7%	94.7%
	<b>Total Peak</b>		<b>97.8%</b>	<b>97.8%</b>	<b>92.1%</b>	<b>92.1%</b>
	Off Peak Weekday		98.9%	98.9%	98.3%	98.3%
	Weekend		99.5%	99.5%	96.1%	96.1%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,566</b>	<b>19,566</b>	<b>21,334</b>	<b>21,334</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		-13.5	-13.5	-10.1	-10.1
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		109	109	133	133
	<b>Trains Canceled</b>		51	51	42	42
	<b>Trains Terminated</b>		36	36	30	30
	<b>Percent of Scheduled Trips Completed</b>		99.6%	99.6%	99.7%	99.7%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		100.0%			
	PM Peak		100.0%			
	<b>Total Peak</b>		100.0%			

System Categories Of Delay	% Total	2020	2021 Data		2020 Data		YTD 2021 Vs 2020
		Dec	Jan	YTD Thru Jan	Jan	YTD Thru Jan	
Engineering (Scheduled)	4.7%	40	26	26	121	121	(95)
Engineering (Unscheduled)	26.9%	226	148	148	200	200	(52)
Maintenance of Equipment	14.9%	76	82	82	123	123	(41)
Transportation	3.3%	10	18	18	59	59	(41)
Capital Projects	7.3%	16	40	40	195	195	(155)
Weather and Environmental	2.7%	300	15	15	79	79	(64)
Police	14.5%	93	80	80	133	133	(53)
Customers	4.7%	42	26	26	381	381	(355)
Special Events	0.0%	-	-	-	11	11	(11)
Other	4.0%	43	22	22	69	69	(47)
3rd Party Operations	17.1%	32	94	94	65	65	29
<b>Total</b>	<b>100.0%</b>	<b>878</b>	<b>551</b>	<b>551</b>	<b>1,436</b>	<b>1,436</b>	<b>(885)</b>

**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
13-Jan	Wed	Trespasser fatality at Rockville Centre Station	13	2	2				5	2	1	18	4	3
14-Jan	Thu	Trespasser fatality at Mineola Station							14		1	14		1
17-Jan	Sun	Track condition on Central Branch resulting in delays							27	10	2	27	10	2
22-Jan	Fri	Train 28 disabled in C Interlocking	16						3			19		
29-Jan	Fri	PSEG high tension wire across tracks east of Copiague Station	5	15	1	3			15	14	15	23	29	16
<b>TOTAL FOR MONTH</b>			<b>34</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>19</b>	<b>101</b>	<b>43</b>	<b>22</b>
												<b>166</b>		

# Long Island Rail Road

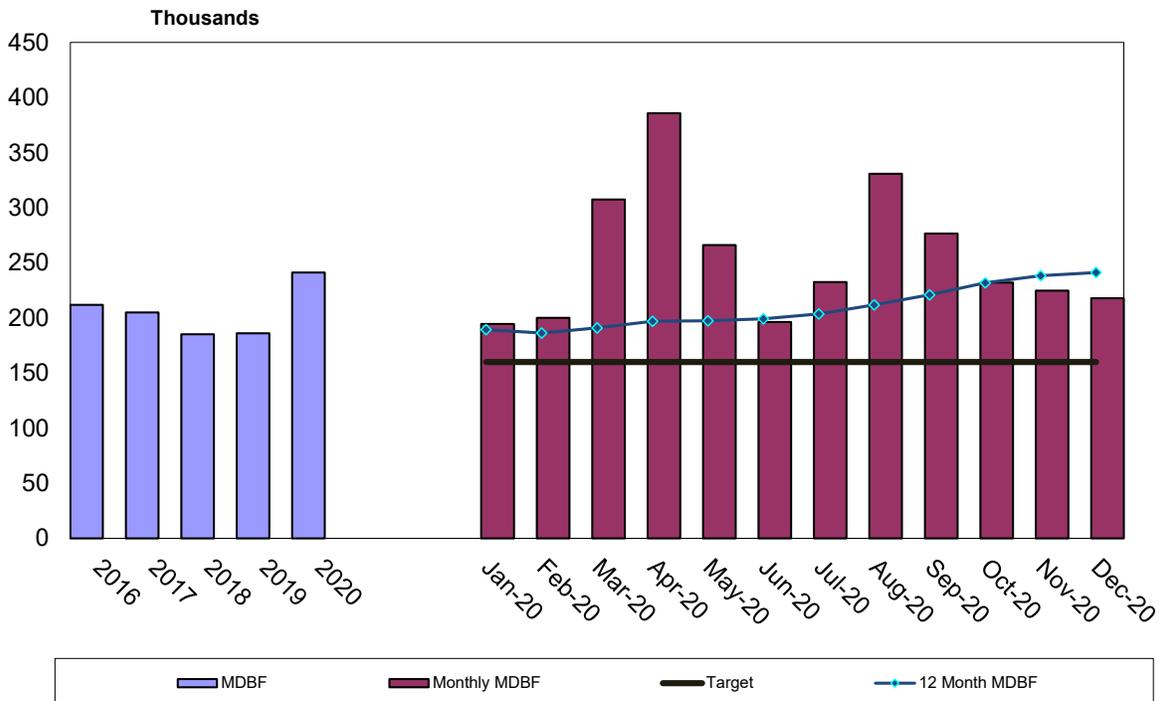
## MEAN DISTANCE BETWEEN FAILURES - DECEMBER 2020

	Equip-ment Type	Total Fleet Owned	2020 Data					2019 Data		
			MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month Rolling Avg MDBF (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
<b>Mean Distance Between Failures</b>	M-3	142	60,000	0	0	76,980	76,980	53,850	10	62,560
	M-7	836	360,000	453,128	11	462,053	462,053	472,276	11	394,215
	M-9	64	180,000	174,396	2	280,738	280,738	94,413	0	268,612
	C-3	134	103,000	88,260	7	122,573	122,573	120,360	6	123,641
	DE	24	19,000	13,301	6	21,614	21,614	19,005	5	20,876
	DM	21	19,000	35,173	2	26,276	26,276	35,799	2	23,660
	Diesel	179	51,000	51,198	15	68,799	68,799	68,368	13	66,983
	<b>Fleet</b>	<b>1,221</b>	<b>160,000</b>	<b>217,899</b>	<b>28</b>	<b>241,175</b>	<b>241,175</b>	<b>197,551</b>	<b>34</b>	<b>185,829</b>

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

Note: Since M3 was not in service in Dec-20 and M-9 in Dec-19 had no primary failures, actual miles are shown on the chart above.

## ALL FLEETS Mean Distance Between Failure 2016 - 2020





Standee Report

East Of Jamaica

			2021 Data	
			January	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
			<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>0</b>	<b>0</b>

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

Holidays and Special Events for which there are special equipment programs are not included.



Standee Report

West Of Jamaica

		2021 Data		
		January		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>0</b>	<b>0</b>

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

Holidays and Special Events for which there are special equipment programs are not included.

**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR THE MONTH OF JANUARY 2021**

<b>Elevator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>99.4%</b>	<b>99.4%</b>	<b>99.2%</b>	<b>99.2%</b>
	<b>Far Rockaway Branch</b>	<b>99.0%</b>	<b>99.0%</b>	<b>99.4%</b>	<b>99.4%</b>
	<b>Hempstead Branch</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.7%</b>
	<b>Long Beach Branch</b>	<b>99.6%</b>	<b>99.6%</b>	<b>99.5%</b>	<b>99.5%</b>
	<b>Port Jefferson Branch</b>	<b>99.0%</b>	<b>99.0%</b>	<b>97.2%</b>	<b>97.2%</b>
	<b>Port Washington Branch</b>	<b>99.5%</b>	<b>99.5%</b>	<b>99.4%</b>	<b>99.4%</b>
	<b>Ronkonkoma Branch</b>	<b>99.4%</b>	<b>99.4%</b>	<b>99.4%</b>	<b>99.4%</b>
	<b>City Terminal Branch</b>	<b>94.7%</b>	<b>94.7%</b>	<b>96.6%</b>	<b>96.6%</b>
	<b>Overall Average</b>	<b>98.1%</b>	<b>98.1%</b>	<b>98.4%</b>	<b>98.4%</b>

<b>Escalator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>98.1%</b>	<b>98.1%</b>	<b>98.8%</b>	<b>98.8%</b>
	<b>Far Rockaway Branch</b>	<b>97.7%</b>	<b>97.7%</b>	<b>94.4%</b>	<b>94.4%</b>
	<b>Hempstead Branch</b>	<b>99.1%</b>	<b>99.1%</b>	<b>98.9%</b>	<b>98.9%</b>
	<b>Long Beach Branch</b>	<b>99.3%</b>	<b>99.3%</b>	<b>90.1%</b>	<b>90.1%</b>
	<b>Port Jefferson Branch</b>	<b>99.3%</b>	<b>99.3%</b>	<b>98.3%</b>	<b>98.3%</b>
	<b>City Terminal Branch</b>	<b>93.3%</b>	<b>93.3%</b>	<b>95.1%</b>	<b>95.1%</b>
	<b>Overall Average</b>	<b>95.5%</b>	<b>95.5%</b>	<b>96.8%</b>	<b>96.8%</b>



## **Long Island Rail Road Performance Metrics Report**

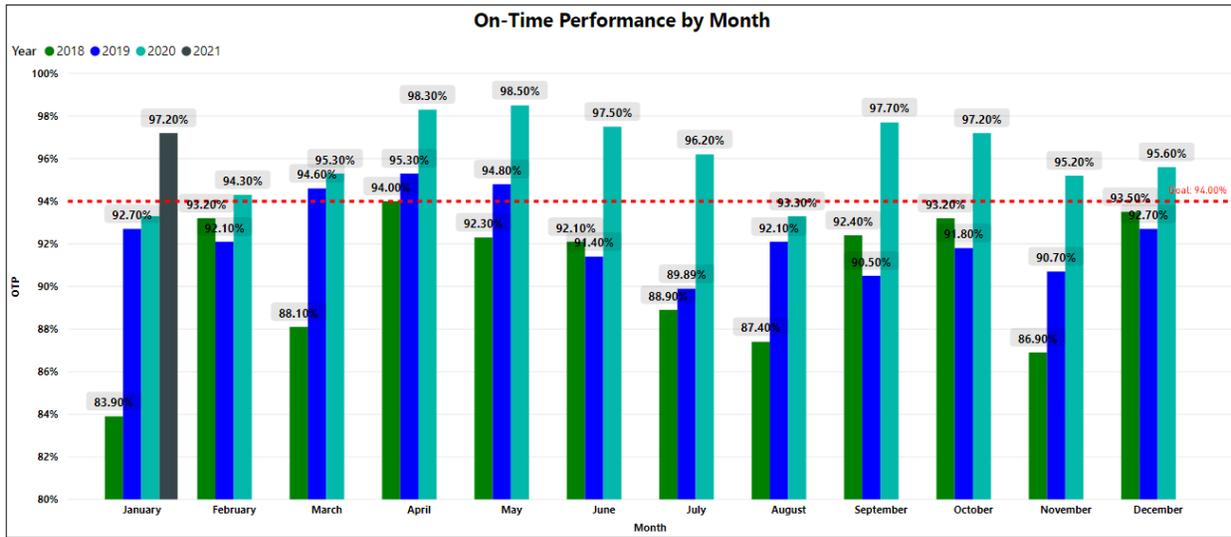


While the LIRR's performance metrics have been affected by the COVID 19 pandemic, this report reflects improvement in all six areas.

## On Time Performance

The percentage of trains that arrive at their final destination within 5 minutes and 59 seconds of their scheduled arrival time.

Goal	2021		2020	
	January	YTD	January	YTD
94.0%	97.2%	97.2%	93.3%	93.3%

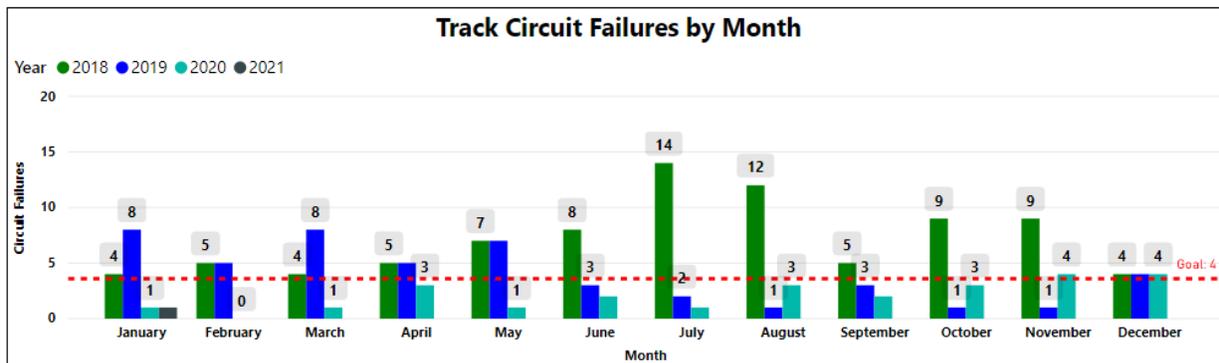


- OTP for January 2021 was 97.2%, which was an increase January 2020's OTP of 93.3%.

## Number of Track Circuit Failures

The number of track circuit malfunctions that result in at least one train delay.

Goal	2021		2020	
	January	YTD	January	YTD
44	1	1	1	1

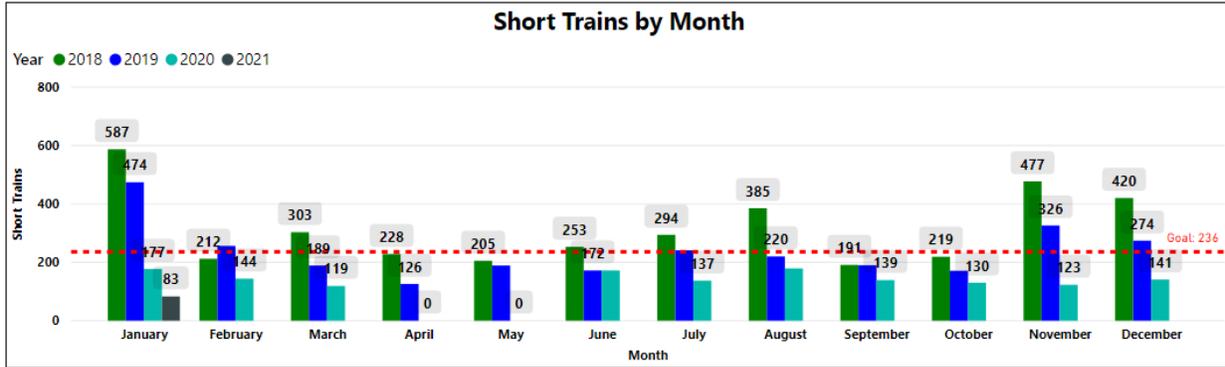


- In January 2021, the LIRR experienced 1 track circuit failure that caused at least 1 delay. In January 2020, the LIRR also experienced 1 such failures.

### Number of Short Trains\*

The total number of AM and PM peak trains that operate with fewer cars than planned.

Goal	2021		2020	
	January	YTD	January	YTD
2,828 annually	83	83	177	177



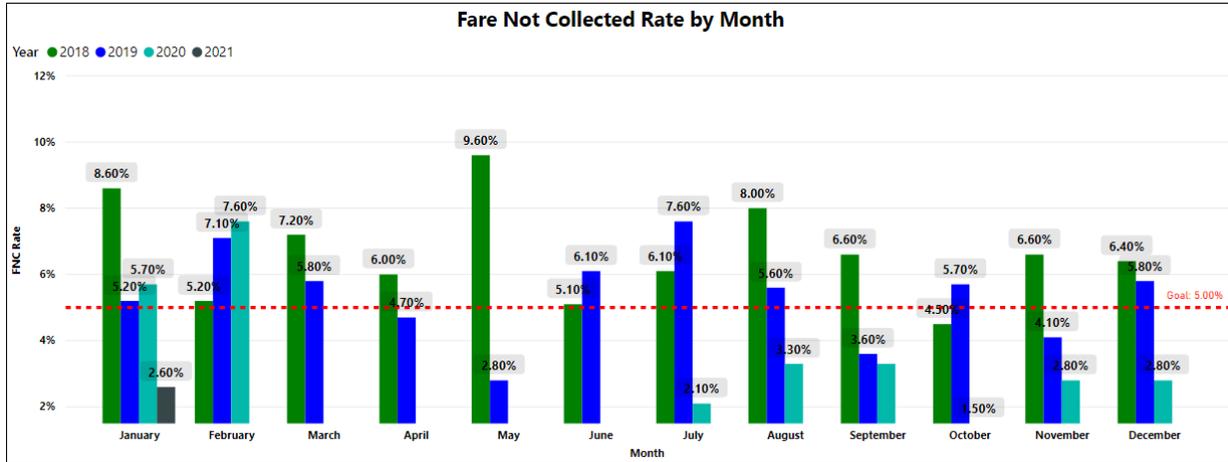
- In January 2021, the LIRR reported 83 short trains, compared with 177 short trains January 2020.

\* The LIRR did not record any short trains in April or May (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic.

## Fare Not Collected Rate

*The percent of instances that an MTA Auditor's ticket was not collected.*

	2021		2020	
Goal	January	YTD	January	YTD
	2.6%	2.6%	5.7%	5.7%

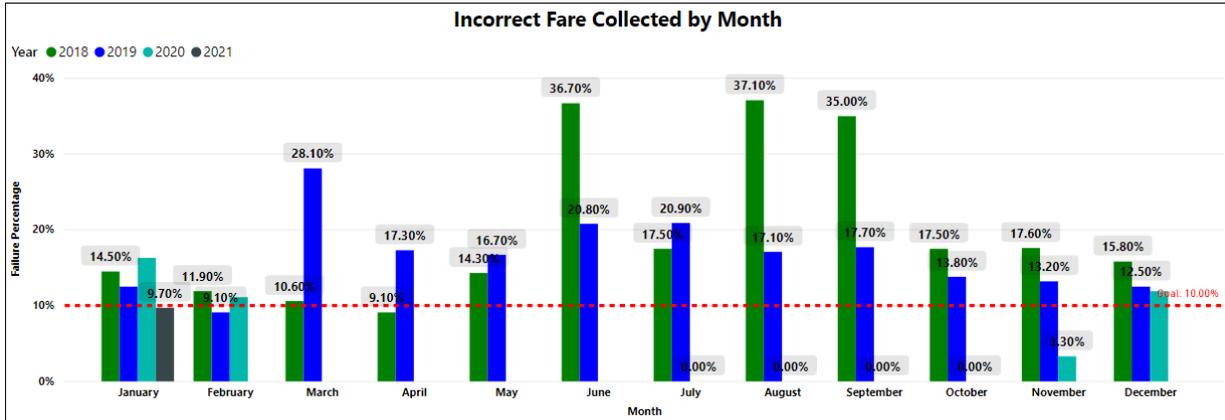


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In January 2021, the LIRR reported a Fare Not Collected Rate of 2.6%, this is an improvement over December 2020's Fare Not Collected Rate of 5.7%.

## Incorrect Fare Collected Rate

*The percent of instances that an MTA Auditor was encountered by a conductor who either sold an incorrect type of ticket or accepted the incorrect type of ticket.*

	2021		2020	
Goal	January	YTD	January	YTD
10.0%	9.7%	9.7%	16.3%	16.3%

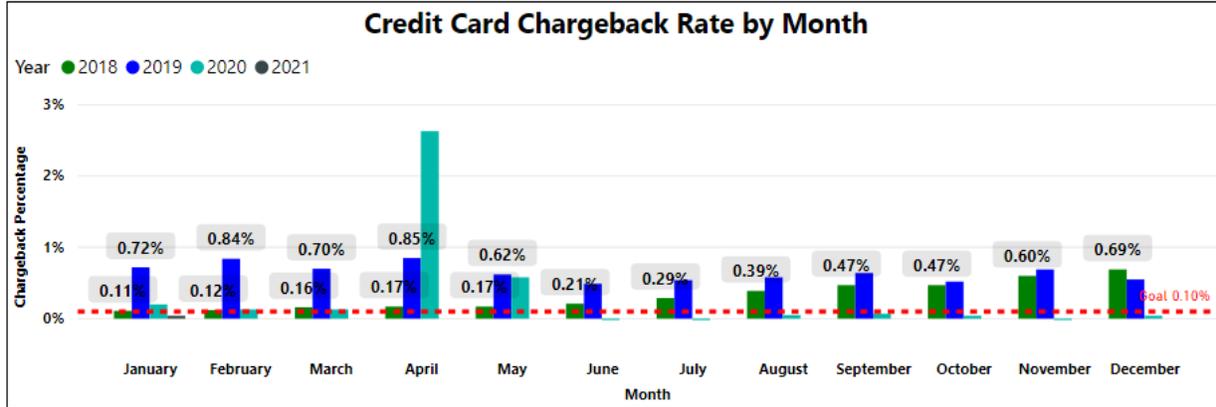


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. However, since no peak fares are in effect it is less likely that auditors will observe instances of incorrect fare collection, so current month and year-to-year comparisons are less meaningful. In January 2021, the LIRR reported an Incorrect Fare Collected Rate of 9.7%, this is an improvement over January 2020's Incorrect Fare Collected rate of 16.3%.

## Credit Card Chargeback Rate

The percent of instances that a credit card transaction is disputed by the card holder including fraud.

	2021		2020	
Goal	January	YTD	January	YTD
0.10%	0.04%	0.04%	0.20%	0.20%



- In January 2021, the LIRR reported a Chargeback rate of 0.04%, which is a vast improvement over its January 2020 rate of 0.20%.



# Long Island Rail Road

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## *Financial Report Highlights*

*January 2021*





# Long Island Rail Road

## Financial Report Highlights

The Long Island Rail Road's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget and key financial performance indicators.

### January 2021 Highlights

- Total revenue of \$44.7 million was \$7.9 million higher than the budget. This was primarily due to higher farebox revenue and the timing of reimbursements for capital activity.
- January 2021 ridership was 1.7 million, which was (74.7)% below 2020 (adjusted for the same number of work days) and 45.8% above the budget. Commutation ridership of 0.6 million was (84.8)% below 2020 and (13.5)% below the budget. Non-Commutation ridership of 1.1 million was (61.7)% below 2020 and 125.1% above the budget. Consequently, farebox revenue of \$14.7 million was \$4.2 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$154.1 million were \$16.3 million or 9.6% favorable to the budget. The primary drivers of this favorable variance are the timing of material usage, vacant positions and associated fringe costs, and lower overtime and OPEB current.

Financial results for January 2021 are presented in the table below and compared to the budget.

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
<b>Total Revenue</b>	\$36.8	\$44.7	\$7.9
<b>Total Expenses Before Non-Cash Liabilities</b>	170.4	154.1	16.3
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$133.6)</b>	<b>(\$109.4)</b>	<b>\$24.2</b>
<b>Other Non-Cash Liabilities</b>	35.0	35.0	(0.1)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$168.6)</b>	<b>(\$144.4)</b>	<b>\$24.2</b>
<b>Cash Adjustments</b>	24.6	36.7	12.1
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$144.0)</b>	<b>(\$107.7)</b>	<b>\$36.2</b>

**Mark Young**

Vice President, Management and Finance



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

January operating results were favorable by \$24.2 or 14.3% lower than the budget.

Non-Reimbursable revenues through January were \$5.7 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were favorable to budget due to the timing of miscellaneous and rental revenues. Total Non-Reimbursable expenses were \$18.5 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, the timing of materials, and lower overtime and OPEB current.

January capital and other reimbursable expenditures (and reimbursements) were \$2.2 higher than the budget due to timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

January **Total Revenues** (including Capital and Other Reimbursements) of \$44.7 were \$7.9 or 21.5% favorable to the budget.

- **Farebox Revenues** were \$4.2 favorable to the budget due to higher ridership. January ridership was 1.7 million. This was (74.7)% lower than 2020 (adjusted for same number of calendar work days) and 45.8% higher than the budget.
- **Other Operating Revenues** were \$1.5 favorable to the budget due to the timing of miscellaneous and rental revenue.
- **Capital and Other Reimbursements** were \$2.2 favorable due to timing of capital activity and interagency reimbursements.

### **EXPENSES**

January **Total Expenses** (including depreciation and other) of \$189.2 were favorable to the budget by \$16.2 or 7.9%.

**Labor Expenses**, \$9.3 favorable.

- **Payroll**, \$1.8 favorable (primarily vacant positions).
- **Overtime**, \$3.1 favorable (primarily lower weather-related overtime, capital project activity, maintenance overtime, vacancy/absentee coverage and scheduled/unscheduled service).
- **Health & Welfare**, \$1.3 favorable (vacant positions).
- **OPEB Current Payment**, \$1.3 favorable (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$1.8 favorable (primarily lower Railroad Retirement Taxes and the timing of FELA indemnity reserves).

**Non-Labor Expenses**, \$7.0 favorable.

- **Insurance**, \$0.5 favorable (lower liability insurance).
- **Maintenance and Other Operating Contracts**, \$(0.3) unfavorable (primarily the timing of Moynihan Train Hall expenses, partially offset by the timing of capital project expenses).



# Long Island Rail Road

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## *Financial Report Highlights*

- **Professional Services**, \$0.6 favorable (primarily the timing of MTA Chargebacks and rolling stock decommissioning).
- **Materials and Supplies**, \$5.4 favorable (primarily timing of fleet maintenance and right of way initiatives, partially offset by capital project material).
- **Other Business Expenses**, \$0.7 favorable (primarily due to lower credit/debit card fees and higher restitution of property damages).

**Depreciation and Other**, \$(0.1) unfavorable depreciation.

### **CASH DEFICIT SUMMARY**

The January Cash Deficit of \$(107.7) was \$36.2 favorable to the budget due to lower expenditures and higher farebox revenue, partially offset by the timing of capital and other reimbursements.

### **FINANCIAL PERFORMANCE MEASURES**

- The January Farebox Operating Ratio was 11.5%, 4.3 percentage points above the budget resulting from higher farebox revenue and lower expenses.
- The January Adjusted Farebox Operating Ratio was 15.1%, which is above the budget due to higher farebox revenue and lower expenses.
- The January Adjusted Cost per Passenger was \$67.72, which is lower than the budget due to higher ridership and lower expenses.
- The January Revenue per Passenger was \$8.47, which was \$(0.37) below the budget.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2021**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$10.493	\$14.662	\$4.169	39.7	\$0.000	\$0.000	\$0.000	-	\$10.493	\$14.662	\$4.169	39.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.458	2.979	1.521	*	0.000	0.000	0.000	-	1.458	2.979	1.521	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	24.855	27.086	2.231	9.0	24.855	27.086	2.231	9.0
<b>Total Revenue</b>	<b>\$11.951</b>	<b>\$17.640</b>	<b>\$5.690</b>	<b>47.6</b>	<b>\$24.855</b>	<b>\$27.086</b>	<b>\$2.231</b>	<b>9.0</b>	<b>\$36.806</b>	<b>\$44.726</b>	<b>\$7.921</b>	<b>21.5</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$53.918	\$50.858	\$3.060	5.7	\$8.810	\$10.099	(\$1.289)	(14.6)	\$62.728	\$60.957	\$1.771	2.8
Overtime	10.840	8.437	2.402	22.2	3.428	2.703	0.725	21.1	14.267	11.140	3.127	21.9
Health and Welfare	11.658	10.153	1.505	12.9	2.059	2.242	(0.183)	(8.9)	13.717	12.396	1.321	9.6
OPEB Current Payment	6.521	5.231	1.290	19.8	0.000	0.000	0.000	-	6.521	5.231	1.290	19.8
Pensions	14.952	15.608	(0.656)	(4.4)	3.345	2.689	0.656	19.6	18.297	18.297	0.000	0.0
Other Fringe Benefits	13.296	11.149	2.147	16.2	2.106	2.434	(0.328)	(15.6)	15.402	13.583	1.819	11.8
Reimbursable Overhead	(0.947)	(2.691)	1.744	*	0.947	2.691	(1.744)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$110.238</b>	<b>\$98.746</b>	<b>\$11.492</b>	<b>10.4</b>	<b>\$20.694</b>	<b>\$22.858</b>	<b>(\$2.163)</b>	<b>(10.5)</b>	<b>\$130.932</b>	<b>\$121.604</b>	<b>\$9.329</b>	<b>7.1</b>
<i>Non-Labor:</i>												
Electric Power	\$6.789	\$6.815	(\$0.026)	(0.4)	\$0.021	\$0.022	(\$0.001)	(3.9)	\$6.810	\$6.837	(\$0.027)	(0.4)
Fuel	1.732	1.666	0.066	3.8	0.000	0.000	0.000	-	1.732	1.666	0.066	3.8
Insurance	1.984	1.523	0.461	23.2	0.446	0.378	0.067	15.1	2.430	1.902	0.528	21.7
Claims	0.384	0.310	0.075	19.5	0.000	0.000	0.000	-	0.384	0.310	0.075	19.5
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	8.047	8.664	(0.617)	(7.7)	1.081	0.743	0.338	31.3	9.128	9.407	(0.279)	(3.1)
Professional Service Contracts	3.415	2.751	0.664	19.4	0.048	0.154	(0.106)	*	3.463	2.905	0.558	16.1
Materials & Supplies	11.921	6.184	5.737	48.1	2.536	2.890	(0.353)	(13.9)	14.458	9.074	5.384	37.2
Other Business Expenses	1.063	0.373	0.690	64.9	0.029	0.042	(0.013)	(46.3)	1.091	0.415	0.677	62.0
<b>Total Non-Labor Expenses</b>	<b>\$35.336</b>	<b>\$28.286</b>	<b>\$7.050</b>	<b>20.0</b>	<b>\$4.160</b>	<b>\$4.228</b>	<b>(\$0.068)</b>	<b>(1.6)</b>	<b>\$39.497</b>	<b>\$32.514</b>	<b>\$6.982</b>	<b>17.7</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$145.574</b>	<b>\$127.032</b>	<b>\$18.542</b>	<b>12.7</b>	<b>\$24.855</b>	<b>\$27.086</b>	<b>(\$2.231)</b>	<b>(9.0)</b>	<b>\$170.429</b>	<b>\$154.118</b>	<b>\$16.311</b>	<b>9.6</b>
Depreciation	\$34.792	\$34.874	(\$0.082)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$34.792	\$34.874	(\$0.082)	(0.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
<b>Total Expenses</b>	<b>\$180.533</b>	<b>\$162.073</b>	<b>\$18.460</b>	<b>10.2</b>	<b>\$24.855</b>	<b>\$27.086</b>	<b>(\$2.231)</b>	<b>(9.0)</b>	<b>\$205.387</b>	<b>\$189.159</b>	<b>\$16.229</b>	<b>7.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$168.582)</b>	<b>(\$144.432)</b>	<b>\$24.150</b>	<b>14.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$168.582)</b>	<b>(\$144.432)</b>	<b>\$24.150</b>	<b>14.3</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$34.792	\$34.874	\$0.082	0.2	\$0.000	\$0.000	\$0.000	-	34.792	\$34.874	\$0.082	0.2
Operating/Capital	(1.051)	(0.555)	0.496	47.2	0.000	0.000	0.000	-	(1.051)	(0.555)	0.496	47.2
Other Cash Adjustments	(9.122)	2.377	11.499	*	0.000	0.000	0.000	-	(9.122)	2.377	11.499	*
<b>Total Cash Conversion Adjustments</b>	<b>\$24.619</b>	<b>\$36.696</b>	<b>\$12.076</b>	<b>49.1</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$24.619</b>	<b>\$36.696</b>	<b>\$12.076</b>	<b>49.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$143.962)</b>	<b>(\$107.737)</b>	<b>\$36.226</b>	<b>25.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$143.962)</b>	<b>(\$107.737)</b>	<b>\$36.226</b>	<b>25.2</b>

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.

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$10.493	\$14.662	\$4.169	39.7	\$0.000	\$0.000	\$0.000	-	\$10.493	\$14.662	\$4.169	39.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.458	2.979	1.521	*	0.000	0.000	0.000	-	1.458	2.979	1.521	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	24.855	27.086	2.231	9.0	24.855	27.086	2.231	9.0
<b>Total Revenue</b>	<b>\$11.951</b>	<b>\$17.640</b>	<b>\$5.690</b>	<b>47.6</b>	<b>\$24.855</b>	<b>\$27.086</b>	<b>\$2.231</b>	<b>9.0</b>	<b>\$36.806</b>	<b>\$44.726</b>	<b>\$7.921</b>	<b>21.5</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$53.918	\$50.858	\$3.060	5.7	\$8.810	\$10.099	(\$1.289)	(14.6)	\$62.728	\$60.957	\$1.771	2.8
Overtime	10.840	8.437	2.402	22.2	3.428	2.703	0.725	21.1	14.267	11.140	3.127	21.9
Health and Welfare	11.658	10.153	1.505	12.9	2.059	2.242	(0.183)	(8.9)	13.717	12.396	1.321	9.6
OPEB Current Payment	6.521	5.231	1.290	19.8	0.000	0.000	0.000	-	6.521	5.231	1.290	19.8
Pensions	14.952	15.608	(0.656)	(4.4)	3.345	2.689	0.656	19.6	18.297	18.297	0.000	0.0
Other Fringe Benefits	13.296	11.149	2.147	16.2	2.106	2.434	(0.328)	(15.6)	15.402	13.583	1.819	11.8
Reimbursable Overhead	(0.947)	(2.691)	1.744	*	0.947	2.691	(1.744)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$110.238</b>	<b>\$98.746</b>	<b>\$11.492</b>	<b>10.4</b>	<b>\$20.694</b>	<b>\$22.858</b>	<b>(\$2.163)</b>	<b>(10.5)</b>	<b>\$130.932</b>	<b>\$121.604</b>	<b>\$9.329</b>	<b>7.1</b>
<i>Non-Labor:</i>												
Electric Power	\$6.789	\$6.815	(\$0.026)	(0.4)	\$0.021	\$0.022	(\$0.001)	(3.9)	\$6.810	\$6.837	(\$0.027)	(0.4)
Fuel	1.732	1.666	0.066	3.8	0.000	0.000	0.000	-	1.732	\$1.666	0.066	3.8
Insurance	1.984	1.523	0.461	23.2	0.446	0.378	0.067	15.1	2.430	\$1.902	0.528	21.7
Claims	0.384	0.310	0.075	19.5	0.000	0.000	0.000	-	0.384	\$0.310	0.075	19.5
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	8.047	8.664	(0.617)	(7.7)	1.081	0.743	0.338	31.3	9.128	\$9.407	(0.279)	(3.1)
Professional Service Contracts	3.415	2.751	0.664	19.4	0.048	0.154	(0.106)	*	3.463	\$2.905	0.558	16.1
Materials & Supplies	11.921	6.184	5.737	48.1	2.536	2.890	(0.353)	(13.9)	14.458	\$9.074	5.384	37.2
Other Business Expenses	1.063	0.373	0.690	64.9	0.029	0.042	(0.013)	(46.3)	1.091	\$0.415	0.677	62.0
<b>Total Non-Labor Expenses</b>	<b>\$35.336</b>	<b>\$28.286</b>	<b>\$7.050</b>	<b>20.0</b>	<b>\$4.160</b>	<b>\$4.228</b>	<b>(\$0.068)</b>	<b>(1.6)</b>	<b>\$39.497</b>	<b>\$32.514</b>	<b>\$6.982</b>	<b>17.7</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$145.574</b>	<b>\$127.032</b>	<b>\$18.542</b>	<b>12.7</b>	<b>\$24.855</b>	<b>\$27.086</b>	<b>(\$2.231)</b>	<b>(9.0)</b>	<b>\$170.429</b>	<b>\$154.118</b>	<b>\$16.311</b>	<b>9.6</b>
Depreciation	\$34.792	\$34.874	(0.082)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$34.792	\$34.874	(\$0.082)	(0.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
<b>Total Expenses</b>	<b>\$180.533</b>	<b>\$162.073</b>	<b>\$18.460</b>	<b>10.2</b>	<b>\$24.855</b>	<b>\$27.086</b>	<b>(\$2.231)</b>	<b>(9.0)</b>	<b>\$205.387</b>	<b>\$189.159</b>	<b>\$16.229</b>	<b>7.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$168.582)</b>	<b>(\$144.432)</b>	<b>\$24.150</b>	<b>14.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$168.582)</b>	<b>(\$144.432)</b>	<b>\$24.150</b>	<b>14.3</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$34.792	\$34.874	\$0.082	0.2	\$0.000	\$0.000	\$0.000	-	34.792	\$34.874	\$0.082	0.2
Operating/Capital	(1.051)	(0.555)	0.496	47.2	0.000	0.000	0.000	-	(1.051)	(0.555)	0.496	47.2
Other Cash Adjustments	(9.122)	2.377	11.499	*	0.000	0.000	0.000	-	(9.122)	2.377	11.499	*
<b>Total Cash Conversion Adjustments</b>	<b>\$24.619</b>	<b>\$36.696</b>	<b>\$12.076</b>	<b>49.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$24.619</b>	<b>\$36.696</b>	<b>\$12.076</b>	<b>49.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$143.962)</b>	<b>(\$107.737)</b>	<b>\$36.226</b>	<b>25.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$143.962)</b>	<b>(\$107.737)</b>	<b>\$36.226</b>	<b>25.2</b>

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  
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS  
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2021		Reason for Variance	Year-to-Date January 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	4.169	39.7	Higher ridership \$4.804, partially offset by lower yield per passenger \$(0.635).	4.169	39.7	
Other Operating Revenue	Non Reimb.	1.521	*	Primarily due to timing of miscellaneous and rental revenue.	1.521	*	
Capital & Other Reimbursements	Reimb.	2.231	9.0	Timing of capital project activity and interagency reimbursements.	2.231	9.0	
<b>Expenses</b>							
Payroll	Non Reimb.	3.060	5.7	Primarily vacant positions.	3.060	5.7	
	Reimb.	(1.289)	(14.6)	Primarily due to timing of project activity.	(1.289)	(14.6)	
Overtime	Non Reimb.	2.402	22.2	Lower weather-related overtime, vacancy/absentee coverage, programmatic/routine maintenance and scheduled/ unscheduled service, partially offset by higher unscheduled maintenance.	2.402	22.2	
	Reimb.	0.725	21.1	Lower capital reimbursable activity	0.725	21.1	
Health and Welfare	Non Reimb.	1.505	12.9	Vacant positions.	1.505	12.9	
	Reimb.	(0.183)	(8.9)	Primarily due to timing of project activity.	(0.183)	(8.9)	
OPEB Current Payment	Non Reimb.	1.290	19.8	Fewer retirees/beneficiaries.	1.290	19.8	
Pensions	Non Reimb.	(0.656)	(4.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.656)	(4.4)	
	Reimb.	0.656	19.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.656	19.6	

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS  
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2021		Reason for Variance	Year-to-Date January 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	2.147	16.2	Lower Railroad Retirement Taxes and FELA indemnity reserves.	2.147	16.2	
	Reimb.	(0.328)	(15.6)	Primarily due to timing of project activity.	(0.328)	(15.6)	
Reimbursable Overhead	Non Reimb.	1.744	*	Primarily due to timing of project activity.	1.744	*	
	Reimb.	(1.744)	*	Primarily due to timing of project activity.	(1.744)	*	
Electric Power	Non Reimb.	(0.026)	(0.4)		(0.026)	(0.4)	
	Reimb.	(0.001)	(3.9)		(0.001)	(3.9)	
Fuel	Non Reimb.	0.066	3.8		0.066	3.8	
Insurance	Non Reimb.	0.461	23.2	Lower liability insurance.	0.461	23.2	
	Reimb.	0.067	15.1	Force Account Insurance associated with project activity.	0.067	15.1	
Claims	Non Reimb.	0.075	19.5	Timing of claims.	0.075	19.5	
Maintenance & Other Operating Contracts	Non Reimb.	(0.617)	(7.7)	Primarily timing of Moynihan Train Hall expenses.	(0.617)	(7.7)	
	Reimb.	0.338	31.3	Primarily due to timing of project activity.	0.338	31.3	
Professional Service Contracts	Non Reimb.	0.664	19.4	Primarily the timing of MTA Chargebacks and rolling stock decommissioning.	0.664	19.4	
	Reimb.	(0.106)	*	Primarily due to timing of project activity.	(0.106)	*	

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2021		Reason for Variance	Year-to-Date January 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Materials & Supplies	Non Reimb.	5.737	48.1	Primarily timing of fleet modifications and RCM activity and right of way material.	5.737	48.1	
	Reimb.	(0.353)	(13.9)	Primarily due to timing of project activity.	(0.353)	(13.9)	
Other Business Expenses	Non Reimb.	0.690	64.9	Primarily lower credit/debit card fees, higher restitution of property damages and the timing of miscellaneous expenses.	0.690	64.9	
	Reimb.	(0.013)	(46.3)	Primarily due to timing of project activity.	(0.013)	(46.3)	
Depreciation	Non Reimb.	(0.082)	(0.2)	Based on certain capital assets being fully depreciated.	(0.082)	(0.2)	

Table 4

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**CASH RECEIPTS and EXPENDITURES**  
**January 2021**  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$10.897	\$14.018	\$3.122	28.6	\$10.897	\$14.018	\$3.122	28.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.855	1.256	0.401	46.9	0.855	1.256	0.401	46.9
Capital & Other Reimbursements	25.750	23.365	(2.385)	(9.3)	25.750	23.365	(2.385)	(9.3)
<b>Total Receipts</b>	<b>\$37.501</b>	<b>\$38.639</b>	<b>\$1.138</b>	<b>3.0</b>	<b>\$37.501</b>	<b>\$38.639</b>	<b>\$1.138</b>	<b>3.0</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$59.158	\$55.455	\$3.703	6.3	\$59.158	\$55.455	\$3.703	6.3
Overtime	16.907	11.129	5.778	34.2	16.907	11.129	5.778	34.2
Health and Welfare	13.717	12.342	1.375	10.0	13.717	12.342	1.375	10.0
OPEB Current Payment	6.521	5.188	1.333	20.4	6.521	5.188	1.333	20.4
Pensions	18.297	18.098	0.199	1.1	18.297	18.098	0.199	1.1
Other Fringe Benefits	20.456	13.849	6.606	32.3	20.456	13.849	6.606	32.3
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	-
<b>Total Labor Expenditures</b>	<b>\$135.056</b>	<b>\$116.061</b>	<b>\$18.995</b>	<b>14.1</b>	<b>\$135.056</b>	<b>\$116.061</b>	<b>\$18.995</b>	<b>14.1</b>
<i>Non-Labor:</i>								
Electric Power	\$6.810	\$6.641	\$0.169	2.5	\$6.810	\$6.641	\$0.169	2.5
Fuel	1.732	1.290	0.442	25.5	1.732	1.290	0.442	25.5
Insurance	11.083	1.838	9.245	83.4	11.083	1.838	9.245	83.4
Claims	0.153	0.265	(0.112)	(72.9)	0.153	0.265	(0.112)	(72.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.128	4.974	4.154	45.5	9.128	4.974	4.154	45.5
Professional Service Contracts	1.421	1.743	(0.322)	(22.6)	1.421	1.743	(0.322)	(22.6)
Materials & Supplies	14.305	10.791	3.514	24.6	14.305	10.791	3.514	24.6
Other Business Expenses	1.371	0.754	0.617	45.0	1.371	0.754	0.617	45.0
<b>Total Non-Labor Expenditures</b>	<b>\$46.003</b>	<b>\$28.295</b>	<b>\$17.708</b>	<b>38.5</b>	<b>\$46.003</b>	<b>\$28.295</b>	<b>\$17.708</b>	<b>38.5</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$0.404	\$0.226	\$0.178	44.1	\$0.404	\$0.226	\$0.178	44.1
<b>Total Other Expenditure Adjustments</b>	<b>\$0.404</b>	<b>\$0.226</b>	<b>\$0.178</b>	<b>44.1</b>	<b>\$0.404</b>	<b>\$0.226</b>	<b>\$0.178</b>	<b>44.1</b>
<b>Total Expenditures</b>	<b>\$181.463</b>	<b>\$144.582</b>	<b>\$36.881</b>	<b>20.3</b>	<b>\$181.463</b>	<b>\$144.582</b>	<b>\$36.881</b>	<b>20.3</b>
<b>Net Cash Balance</b>	<b>(\$143.962)</b>	<b>(\$105.943)</b>	<b>\$38.019</b>	<b>26.4</b>	<b>(\$143.962)</b>	<b>(\$105.943)</b>	<b>\$38.019</b>	<b>26.4</b>
Cash Timing and Availability Adjustment	0.000	(1.793)	(1.793)	-	0.000	(1.793)	(1.793)	-
<b>Net Cash Deficit with Cash Timing &amp; Availability Adj.</b>	<b>(\$143.962)</b>	<b>(\$107.737)</b>	<b>\$36.226</b>	<b>25.2</b>	<b>(\$143.962)</b>	<b>(\$107.737)</b>	<b>\$36.226</b>	<b>25.2</b>
<b>MTA Subsidy</b>	<b>143.962</b>	<b>78.725</b>	<b>(65.237)</b>	<b>(45.3)</b>	<b>143.962</b>	<b>78.725</b>	<b>(65.237)</b>	<b>(45.3)</b>

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	January 2021			Year-to-Date January 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	3.122	28.6	Higher ridership \$4.804, partially offset by lower advance sales impact \$(0.858), lower yields \$(0.635) and lower MetroCard/AirTrain sales \$(0.189).	3.122	28.6	
Other Operating Revenue	0.401	46.9	Primarily due to the timing of rental revenue.	0.401	46.9	
Capital and Other Reimbursements	(2.385)	(9.3)	Timing of activity and reimbursement for capital and other reimbursements.	(2.385)	(9.3)	
<b>Expenditures</b>						
Labor:						
Payroll	3.703	6.3	Primarily due to vacant positions and rates, partially offset by the timing of intercompany reimbursements.	3.703	6.3	
Overtime	5.778	34.2	Primarily due to lower weather-related overtime, vacancy/absentee coverage, programmatic/routine maintenance and scheduled/ unscheduled service, partially offset by higher unscheduled maintenance.	5.778	34.2	
Health and Welfare	1.375	10.0	Primarily due to vacant positions.	1.375	10.0	
OPEB Current Payment	1.333	20.4	Primarily due to fewer retirees/beneficiaries.	1.333	20.4	
Pensions	0.199	1.1	Due to intercompany reimbursements.	0.199	1.1	
Other Fringe Benefits	6.606	32.3	Primarily due to the timing of and lower Railroad Retirement Tax payments which include intercompany reimbursements and the timing of FELA payments.	6.606	32.3	
Non-Labor:						
Electric Power	0.169	2.5		0.169	2.5	
Fuel	0.442	25.5	Primarily due to the timing of payments.	0.442	25.5	
Insurance	9.245	83.4	Timing of insurance premium payments.	9.245	83.4	
Claims	(0.112)	(72.9)	Timing of payments for claims.	(0.112)	(72.9)	
Maintenance and Other Operating Contracts	4.154	45.5	Timing of payments.	4.154	45.5	

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

**Table 5**

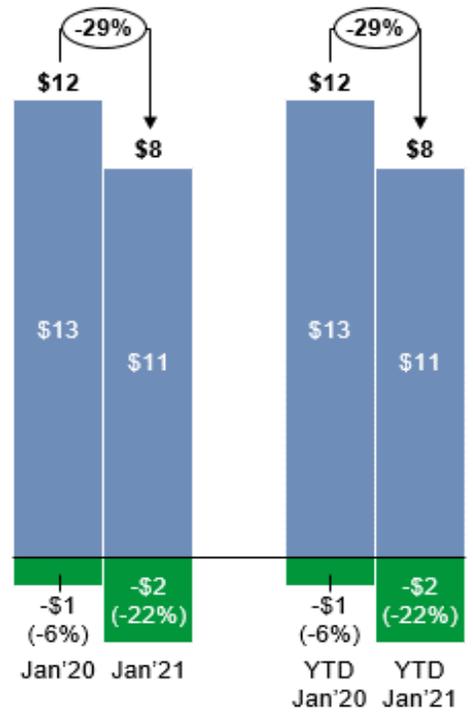
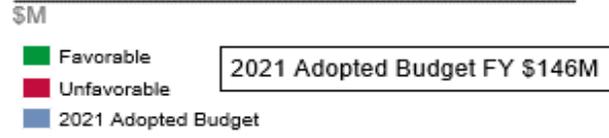
Generic Revenue or Expense Category	January 2021			Year-to-Date January 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Professional Service Contracts	(0.322)	(22.6)	Timing of payments for consulting services.	(0.322)	(22.6)	
Materials and Supplies	3.514	24.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.	3.514	24.6	
Other Business Expenses	0.617	45.0	Primarily lower credit/debit card fees, higher restitution of property damages and the timing of miscellaneous expense payments.	0.617	45.0	
Other Expenditure Adjustments	0.178	44.1	Lower MetroCard/AirTrain pass through payments.	0.178	44.1	

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
January 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.404	(\$0.643)	(\$1.047)	*	\$0.404	(\$0.643)	(\$1.047)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.603)	(1.723)	(1.120)	*	(0.603)	(1.723)	(1.120)	*
Capital & Other Reimbursements	0.895	(3.721)	(4.616)	*	0.895	(3.721)	(4.616)	*
<b>Total Receipts</b>	<b>\$0.695</b>	<b>(\$6.087)</b>	<b>(\$6.783)</b>	<b>*</b>	<b>\$0.695</b>	<b>(\$6.087)</b>	<b>(\$6.783)</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$3.570	\$5.502	\$1.932	54.1	\$3.570	\$5.502	\$1.932	54.1
Overtime	(2.640)	0.011	2.651	*	(2.640)	0.011	2.651	*
Health and Welfare	0.000	0.054	0.054	-	0.000	0.054	0.054	-
OPEB Current Payment	0.000	0.043	0.043	-	0.000	0.043	0.043	-
Pensions	0.000	0.199	0.199	-	0.000	0.199	0.199	-
Other Fringe Benefits	(5.054)	(0.266)	4.787	94.7	(5.054)	(0.266)	4.787	94.7
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	-
<b>Total Labor Expenditures</b>	<b>(\$4.124)</b>	<b>\$5.543</b>	<b>\$9.666</b>	<b>*</b>	<b>(\$4.124)</b>	<b>\$5.543</b>	<b>\$9.666</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.196	\$0.196	-	\$0.000	\$0.196	\$0.196	-
Fuel	0.000	0.376	0.376	-	0.000	0.376	0.376	-
Insurance	(8.653)	0.063	8.717	*	(8.653)	0.063	8.717	*
Claims	0.231	0.045	(0.186)	(80.6)	0.231	0.045	(0.186)	(80.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	4.433	4.433	-	0.000	4.433	4.433	-
Professional Service Contracts	2.042	1.162	(0.880)	(43.1)	2.042	1.162	(0.880)	(43.1)
Materials & Supplies	0.153	(1.717)	(1.870)	*	0.153	(1.717)	(1.870)	*
Other Business Expenses	(0.279)	(0.339)	(0.060)	(21.4)	(0.279)	(0.339)	(0.060)	(21.4)
<b>Total Non-Labor Expenditures</b>	<b>(\$6.507)</b>	<b>\$4.219</b>	<b>\$10.726</b>	<b>*</b>	<b>(\$6.507)</b>	<b>\$4.219</b>	<b>\$10.726</b>	<b>*</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.404)	(\$0.226)	\$0.178	44.1	(\$0.404)	(\$0.226)	\$0.178	44.1
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.404)</b>	<b>(\$0.226)</b>	<b>\$0.178</b>	<b>44.1</b>	<b>(\$0.404)</b>	<b>(\$0.226)</b>	<b>\$0.178</b>	<b>44.1</b>
<b>Total Expenditures</b>	<b>(\$11.034)</b>	<b>\$9.536</b>	<b>\$20.570</b>	<b>*</b>	<b>(\$11.034)</b>	<b>\$9.536</b>	<b>\$20.570</b>	<b>*</b>
Depreciation Adjustment	\$34.792	\$34.874	\$0.082	0.2	\$34.792	\$34.874	\$0.082	0.2
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.167	0.167	0.000	0.0
<b>Total Expenditures After Non-Cash Liabilities</b>	<b>\$23.924</b>	<b>\$44.576</b>	<b>\$20.652</b>	<b>86.3</b>	<b>\$23.924</b>	<b>\$44.576</b>	<b>\$20.652</b>	<b>86.3</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$24.619</b>	<b>\$38.489</b>	<b>\$13.870</b>	<b>56.3</b>	<b>\$24.619</b>	<b>\$38.489</b>	<b>\$13.870</b>	<b>56.3</b>
Cash Timing and Availability Adjustment	0.000	(1.793)	(1.793)	-	0.000	(1.793)	(1.793)	-
<b>Total Cash Conversion Adjustments with Cash Timing</b>	<b>\$24.619</b>	<b>\$36.696</b>	<b>\$12.076</b>	<b>49.1</b>	<b>\$24.619</b>	<b>\$36.696</b>	<b>\$12.076</b>	<b>49.1</b>

# LIRR – Non-Reimbursable Overtime Variance

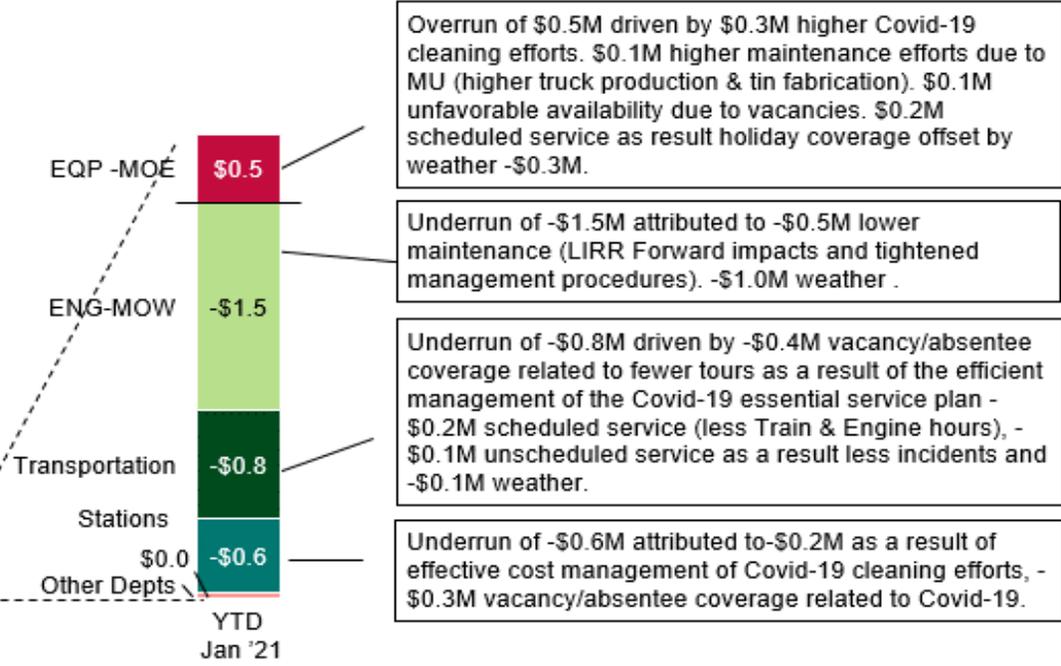
## January 2021 and 2021 Adopted Budget vs. variance



## Overview

- Overall decrease of -\$4M or -29% compared to January 2020
- \$2M or -22% below 2021 Adopted Budget.
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending.

## \$M



Overrun of \$0.5M driven by \$0.3M higher Covid-19 cleaning efforts. \$0.1M higher maintenance efforts due to MU (higher truck production & tin fabrication). \$0.1M unfavorable availability due to vacancies. \$0.2M scheduled service as result holiday coverage offset by weather -\$0.3M.

Underrun of -\$1.5M attributed to -\$0.5M lower maintenance (LIRR Forward impacts and tightened management procedures). -\$1.0M weather.

Underrun of -\$0.8M driven by -\$0.4M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the Covid-19 essential service plan - \$0.2M scheduled service (less Train & Engine hours), - \$0.1M unscheduled service as a result less incidents and -\$0.1M weather.

Underrun of -\$0.6M attributed to -\$0.2M as a result of effective cost management of Covid-19 cleaning efforts, - \$0.3M vacancy/absentee coverage related to Covid-19.

# LIRR – Reimbursable Overtime Variance

## January 2021 and 2021 Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- 2021 Adopted Budget

2021 Adopted Budget FY \$56M

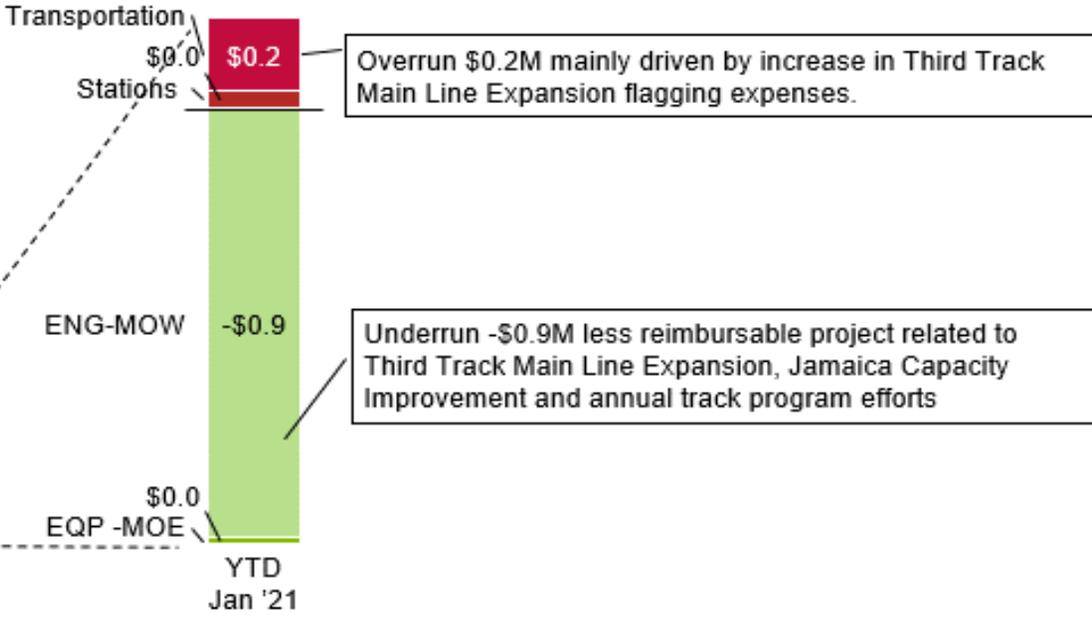


## Overview

- Overall decrease of \$1M or 39% compared to January 2020
- \$1M or 21% below 2021 Adopted Budget.

## YTD variance by division

\$M



# LIRR – Total Overtime Variance

## January 2021 and 2021 Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- 2021 Adopted Budget

2021 Adopted Budget FY \$202M

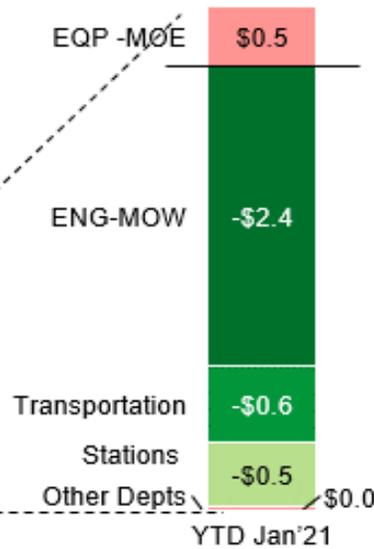


## Overview

- Overall decrease of -\$5M or -32% compared to January 2021
- \$3M or -6% below 2021 Adopted Budget
- \$5M or -32% below January 2019
- Non-Reimbursable underrun of -\$2M
- Reimbursable overrun of -\$1M
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending.

## YTD variance by division

\$M



MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
 END-of-MONTH JANUARY 2021

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	1	1	0
Enterprise Asset Management	6	5	1
Sr. Vice President - Engineering	2	1	1
Labor Relations	14	14	0
Procurement & Logistics (excl. Stores)	62	51	11
Human Resources	35	32	3
Sr VP Administration	2	2	0
Strategic Investments	12	13	(1)
President	8	7	1
VP & CFO	2	2	0
Controller	42	41	1
Management & Budget	16	13	3
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	65	65	0
Gen. Counsel & Secretary	28	26	2
Diversity Management	3	3	0
Security	15	11	4
System Safety	46	39	7
Training	68	65	3
Service Planning	28	26	2
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>478</b>	<b>432</b>	<b>46</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,315	2,286	29
Customer Services	384	312	72
<b>Total Operations</b>	<b>2,699</b>	<b>2,598</b>	<b>101</b>
<b>Maintenance</b>			
Engineering	1,956	1,949	7
Equipment	2,193	2,059	134
Procurement (Stores)	95	98	(3)
<b>Total Maintenance</b>	<b>4,244</b>	<b>4,106</b>	<b>138</b>
<b>Engineering/Capital</b>			
Department of Program Management	144	117	27
Special Projects	59	48	11
Positive Train Control	2	14	(12)
<b>Total Engineering/Capital</b>	<b>205</b>	<b>179</b>	<b>26</b>
<b>Baseline Total Positions</b>	<b>7,626</b>	<b>7,315</b>	<b>311</b>
<i>Non-Reimbursable</i>	<b>6,479</b>	<b>6,173</b>	<b>306</b>
<i>Reimbursable</i>	<b>1,147</b>	<b>1,142</b>	<b>6</b>
<b>Total Full-Time</b>	<b>7,626</b>	<b>7,315</b>	<b>311</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-of-MONTH JANUARY 2021**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 306 positions due to vacancies in Maintenance of Equipment and Stations; and Engineering and Train Operations vacancies due to workforce working on capital project activity instead of operating activities.
<b>REIMBURSABLE POSITIONS</b> - Favorable 6 positions primarily due to vacant positions in Project Management, Special Projects, Procurement & Logistics and other administrative departments, partially offset by increased project activity in Train Operations and Engineering.

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
 END-of-MONTH JANUARY 2021**

	<u>Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b>Administration</b>			
Managers/Supervisors	258	237	21
Professional, Technical, Clerical	116	87	29
Operational Hourlies	104	108	(4)
<b>Total Administration</b>	<b>478</b>	<b>432</b>	<b>46</b>
<b>Operations</b>			
Managers/Supervisors	341	296	45
Professional, Technical, Clerical	114	96	18
Operational Hourlies	2,244	2,206	38
<b>Total Operations</b>	<b>2,699</b>	<b>2,598</b>	<b>101</b>
<b>Maintenance</b>			
Managers/Supervisors	881	773	108
Professional, Technical, Clerical	293	227	66
Operational Hourlies	3,071	3,106	(35)
<b>Total Maintenance</b>	<b>4,244</b>	<b>4,106</b>	<b>138</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	145	135	10
Professional, Technical, Clerical	60	44	16
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>205</b>	<b>179</b>	<b>26</b>
<b>Total Positions</b>			
Managers/Supervisors	1,625	1,441	184
Professional, Technical, Clerical	583	454	129
Operational Hourlies	5,419	5,420	(1)
<b>Total Positions</b>	<b>7,626</b>	<b>7,315</b>	<b>311</b>

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
 RIDERSHIP  
 (In Millions)**

**JANUARY 2021**

	Month			Variance			
	Adopted Budget	Actual 2021	Adjusted* 2020	Adopted Budget		Adjusted* 2020	
				#	%	#	%
<b>RIDERSHIP</b>							
Monthly	0.649	0.549	3.670	(0.101)	-15.5%	(3.121)	-85.0%
Weekly	0.030	0.039	0.199	0.009	30.2%	(0.160)	-80.4%
<b>Total Commutation</b>	<b>0.679</b>	<b>0.588</b>	<b>3.869</b>	<b>(0.092)</b>	<b>-13.5%</b>	<b>(3.281)</b>	<b>-84.8%</b>
One-Way Full Fare	0.122	0.125	0.788	0.004	3.2%	(0.663)	-84.1%
One-Way Off-Peak	0.240	0.573	1.362	0.333	138.9%	(0.788)	-57.9%
All Other	0.146	0.444	0.830	0.298	204.1%	(0.387)	-46.6%
<b>Total Non-Commutation</b>	<b>0.507</b>	<b>1.142</b>	<b>2.980</b>	<b>0.635</b>	<b>125.1%</b>	<b>(1.838)</b>	<b>-61.7%</b>
<b>Total</b>	<b>1.187</b>	<b>1.730</b>	<b>6.849</b>	<b>0.543</b>	<b>45.8%</b>	<b>(5.119)</b>	<b>-74.7%</b>

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET  
MONTHLY PERFORMANCE INDICATORS  
January 2021**

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Budget 2021</b>	<b>Actual 2020</b>	<b>vs. Budget</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	11.5%	7.2%	41.1%	4.3%	-29.6%
Adjusted <sup>(2)</sup>	15.1%	8.8%	45.8%	6.3%	-30.7%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$73.75	\$123.55	\$20.50	\$49.80	(\$53.25)
Adjusted <sup>(2)</sup>	\$67.72	\$113.86	\$19.19	\$46.14	(\$48.53)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.47	\$8.84	\$8.43	(\$0.37)	\$0.04
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Budget 2020</b>	<b>Actual 2020</b>	<b>vs. Budget</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	11.5%	7.2%	41.1%	4.3%	-29.6%
Adjusted <sup>(2)</sup>	15.1%	8.8%	45.8%	6.3%	-30.7%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$73.75	\$123.55	\$20.50	\$49.80	(\$53.25)
Adjusted <sup>(2)</sup>	\$67.72	\$113.86	\$19.19	\$46.14	(\$48.53)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.47	\$8.84	\$8.43	(\$0.37)	\$0.04

(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.

(3) Passenger Revenue/Passenger includes Hampton Seat Reservations.



# Long Island Rail Road

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## Ridership Report Highlights

### **January 2021 vs. 2020**

- Total ridership decreased -74.7% compared to January 2020 (1,730,014 in January 2021 vs. 6,849,085 in January 2020).
- Commutation ridership decreased -84.8% compared to January 2020
- Non-Commutation ridership decreased -61.7% compared to January 2020
- The January 2021 ridership loss is attributed to the impact of COVID-19.

### **2021 vs. 2020 YTD**

- Total YTD ridership is -74.7% below 2020 and +45.8% above Budget
- YTD Commutation ridership is -84.8% below 2020
- YTD Non-Commutation ridership is -61.7% below 2020

*Mark Young*

Vice President

Management & Finance and Chief Financial Officer

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**January 2021**

**January 2021 RIDERSHIP & REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**January Ridership and Revenue (millions)**

	January 2021	% Change vs. 2020
Total Rail Ridership	1.730	-74.7% ▼
Commutation Ridership	0.588	-84.8% ▼
Non-Commutation Ridership	1.142	-61.7% ▼
Rail Revenue	\$14.7	-75.7% ▼

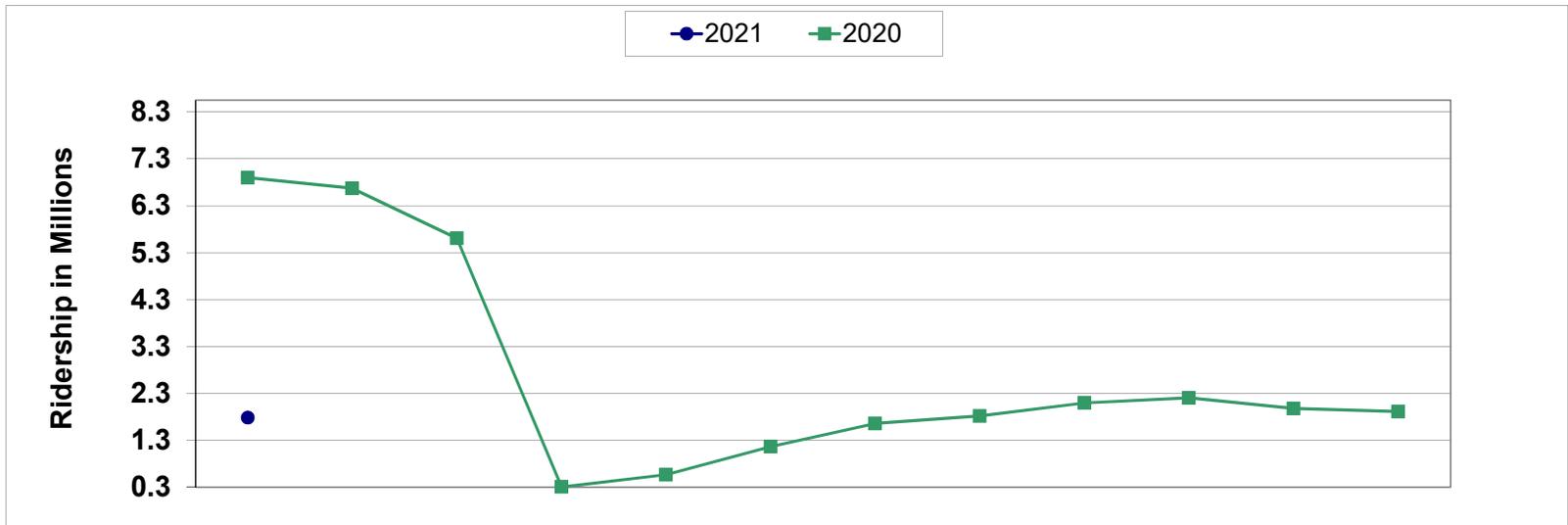
**Year-to-Date through January Prelim. Ridership and Revenue (millions)**

	January 2021	% Change vs. 2020	Comparison to Budget
Total Rail Ridership	1.730	-74.7% ▼	45.8% ▲
Commutation Ridership	0.588	-84.8% ▼	-13.5% ▼
Non-Commutation Ridership	1.142	-61.7% ▼	125.1% ▲
Rail Revenue	\$14.7	-75.7% ▼	39.7% ▲

Please Note: Ridership is based on ticket sales data.

# January RIDERSHIP

- January Total Ridership was -74.7% below '20 and 45.8% above 2021 Budget.

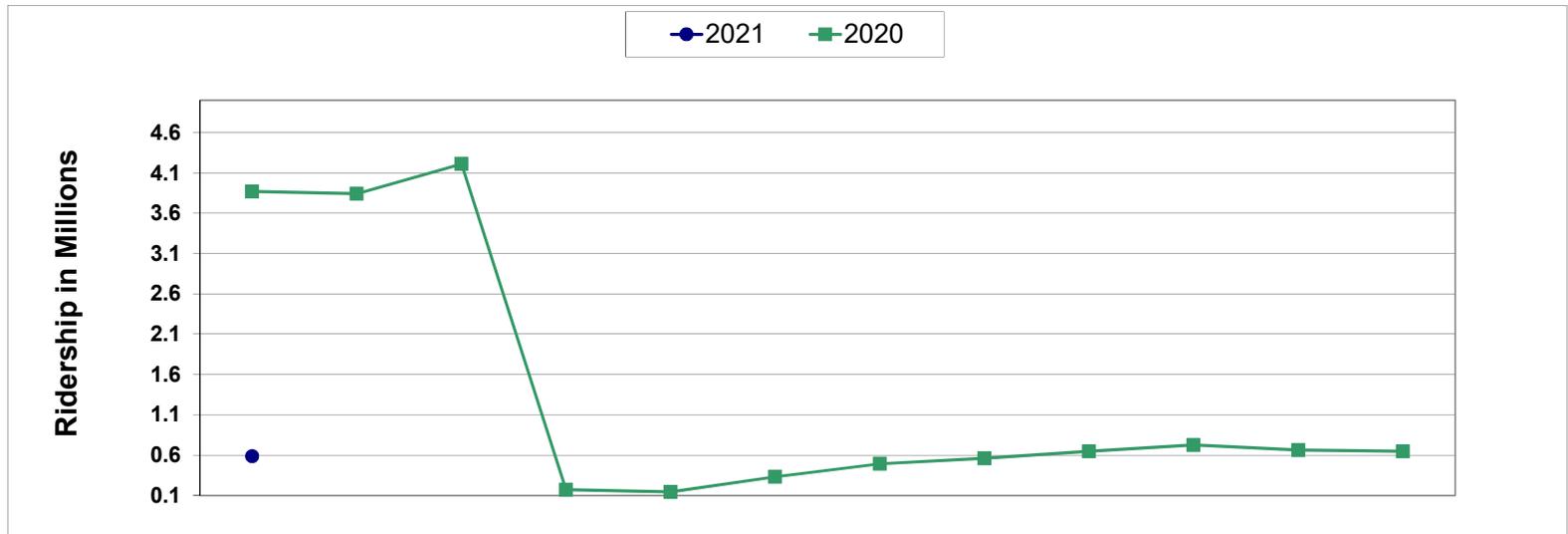


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.7												1.7
<b>2020</b>	6.8	6.6	5.6	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	6.8
<b>PCT CHG.</b>	-74.7%												-74.7%

Please Note: Ridership is based on ticket sales data.

# January COMMUTATION RIDERSHIP

- January Commutation Ridership was -84.8% below '20 and -13.5% below 2021 Budget.

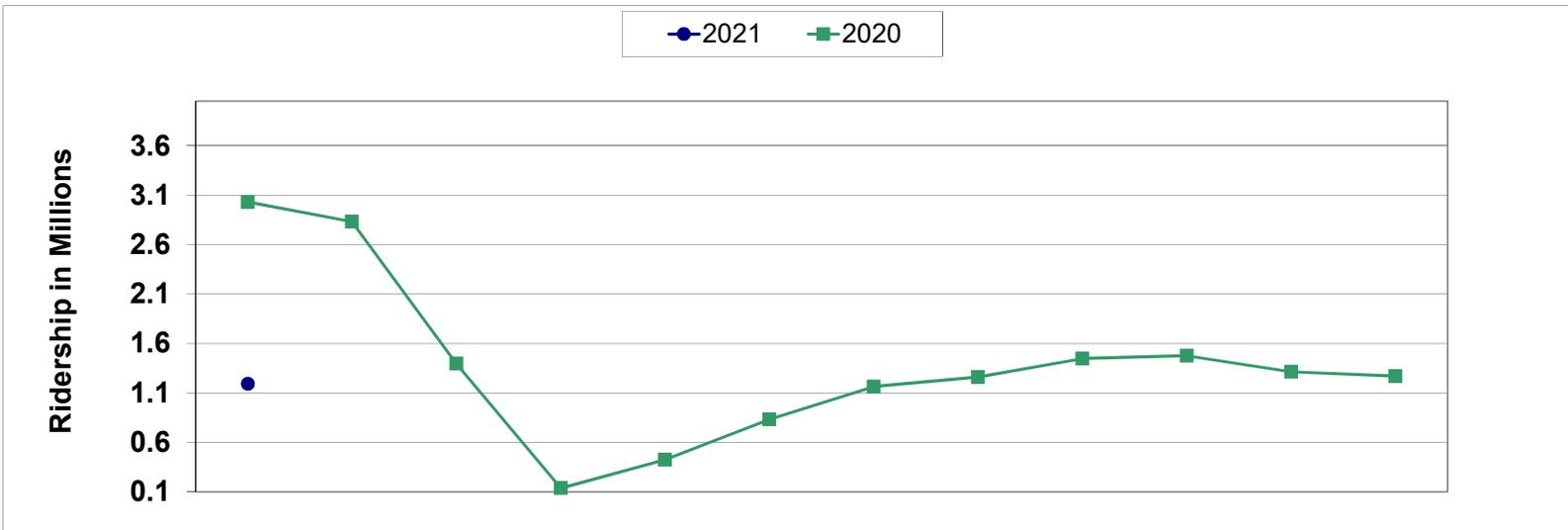


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	<b>0.6</b>												<b>0.6</b>
<b>2020</b>	<b>3.9</b>	<b>3.8</b>	<b>4.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.3</b>	<b>0.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.6</b>	<b>3.9</b>
<b>PCT CHG.</b>	<b>-84.8%</b>												<b>-84.8%</b>

Please Note: Ridership is based on ticket sales data.

# January NON-COMMUTATION RIDERSHIP

- January Non-Commutation Ridership was -61.7% below '20 and 125.1% above 2021 Budget.

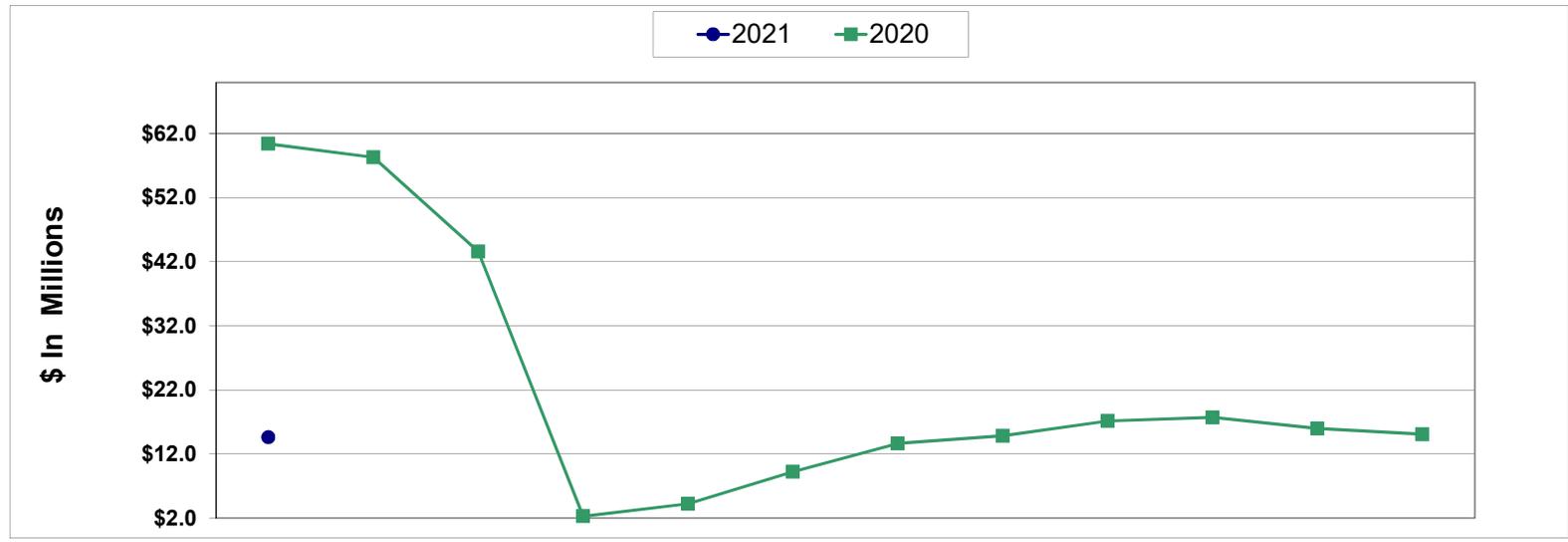


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.1												1.1
<b>2020</b>	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	3.0
<b>PCT CHG.</b>	-61.7%												-61.7%

Please Note: Ridership is based on ticket sales data.

# January REVENUE

- January Total Revenue was -75.7% below '20 and 39.7% above 2021 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	\$14.7												\$14.7
<b>2020</b>	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	\$60.4
<b>PCT CHG.</b>	-75.7%												-75.7%

Please Note: Ridership is based on ticket sales data.

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
January 2021**

TICKET TYPE/SERVICE	January 2021	*January 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	587,875	3,869,110	(3,281,234)	-84.8%
NON-COMMUTATION RIDERSHIP	1,142,139	2,979,975	(1,837,836)	-61.7%
<b>TOTAL RIDERSHIP</b>	<b>1,730,014</b>	<b>6,849,085</b>	<b>(5,119,070)</b>	<b>-74.7%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2021 YEAR-TO-DATE**

TICKET TYPE/SERVICE	January 2021	*January 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	587,875	3,869,110	(3,281,234)	-84.8%
NON-COMMUTATION RIDERSHIP	1,142,139	2,979,975	(1,837,836)	-61.7%
<b>TOTAL RIDERSHIP</b>	<b>1,730,014</b>	<b>6,849,085</b>	<b>(5,119,070)</b>	<b>-74.7%</b>

\* 2020 ridership numbers were adjusted using 2021 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
January 2021**

REVENUE	January 2021	January 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,198,947	\$31,874,805	(\$26,675,858)	-83.7%
NON-COMMUTATION REVENUE	\$9,462,846	\$28,548,059	(\$19,085,213)	-66.9%
<b>TOTAL REVENUE</b>	<b>\$14,661,793</b>	<b>\$60,422,864</b>	<b>(\$45,761,071)</b>	<b>-75.7%</b>

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2021 YEAR-TO-DATE**

REVENUE	January 2021	January 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
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<b>TOTAL REVENUE</b>	<b>\$14,661,793</b>	<b>\$60,422,864</b>	<b>(\$45,761,071)</b>	<b>-75.7%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS  
JANUARY 2021**

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**L70502/LJ SIGNAL NORMAL REPLACEMENT PROGRAM**

**Milestone: Beneficial Use**

**Project Budget: \$30.00M**

Replacement of selected Signal System Equipment that has reached or exceeded useful life system-wide is complete. The scope included the replacement of signal system components consisting of case/hut batteries, grade crossing gates, signal aerial cables, signal case/huts, switch machines and signal heads which were past their useful life.

**L70301/WH RETAINING WALLS / RIGHT OF WAY PROJECTS**

**Milestone: Beneficial Use**

**Project Budget: \$10.00M**

The improvements of the physical condition of the Right of Way to ensure safe and efficient operation of trains system-wide are complete. This project constructed / renewed retaining walls, rehabilitated culverts, and addressed areas with drainage and flooding conditions in order to ensure the track structures and other Rail Road assets along the ROW were in a state of good repair.

**SMALL BUSINESS DEVELOPMENT PROGRAM**

No contracts awarded this month.

No contracts completed this month.

# 2021 LIRR Capital Program Goals

