



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

April 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

Wednesday, 4/21/2021
10:00 AM - 5:00 PM ET

1. Public Comments Period

2. Summary of Actions

MNR Summary of Actions - None

LIRR Summary of Actions - None

MTA C&D Summary of Actions

MTA C&D - Summary of Actions - Page 5

3. Approval of Minutes - March 17, 2021

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 24

6. AGENCY INFORMATION ITEMS

MNR Information Items

MNR Information Items - Page 33

- **Final Review of 2020 Operating Budget Results**

Final Review of 2020 Operating Budget Results - Page 34

- **2020 Annual Ridership Report**
2020 Annual Ridership Report - Page 70

LIRR Information Items

- **Final Review of 2020 Operating Budget Results**
Final Review of 2020 Operating Budget Results - Page 79
- **2020 Annual Ridership Report**
2020 Annual Ridership Report - Page 114
- **Spring Trackwork Programs**
Spring Trackwork Programs - Page 122

7. PROCUREMENTS

MNR Procurements - NONE

LIRR Procurements - NONE

MTA C&D Procurements

MTA C&D Procurements - Page 124

- **MTA C&D Non-Competitive - None**
- **MTA C&D Competitive - None**
- **MTA C&D Ratifications**
MTA C&D Ratifications - Page 128

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

MNR Reports

- **MNR Operations Report**
MNR Operations Report - Page 130
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 139
- **MNR Finance Report**
MNR Finance Report - Page 144
- **MNR Ridership Report**
MNR Ridership Report - Page 165
- **MNR Capital Program Report**
MNR Capital Program Report - Page 176

LIRR Reports

- **LIRR Operations Report**
LIRR Operations Report - Page 183

- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 193
- **LIRR Finance Report**
LIRR Finance Report - Page 199
- **LIRR Ridership Report**
LIRR Ridership Report - Page 221
- **LIRR Capital Program Report**
LIRR Capital Program Report - Page 229

**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for APRIL 2021**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Tutor Perini Corporation	\$7,588,645	MTA Construction and Development request the Board ratify a retroactive modification (No. 415) to the ESA Systems Facilities contract (CS179) to: (i) revise and resubmit detailed design drawings and test procedures for five systems in the Grand Central Terminal; (ii) relocate fire alarm, telephone, security, radio, and public address system devices; and (iii) modify Access Restraints in Zone 4 of the Grand Central Terminal Concourse. The modification will also extend Substantial Completion and will include an acceleration incentive payment for timely completion.

Minutes of the Joint MNR/LIRR Committee Meeting
April 21, 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 March 17, 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;
- Corporate Governance.

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the March, 2021 Board minutes in the Board Book available here on the Board materials website:

<https://new.mta.info/transparency/board-and-committee-meetings/april-2021>



2021 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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	

II. SPECIFIC AGENDA ITEMS

Responsibility

<u>April 2021</u>	
Final Review of 2020 Operating Budget Results	Finance
2020 Annual Ridership Report	Operations Planning & Analysis
<u>May 2021</u>	
Track Program Quarterly Update	Engineering
LIRR/MNR PTC Implementation Update	President
Diversity/EEO Report – 1 st 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	Finance
Diversity/EEO Report – 2 nd Quarter 2021	Diversity and EEO
<u>October 2021</u>	
2022 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Implementation Update	President
Track Program Quarterly Update	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 – 3rd 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

February 2022

Adopted Budget/Financial Plan 2022
2021 Annual Operating Results
Diversity/EEO Report – 4th Quarter 2020

Finance
Operations
Diversity and EEO

March 2022

Annual Elevator & Escalator Report

Engineering

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

APRIL 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.

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.

MAY 2021

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– 1st 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– 2nd 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– 3rd 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.

FEBRUARY 2022

Adopted Budget/Financial Plan 2022

The Agency will present its revised 2022 Financial Plan. These plans will reflect the 2022 Adopted Budget and an updated Financial Plan for 2022 reflecting the out-year impact of any changes incorporated into the 2022 Adopted Budget.

2021 Annual Operating Results

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

Diversity & EEO Report– 4th 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.

MARCH 2022

Annual Elevator/Escalator Report

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

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<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. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>April 2021</u>	
Final Review of 2020 Operating Budget Results	Management & Budget
2020 Annual Ridership Report	Finance/Marketing
Spring Trackwork Programs	Service Planning
<u>May 2021</u>	
Summer Track Work Programs	Service Planning
Diversity/EEO Report – 1 st Q 2021	Administration/Diversity
PTC Status Report	President
<u>June 2021</u>	
Track Work Programs	Service Planning
<u>July 2021</u>	
September Timetable Change & Trackwork Programs	Service Planning
<u>September 2021</u>	
2021 Preliminary Budget (Public Comment)	
2021 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning
Diversity/EEO Report – 2 nd Quarter 2021	Administration/Diversity
<u>October 2021</u>	
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
Year-End Trackwork Programs

President/Sr. Staff
Service Planning

December 2021

2022 Final Proposed Budget
2022 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Q 2021
Winter Trackwork Program
Review of Committee Charter

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

January 2022

Winter Trackwork Programs & Schedule Adjustments Service Planning

February 2022

Adopted Budget/Financial Plan 2022
2021 Annual Operating Results
Diversity/EEO Report – 4th Q 2021
March Timetable and Trackwork Programs

Management & Budget
Operations
Administration/Diversity
Service Planning

March 2022

Annual Elevator/Escalator Report
Spring Trackwork Programs

Engineering
Service Planning

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

APRIL 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.

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.

Spring Trackwork Programs

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

MAY 2021

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– 1st 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– 2nd 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– 3rd 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

FEBRUARY 2022

Adopted Budget/Financial Plan 2022

The Agency will present its revised 2022 Financial Plan. These plans will reflect the 2022 Adopted Budget and an updated Financial Plan for 2022 reflecting the out-year impact of any changes incorporated into the 2022 Adopted Budget.

2021 Annual Operating Results

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

Diversity & EEO Report– 4th 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.

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2022

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 2022.



Metro-North Railroad



COVID-19 Vaccination, Vanderbilt Hall, Grand Central Terminal

Matt Peloso
Acting 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.

Metro-North, with the support of the MTA, facilitated the opening of an employee vaccination center in Vanderbilt Hall in Grand Central Terminal to provide an alternative site to accommodate employees interested in receiving the COVID-19 vaccination to combat the virus.

For the current 12-month period (March 2020 – February 2021) versus the previous 12-month period (March 2019 – February 2020), employee lost time injuries per 200,000 working hours were increased by 3.5%.

For the current 12-month period (March 2020 – February 2021) versus the previous 12-month period (March 2019 – February 2020), customer reportable injury rate per one million customers were increased by 84.1%.

Matthew Peloso
Acting Vice President
Office of System Safety

February 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	March 2018 - February 2019	March 2019 - February 2020	March 2020 - February 2021	
FRA Reportable Customer Accident Rate per Million Customers	0.94	1.07	1.97	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.45	1.99	2.06	
	2020		2021	
	February	Year to Date	February	Year to Date
Grade Crossing Incidents ¹	0	1	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

¹ 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	2020		2021	
	February	Year to Date	February	Year to Date
First Responders Trained	450	569	0	57
Employee Safety Training Courses	125	175	93	129
Employees Trained	1,518	2,312	1,083	1,809
Employee Safety Training Hours	26,559	60,361	11,292	21,710
Customer and Community: Focus on Grade Crossings	2020		2021	
	February	Year to Date	February	Year to Date
Broken Gates	1	4	0	0
MTA Police Details	43	82	23	32
Summons	79	144	45	74
Warnings	8	31	10	23
Community Education and Outreach*	16,590	20,370	1,388	2,171
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 TRACKS 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.



Long Island Rail Road

Safety Report Highlights Jamaica Central Control Vaccination Site





Long Island Rail Road

On March 25th, we opened a Pfizer vaccination site at the Long Island Rail Road (LIRR) for LIRR and all MTA employees. Six employees volunteered to be the first LIRR employees vaccinated. Special thanks to:

Rohan Surajpal, Engineering Communications Technician BRS Local 56

Xiu Zhang, Engineering Communications Technician BRS Local 56

John Jeremie, Engineering Communications Technician BRS Local 56

Sean McNerney, Engineering Plumber SMWIA

Ann Gilmour, Stations Information Clerk TCU

Willie Butts, Transportation Conductor SMART

The site is open every Friday. Mobile Health is an essential partner with MTA delivering the vaccination program. To date over 2,900 LIRR employees have been vaccinated.

To address vaccine hesitancy, leadership from our Labor organizations partnered with us to open the site and created a video promoting the importance of vaccinations. Anthony Simon, General Chairman SMART Transportation Division; Kevin Sexton, General Chairman Brotherhood of Locomotive Engineers and Trainmen; Nick Peluso, National Representative, Transportation Communication Union; Andrew Sandberg Assistant to President Directing General Chairman and Educator, International Association of Machinists and Aerospace Workers; Robert Santos, General Chairman Independent Railway Supervisors Association; and Jerry Leccese, Co-Chairman B and B Plumbers SMART Sheet Metal Workers International were joined by vice presidents, vice chairman, and local chairman to commemorate the opening of the site with President Phillip Eng and MTA Chief Safety and Security Officer Patrick Warren. By the end of March, close to forty percent of the Long Island Rail Road workforce has been vaccinated.

For the reporting period ending February 2021, the average Reportable Customer Injury Rate was 5.62 injuries per million customers as compared to 2.38 injuries per million customers over the same period 2019-2020. The actual number of customer injuries is down sixty-three percent from 2019 to 2020. Ridership however, is also down by seventy-eight percent, which impacts the rate. Slips, trips, and falls account for the majority of injuries reported.

Our TRACKS Program in partnership with MTA Police continues weekly outreach at stations. Every Friday our Community Relations Specialist and two dedicated TRACKS MTA Police Officers can be found at a station handing out masks and hand sanitizer while engaging in safety conversations with our customers.

During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.31 injuries per 200,000 hours worked as compared to 3.37 injuries per 200,000 hours worked during the same period in 2019-2020. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

February Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	March 2018 - February 2019	March 2019 - February 2020	March 2020 - February 2021		
FRA Reportable Customer Accident Rate per Million Customers	2.04	2.38	5.62		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.79	3.37	3.31		
		2020		2021	
		February	Year to Date	February	Year to Date
Grade Crossing Incidents ¹	0	1	2	3	
Mainline FRA Reportable Train Derailments	0	0	0	0	
Mainline FRA Reportable Train Collisions	0	0	0	0	

¹ 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				
Focus on Safety Training	2020		2021	
	February	Year to Date	February	Year to Date
First Responders Trained	50	99	15	50
Employee Safety Training Courses	88	174	54	100
Employees Trained	1,127	2,215	530	885
Employee Safety Training Hours	20,298	42,007	7,247	12,518
Customer and Community:	February	Year to Date	February	Year to Date
Broken Gates	10	17	7	14
MTA Police Details	45	90	79	167
Summons	207	423	207	455
Warnings	55	124	100	225
Arrests	0	0	1	1
Community Education and Outreach	11,386	18,455	2,003	4,443
Community Education and Outreach via Social Media			68,579	186,994

Definitions:

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.

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 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.).



Police Report



Metro-North Railroad

March 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (5 vs 3) for the month of March compared to the same period last year.
- Year to date Metro-North Railroad is down 1 crime (15 vs 16).
- There were zero (0) Hate Crime on Metro-North Railroad for the month of March.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

March 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	1	0	1	100%
Burglary	2	0	2	100%
Grand Larceny	1	3	-2	-67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	3	2	67%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	4	0	0%
Felony Assault	3	2	1	50%
Burglary	5	1	4	400%
Grand Larceny	2	9	-7	-78%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	15	16	-1	-6%



Long Island Rail Road

March 2021 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (8 vs 5) for the month of March compared to the same period last year.
- Year to date Long Island Rail Road is down 5 crimes (14 vs 19).
- There were zero (0) Hate Crime on Long Island Rail Road for the month of March.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road
March 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	1	1	0	0%
Burglary	3	1	2	200%
Grand Larceny	3	3	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	5	3	60%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	5	4	1	25%
Burglary	3	3	0	0%
Grand Larceny	4	9	-5	-56%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	14	19	-5	-26%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

March 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	2	1	1	100%
Burglary	5	1	4	400%
Grand Larceny	4	6	-2	-33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	8	5	63%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	8	-2	-25%
Felony Assault	8	6	2	33%
Burglary	8	4	4	100%
Grand Larceny	6	18	-12	-67%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	29	36	-7	-19%

INDEX CRIME REPORT
Per Day Average
March 2021

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	1	1	0
Fel. Assault	2	1	1	0
Burglary	5	3	2	0
Grand Larceny	4	3	1	0
GLA	0	0	0	0
Total	13	8	5	0
Crimes Per Day	0.42	0.26	0.16	0.00



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - March 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	2	1	1	100 %
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	2	4	-2	-50 %
Sexual Orientation	0	0	0	0 %
White	0	1	-1	-100 %
Motivation Total	4	6	-2	-33 %

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	4	5	-1	-20 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	4	6	-2	-33 %



MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 3/31/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	4	8
Felony Assault	8	6
Burglary	5	1
Grand Larceny	7	9
Aggravated Harassment	3	2
Aggravated Unlicensed Operator	1	3
Assault-Misdemeanor	17	8
Breach of Peace	0	2
Child Endangerment	0	2
Criminal Contempt	1	4
Criminal Impersonation	1	1
Criminal Mischief	13	10
Criminal Possession Stolen Property	0	3
Criminal Tampering	1	0
Criminal Trespass	2	10
Disorderly Conduct	0	1
Drug Offenses	6	20
DUI Offenses	3	1
Falsely Reporting an Incident	1	1
Forgery	1	11
Graffiti	19	8
Harassment	1	0
Menacing	2	2
Obstruct Government	3	2
Petit Larceny	12	27
Public Lewdness	7	5
Reckless Endangerment	2	2
Resisting Arrest	3	9
Sex Offenses	0	2
Stalking	0	1
Theft of Services	7	34
VTL Offenses	0	1
Warrant Arrest	9	14
Weapons Offenses	1	2
Total Arrests	140	212



Metro-North Railroad

Information Items

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
SUMMARY**

COVID-19 and the subsequent slowing of the economy resulted in a severe decline in the utilization of Metro-North's transportation services and increases in expenses for cleaning and employee protection, devastating MNR's funding envelope unlike anything previously experienced. While work progressed as much as possible on Metro-North's strategic plan, the focus shifted to operating on a reduced service schedule while continuing to provide much needed service to our first responders and health care professionals utilizing "rightsized" service levels.

In 2020, Metro-North implemented an Additional Savings Action Plan, which will generate \$15 million in savings for 2020 and almost \$250 million in total savings over the five-year plan period. These savings reflect reduced reliance on outside consultants and contractors, reductions in both non-service and service-related expenses, and reduced overtime. We will continue to aggressively review all spending to identify further savings and remain focused on maintaining our cost control efforts.

Metro-North's (MNR) overall financial performance compared to the 2020 Final Estimate was favorable by 10.9% with a Net Operating Deficit of \$906.0 million that was \$110.9 million lower than projected. This improvement is driven by lower non-cash expenses in GASB 75 Adjustment and GASB 68 Pension Adjustment as well as lower labor and non-labor expense partially offset by lower Farebox and Other Operating Revenues. Note that before Non-Cash Liability Adjustments, MNR is unfavorable versus the Final Estimate by \$52.2 million.

Total Non-Reimbursable Revenue of \$593.9 million was \$29.2 million lower than the Final Estimate. Farebox Revenue of \$243.4 million was \$19.4 million unfavorable, reflecting a weaker recovery in East of Hudson commutation ridership due to the COVID-19 pandemic. Other Operating Revenue of \$350.5 million was \$9.8 million unfavorable versus the Final Estimate reflecting lower net GCT retail income based on the MTA Board-approved rent relief program.

Total Non-Reimbursable Expenses (before Non-Cash Liability Adjustments) of \$1,271.8 million included COVID-19 response efforts and the resources required to sustain current operations. Non-Labor expenses of \$339.7 million were \$17.7 million favorable versus the Final Estimate due to lower Professional Service Contracts driven by lower consulting and engineering services, lower Materials and Supplies expense reflecting the timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule, and lower Maintenance and Other Operating Contracts due to revised scheduling of the BL-20 locomotive overhauls, the timing of COVID-19 extraordinary cleaning of stations, employee facilities and rolling stock, and timing of infrastructure maintenance.

Labor expenses of \$932.1 million were \$34.5 million favorable versus the Final Estimate, reflecting favorable Other Fringe Benefits expense due to lower employee claims, lower Overtime primarily due to COVID-19 related service level reductions, a higher credit in Reimbursable Overhead, and lower staffing levels due to attrition and the impact of the MTA hiring freeze on COVID-19 cleaning positions.

Non-Cash Liability Adjustments, consisting of Depreciation, GASB 68 Pension Adjustment, Environmental Remediation and GASB 75 Adjustment, of \$228.1 million was \$87.9 million below the Final Estimate mainly due to pending year-end Actuarial Valuation adjustments.

Reimbursable revenues (and expenses) totaling \$335.1 million were \$1.6 million lower than the Final Estimate primarily due to revised project scope estimates and timing of several major initiatives.

The net cash deficit for the year of \$701.8 million was \$54.4 million or 7.2% lower than the Final Estimate, which consisted of a favorable timing variance of \$75.6 million and unfavorable real variance of \$21.2 million. Cash receipts of \$953.0 million were \$29.5 million or 3.0% lower than the Final Estimate, comprised of \$23.6 million of real unfavorable variances and \$5.9 million in unfavorable timing variances. The real variance was primarily due to lower Farebox and GCT revenues, while the unfavorable timing variance is mainly due to lower CDOT receipts for reimbursable capital projects.

Cash disbursements of \$1,654.8 million were \$83.8 million or 4.8% lower than the Final Estimate, of which \$81.5 million represents a favorable timing difference and \$2.3 million represents a favorable real difference. The favorable timing difference is primarily due to the Coronavirus Aid, Relief and Economic Security (CARES) Act payroll tax deferral, rescheduling of project activity and the timing of wage adjustments for pending union agreements partially offset by fleet maintenance inventory purchases. The \$2.3 million overall favorable real variance is primarily due to lower NJT Subsidy payments as well as lower Payroll and Overtime expenditures largely offset by higher Energy rates and Insurance and Claim payments.

Detailed explanations for differences between actual results and both the Final Estimate and Adopted Budget are included in the following pages. The financial results included in this document are subject to change pending final year-end accounting adjustments and audit review. As always, Metro-North will continue to closely monitor its financial performance and resource requirements and make appropriate forecast adjustments, as needed.

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
DETAILED EXPLANATIONS OF REVENUE AND EXPENSES VARIANCES
BY GENERIC CATEGORY – ACCRUAL BASIS**

2020 ACTUALS VS FINAL ESTIMATE

NON-REIMBURSABLE

Revenue:

- **Farebox Revenue** of \$243.4 million was \$19.4 million or 7.4% unfavorable, reflecting lower ridership due to a weaker recovery in East of Hudson commutation ridership from the COVID-19 pandemic.
- **Other Operating Revenue** of \$350.5 million was \$9.8 million or 2.7% below the estimate primarily due to lower net GCT retail income, which reflects the MTA Board approved rent relief program and bad debt reserve.

Expense:

- **Payroll** of \$534.4 million was \$3.7 million or 0.7% favorable to the estimate reflecting higher than forecasted staff attrition as well as the impact of the MTA hiring freeze on COVID-19 cleaning positions.
- **Overtime** \$80.5 million was \$7.8 million or 8.8% lower than the estimate due to reduced train & engine crew overtime needs as well as the usage of staggered shift coverage partially offset by higher than expected COVID-19 extraordinary cleaning of rolling stock and timing differences for payroll and calendar cutoff dates.
- **Health and Welfare** of \$109.2 million was \$3.3 million or 3.0% below the estimate, reflecting lower than estimated labor costs and rates.
- **OPEB Current Payment** of \$40.9 million was \$0.9 million or 2.3% above the estimate, reflecting a higher number of retirees receiving healthcare premiums.
- **Pensions** of \$126.1 million was \$2.5 million or 2.0% below the estimate, primarily reflecting lower than estimated labor costs.
- **Other Fringe Benefits** expense of \$114.8 million was favorable to the estimate by \$10.7 million or 8.5%, primarily due to a lower employee claim provision and lower labor costs.
- **Reimbursable Overhead** reflects a credit of \$73.8 million, which was \$7.3 million or 11.1% favorable to the estimate due to higher activity on select projects.
- **Electric Power** of \$54.1 million was \$2.9 million or 5.6% unfavorable to the estimate primarily due to higher electric rates.
- **Fuel** of \$12.5 million was \$1.8 million or 16.8% unfavorable to the estimate primarily due to a higher revenue diesel price per gallon.
- **Insurance** of \$16.9 million was favorable to the estimate by \$0.3 million or 1.7% primarily due to lower insurance premiums.

- **Claims** expense reflecting a credit of \$1.0 million was \$2.0 million lower than the estimate based on changes in estimated passenger claim provisions.
- **Maintenance and Other Operating Contracts** of \$113.4 million was favorable to the estimate by \$3.5 million or 3.0%, reflecting revised scheduling of the BL-20 locomotive overhauls, the timing of COVID-19 extraordinary cleaning of stations and rolling stock as well as infrastructure maintenance costs.
- **Professional Service Contracts** of \$30.7 million was \$8.7 million or 22.0% favorable to the estimate primarily due to lower than anticipated consulting and engineering services as well as a true-up for MTA allocations.
- **Materials & Supplies** of \$94.7 million was \$7.6 million or 7.4% favorable to the estimate due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule partially offset by the net impact of adjustments for obsolete material reserves and other inventory adjustments.
- **Other Business Expenses** of \$18.3 million was \$0.3 million or 1.7% lower than the estimate due to lower subsidy payments to New Jersey Transit resulting from inflationary adjustments partially offset by lower Amtrak recoveries.
- **Depreciation** of \$244.4 million was \$2.1 million or 0.9% favorable to the estimate reflecting lower capitalization of assets than estimated due to timing differences in project completions and assets reaching beneficial use.
- **GASB 68 Pension Adjustment** is a credit of \$13.9 million, which was \$9.9 million favorable to the estimate and will be further adjusted pending the year-end Actuarial Valuation report.
- **Environmental Remediation** of \$1.3 million was \$2.7 million or 68.7% favorable to the estimate reflecting the timing of projects requiring remediation.
- **GASB 75 Adjustment** is a credit of \$3.7 million and was \$73.1 million favorable to the estimate, which will be further adjusted pending the year-end Actuarial Valuation report.

REIMBURSABLE

Total Capital expenditures (and reimbursements) of \$335.1 million were \$1.6 million lower than the Final Estimate of \$336.7 million. Labor expenses (including fringes and overhead) totaling \$192.3 million were \$13.8 million higher than the Final Estimate due to higher project activity for the Connecticut Track Program, Universal Interlock CP243, Waterbury Branch Cab Signal, Installation of Bridge Timbers, and the S-23 Bridge Program. Non-Labor expenditures of \$142.8 million were \$15.4 million lower than the Final Estimate mainly due to lower project activity on the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway, Positive Train Control (CT) Project, Grand Central Terminal Leaks Remediation, and the Oil Circuit Breaker Replacement partially offset by the acceleration of the Waterbury Branch Cab Signal Project.

2020 ACTUALS vs. ADOPTED BUDGET

NON-REIMBURSABLE

Metro-North's overall financial performance compared to the 2020 Adopted Budget was unfavorable by 15.3%, with a Net Operating Deficit of \$906.0 million that was \$120.5 million higher than projected. This unfavorability is driven by lower Farebox Revenue due to the COVID-19 pandemic partially offset by increased Other Operating Revenue due to the receipt of Coronavirus Aid, Relief, and Economic Security (CARES) Act funds of \$312.2 million for the NYS portion of net operating losses and the Park Avenue Viaduct Fire Insurance recovery, lower non-cash liability adjustments and savings from the essential service schedule. *Note that before Non-Cash Liability Adjustments, MNR is favorable versus the Adopted Budget by \$57.5 million.*

Total Revenue of \$593.9 million was \$243.6 million lower than the Adopted Budget. Farebox Revenue of \$243.4 million was \$532.4 million lower than the Adopted Budget, reflecting lower ridership primarily due to the impact of the COVID-19 pandemic. Other Operating Revenue of \$350.5 million was \$288.8 million higher than the Adopted Budget, reflecting the receipt of CARES Act funds of \$312.2 million for the NYS portion of net operating losses and the Park Avenue Viaduct Fire recovery partially offset by the impact of COVID-19 on GCT retail, advertising and station revenues.

Non-Labor expenses of \$339.7 million were \$53.2 million lower than the Adopted Budget, reflecting the impact of the essential service schedule which yielded savings from lower consumption of Electric Power and Fuel as well as lower Materials and Supplies expense due to maintenance plans adjustments and lower usage. In addition, Other Business Expenses was favorable due to lower subsidy payments to New Jersey Transit resulting from service reductions and inflationary adjustments and Professional Services expense was favorable due to lower than consulting and engineering services as well as a true-up for MTA allocations.

Labor expenses of \$932.1 million were \$4.3 million lower than the Adopted Budget reflecting favorable Other Fringe Benefits expense primarily due to lower employee claims and lower Overtime related to COVID-19 service level reductions partially offset by higher Pension expense due to revised Actuarially Determined Contribution (ADC) for the MTA Defined Benefit Plan as well as unfavorable OPEB current payments due to a higher number of retirees receiving healthcare premiums.

Non-Cash Liability Adjustments, consisting of Depreciation, GASB 68 Pension Adjustment, Environmental Remediation and GASB 75 Adjustment, of \$228.1 million was \$65.6 million below the Adopted Budget mainly due to pending year-end Actuarial Valuation adjustments.

Further details by the generic cost category follow.

NON-REIMBURSABLE

Revenue:

- **Farebox Revenue** of \$243.4 million was \$532.4 million or 68.6% lower than the budget, reflecting lower ridership primarily due to the impact of the COVID-19 pandemic.
- **Other Operating Revenue** of \$350.5 million was \$288.8 million higher than the budget due to the receipt of CARES Act funds of \$312.2 million for the NYS portion of net operating losses and the Park Avenue Viaduct Fire Insurance recovery partially offset by the impact of the COVID-19 pandemic, which includes lower GCT retail income, advertising and station revenues.

- **Payroll** of \$534.4 million was \$2.2 million or 0.4% unfavorable to the budget due to the reallocation of capital forces to operations coverage reflecting the rescheduling of capital projects and the timing of retiree payouts partially offset by the impact of the MTA hiring freeze.
- **Overtime** of \$80.5 million was \$11.0 million or 12.1% lower than the budget due to reduced train & engine crew overtime resulting from the implementation of revised schedules effective in June, staggered shift coverage, and lower than planned weather events partially offset by higher than expected COVID-19 extraordinary cleaning of rolling stock and stations and timing differences for payroll and calendar cutoff dates.
- **Health and Welfare** of \$109.2 million was \$3.3 million or 3.0% favorable to the budget due to lower rates and labor costs.
- **OPEB Current Payment** of \$40.9 million was 4.9 million or 13.6% unfavorable to the budget, reflecting a higher number of retirees.
- **Pensions** of \$126.1 million was \$17.3 million or 16% unfavorable to the budget, reflecting a revised Actuarially Determined Contribution (ADC) for the MTA Defined Benefit Plan.
- **Other Fringe Benefits** of \$114.8 million was \$14.7 million or 11.3% favorable to the budget primarily due to a lower employee claim provision, lower rates and labor costs.
- **Reimbursable Overhead** reflects a credit of \$73.8 million, which is \$0.3 million or 0.3% unfavorable, reflecting lower activity on several projects.
- **Electric Power** of \$54.1 million was \$17.8 million or 24.7% favorable to the budget primarily due to the implementation of the essential service schedule.
- **Fuel** of \$12.5 million was \$7.2 million or 36.6% favorable to the budget primarily due to the implementation of the essential service schedule.
- **Insurance** of \$16.9 million was \$1.7 million or 9.2% favorable to the budget based on lower premiums.
- **Claims** expense was a credit of \$1.0 million, which was \$2.0 million lower based on changes in estimated claim provisions.
- **Maintenance and Other Operating Contracts** of \$113.4 million was \$5.0 million or 4.6% higher than the budget primarily due to unbudgeted COVID-19 extraordinary cleaning of stations, rolling stock and employee facilities.
- **Professional Service Contracts** of \$30.7 million was \$7.5 million or 19.6% favorable to the budget due to lower than anticipated consulting and engineering services as well as a true-up for MTA allocations.
- **Materials & Supplies** of \$94.7 million was \$12.7 million or 11.8% favorable to the budget due to timing of rolling stock maintenance events and lower rolling stock material usage due to the essential service schedule partially offset by the net impact of adjustments for obsolete material reserves and other inventory adjustments.
- **Other Business Expenses** of \$18.3 million was \$9.4 million or 33.8% lower than the budget due to lower subsidy payments to New Jersey Transit resulting from reduced

service and inflationary adjustments as well as lower credit card fees and other miscellaneous expenses partially offset by lower Amtrak recoveries.

- **Depreciation** of \$244.4 million was \$2.1 or 0.9% favorable to the budget, reflecting lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
- **GASB 68 Pension Adjustment** is a credit of \$13.9 million, which was \$17.4 million favorable to the budget and will be further adjusted pending the year-end Actuarial Valuation report.
- **Environmental Remediation** of \$1.3 million was \$2.7 million or 68.7% favorable to the budget reflecting the timing of projects requiring remediation.
- **GASB 75 Adjustment** is a credit of \$3.7 million and was \$43.4 million favorable to the estimate, which will be further adjusted pending the year-end Actuarial Valuation report.

REIMBURSABLE

Total Capital expenditures (and reimbursements) totaling \$335.1 million were \$12.5 million lower than the Adopted Budget. Labor expenses, including fringe and overhead, were \$20.3 million lower than the Adopted Budget primarily due to lower project activity on the Signal Replacement from Greenwich to South Norwalk, Installation of Bridge Timbers, and Cyclical Replacement of Insulated Joints. Non-Payroll expenditures were \$7.8 million higher than the Adopted Budget primarily due to higher activity on the Waterbury Branch Cab Signal Project, Maybrook Trailway and Power Infrastructure Restoration partially offset by lower project activity on the Grand Central Terminal Leaks Remediation, Oil Circuit Breaker Replacement and the Connecticut Track Program.

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
DETAILED EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2020 ACTUALS VS FINAL ESTIMATE

RECEIPTS

- **Farebox Revenue** of \$238.9 million was \$17.7 million or 6.9% lower than the estimate primarily reflecting lower ridership due to a weaker recovery in East of Hudson commutation ridership due to the COVID-19 pandemic.
- **Other Operating Revenue** of \$377.9 million was \$7.4 million or 1.9% below the estimate primarily due to lower net GCT revenues which reflects the MTA Board approved rent relief program.
- **Capital and Other Reimbursements** of \$336.1 million was \$4.4 million or 1.3% lower than the estimate due to an unfavorable timing variance of \$5.9 million for CDOT capital project activity. This unfavorable timing variance is partially offset by a favorable real variance of \$1.5 million primarily due to reimbursements for interagency payroll expense, which are completely offset by labor expenditures as noted below.

EXPENDITURES

- **Payroll** of \$582.5 million was \$14.3 million or 2.4% favorable to the estimate due to timing of wage adjustments for pending union agreements combined with a favorable real variance due to higher than forecasted staff attrition and the impact of the MTA hiring freeze on COVID-19 cleaning positions partially offset by higher interagency payments.
- **Overtime** of \$109.6 million was \$6.6 million or 5.7% favorable to the estimate due to a real variance attributable to reduced train & engine crew overtime due to the June service schedule change combined with a favorable timing variance reflecting wage adjustments for pending union agreements.
- **Health and Welfare** of \$144.1 million was \$3.3 million or 2.4% unfavorable to the estimate reflecting higher premiums paid for interagency employees.
- **OPEB Current Payment** of \$41.1 million was \$1.1 million or 2.8% unfavorable to the estimate representing a real difference due to a higher number of retirees receiving health care benefits.
- **Pensions** of \$140.8 million was essentially flat to the estimate.
- **Other Fringe Benefits** of \$62.4 million was \$74.0 million or 54.2% favorable to the estimate, representing a timing variance primarily due to the deferral of employer payroll taxes associated with the CARES Act.
- **Electric Power** of \$60.2 million was \$7.2 million or 13.5% unfavorable to the estimate primarily due to higher rates and timing of payments.
- **Fuel** of \$12.7 million was \$2.5 million or 24.8% unfavorable to the estimate primarily due to higher revenue diesel fuel price per gallon.

- **Insurance** of \$22.2 million was \$2.0 million or 9.8% unfavorable to the estimate due to a real variance driven by higher premium payments.
- **Claims** of \$4.0 million was \$2.9 million unfavorable to the estimate representing a real variance attributable to higher passenger injury claim settlements.
- **Maintenance and Other Operating Contracts** of \$148.9 million was \$24.4 million or 14.1% favorable to the estimate reflecting a favorable timing variance due to the rescheduling of activity on the Signal Replacement from Greenwich to South Norwalk project, BL-20 locomotive overhauls, COVID-19 extraordinary cleaning of stations and rolling stock as well as infrastructure maintenance costs.
- **Professional Service Contracts** of \$68.1 million was \$23.3 million or 25.5% favorable to the estimate reflecting a favorable timing variance of \$21.1 million which represents the rescheduling of project activity combined with a favorable real variance of \$2.2 million representing lower consulting and engineering services.
- **Materials and Supplies** of \$211.8 million was \$49.2 million or 30.3% unfavorable to the estimate due to an unfavorable timing variance, which represents increased inventory purchases for fleet maintenance and the acceleration of the Waterbury Branch Cab Signal Project.
- **Other Business Expenses** of \$46.3 million was \$9.2 million or 16.6% favorable to the estimate primarily due to a favorable real variance driven by lower payments to New Jersey Transit resulting from inflationary adjustments combined with lower credit card fees.

The cash receipts and disbursements activity noted above resulted in a net cash deficit of \$701.8 million, which was \$54.4 million or 7.2% favorable to the Final Estimate.

2020 ACTUALS vs. ADOPTED BUDGET

RECEIPTS

- **Farebox Revenue** of \$238.9 million was \$521.1 million or 68.6% unfavorable to the budget primarily due to the impact of the COVID-19 pandemic on ridership.
- **Other Operating Revenue** of \$377.9 million was \$288.1 million favorable to the budget primarily due to the receipt of CARES Act funds of \$312.2 million partially offset by the impacts of COVID-19 on GCT retail, advertising and station revenues.
- **Capital and Other Reimbursements** of \$336.1 million was \$16.4 million or 4.7% lower than the budget reflecting scheduling changes in capital projects, most notably Signal Replacement from Greenwich to South Norwalk, Installation of Bridge Timbers, Grand Central Terminal Leaks Remediation, Oil Circuit Breaker Replacement and the Connecticut Track Program.

EXPENDITURES

- **Payroll** of \$582.5 million was \$21.7 million or 3.6% favorable to the budget primarily due to timing of wage adjustments for pending union agreements combined with higher than budgeted staff attrition partially offset by higher interagency payments.
- **Overtime** of \$109.6 million was \$16.0 million or 12.8% favorable to the budget due to reduced train & engine crew overtime resulting from the implementation of revised

schedules effective in June, staggered shift coverage, fewer than planned weather events and the timing of wage adjustments for pending union agreements.

- **Health & Welfare** of \$144.1 million was \$0.8 million or 0.6% favorable to the budget primarily due higher staff attrition partially offset by premiums paid for interagency employees.
- **OPEB Current Payment** of \$41.1 million was \$5.1 million or 14.2% unfavorable to the budget primarily due to an increased number of retirees receiving healthcare coverage than budgeted.
- **Pensions** of \$140.8 million was \$17.6 million or 14.3% higher than the budget primarily due to a revised Actuarially Determined Contribution (ADC) for the MTA Defined Benefit Plan.
- **Other Fringe Benefits** of \$62.4 million was \$82.6 million or 56.9% lower than the budget primarily due to the deferral of employer payroll taxes associated with the CARES Act combined with lower employee claim payments
- **Electric Power** of \$60.2 million was \$13.6 million or 18.4% lower than the budget primarily due to the implementation of the essential service schedule.
- **Fuel** of \$12.7 million was \$6.4 million or 33.7% lower than the budget primarily due to the implementation of the essential service schedule.
- **Insurance** of \$22.2 million was \$1.3 million or 5.7% favorable to the budget primarily due to the timing of premium payments.
- **Claims** expense of \$4.0 million was \$1.9 million or 86.5% higher than the budget due to higher than budgeted passenger injury settlements.
- **Maintenance and Other Operating Contracts** of \$148.9 million was \$58.9 million or 28.3% lower than the budget primarily due to the rescheduling of project activity primarily on the Signal Replacement from Greenwich to South Norwalk, Vehicle Replacement Program, Upper Harlem Pole Replacement and GCT Escalator Replacement as well as lower expenses for miscellaneous maintenance and operating contracts.
- **Professional Service Contracts** of \$68.1 million was \$12.5 million or 15.5% favorable to the budget, reflecting the rescheduling of operating and capital activity combined with lower than estimated consulting and engineering services.
- **Materials and Supplies** of \$211.8 million was \$34.9 million or 19.7% higher than the budget due to increased inventory purchases for fleet maintenance as well as the acceleration of the Waterbury Branch Cab Signal Project.
- **Other Business Expenses** of \$46.3 million was \$10.3 million or 18.2% favorable to the budget primarily due to lower subsidy payments to New Jersey Transit resulting from the reduced service schedule and inflationary adjustments combined with lower credit card fees and other miscellaneous expenses.

The cash receipts and disbursement activity noted above resulted in a net cash deficit of \$701.8 million that was \$84.8 million or 13.7% higher than the Adopted Budget.

**MTA METRO NORTH RAILROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL ACTUAL
(\$ in millions)**

SCHEDULE I-A

NON-REIMBURSABLE

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$775.873	\$262.801	\$243.426	(\$532.447)	(68.6)	(\$19.375)	(7.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	61.652	360.293	350.479	288.827	*	(9.814)	(2.7)
<i>Capital & Other Reimbursements:</i>							
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$837.525	\$623.094	\$593.905	(\$243.620)	(29.1)	(\$29.188)	(4.7)
Expenses							
<i>Labor:</i>							
Payroll	\$532.127	\$538.058	\$534.354	(\$2.226)	(0.4)	\$3.704	0.7
Overtime	91.494	88.267	80.465	11.029	12.1	7.802	8.8
Health and Welfare	112.549	112.541	109.206	3.343	3.0	3.335	3.0
OPEB Current Payment	36.000	40.000	40.913	(4.913)	(13.6)	(0.913)	(2.3)
Pensions	108.722	128.575	126.068	(17.346)	(16.0)	2.507	2.0
Other Fringe Benefits	129.471	125.548	114.817	14.653	11.3	10.731	8.5
Reimbursable Overhead	(74.009)	(66.414)	(73.756)	(0.253)	(0.3)	7.342	11.1
Total Labor	\$936.354	\$966.575	\$932.067	\$4.287	0.5	\$34.508	3.6
<i>Non-Labor:</i>							
Electric Power	\$71.938	\$51.257	\$54.141	\$17.797	24.7	(\$2.884)	(5.6)
Fuel	19.633	10.664	12.457	7.176	36.6	(1.793)	(16.8)
Insurance	18.672	17.248	16.948	1.725	9.2	0.300	1.7
Claims	1.000	1.000	(0.999)	1.999	*	1.999	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	108.326	116.879	113.362	(5.036)	(4.6)	3.517	3.0
Professional Service Contracts	38.243	39.399	30.747	7.496	19.6	8.653	22.0
Materials & Supplies	107.431	102.297	94.713	12.718	11.8	7.584	7.4
Other Business Expenses	27.699	18.648	18.325	9.374	33.8	0.323	1.7
Total Non-Labor	\$392.943	\$357.391	\$339.694	\$53.249	13.6	\$17.697	5.0
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,329.296	\$1,323.966	\$1,271.761	\$57.536	4.3	\$52.206	3.9
Depreciation	\$246.507	\$246.507	\$244.407	\$2.099	0.9	\$2.099	0.9
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	3.500	(3.930)	(13.860)	17.360	*	9.930	*
Environmental Remediation	4.000	4.000	1.251	2.749	68.7	2.749	68.7
GASB75 Adjustment	39.700	69.446	(3.677)	43.377	*	73.122	*
Total Expenses	\$1,623.003	\$1,639.989	\$1,499.882	\$123.121	7.6	\$140.107	8.5
Net Surplus/(Deficit)	(\$785.478)	(\$1,016.895)	(\$905.976)	(\$120.499)	(15.3)	\$110.918	10.9
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$246.507	\$244.407	(\$2.099)	(0.9)	(\$2.099)	(0.9)
Operating/Capital	(90.961)	(37.145)	(30.003)	60.958	67.0	7.142	19.2
Other Cash Adjustments	12.863	51.323	(10.255)	(23.119)	*	(61.579)	*
Total Cash Conversion Adjustments	\$168.409	\$260.685	\$204.149	\$35.740	21.2	(\$56.536)	(21.7)
Net Cash Surplus/(Deficit)	(\$617.069)	(\$756.210)	(\$701.827)	(\$84.758)	(13.7)	\$54.383	7.2

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.
-- Differences are due to rounding.
* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL ACTUAL
(\$ in millions)**

SCHEDULE I-B

REIMBURSABLE

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
<i>Capital & Other Reimbursements:</i>							
MTA	162.920	127.035	124.009	(38.911)	(23.9)	(3.026)	(2.4)
CDOT	164.762	167.675	173.374	8.612	5.2	5.699	3.4
Other	19.946	42.051	37.746	17.799	89.2	(4.305)	(10.2)
Total Capital and Other Reimbursements	347.628	336.760	335.129	(12.499)	(3.6)	(1.632)	(0.5)
Total Revenue	\$347.628	\$336.760	\$335.129	(\$12.499)	(3.6)	(\$1.632)	(0.5)
Expenses							
<i>Labor:</i>							
Payroll	\$61.275	\$48.259	\$49.734	\$11.541	18.8	(\$1.475)	(3.1)
Overtime	29.406	24.726	28.000	1.406	4.8	(3.274)	(13.2)
Health and Welfare	20.379	16.193	16.931	3.449	16.9	(0.738)	(4.6)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	14.571	12.449	13.201	1.371	9.4	(0.751)	(6.0)
Other Fringe Benefits	15.739	12.241	12.953	2.786	17.7	(0.712)	(5.8)
Reimbursable Overhead	71.239	64.626	71.477	(0.238)	(0.3)	(6.851)	(10.6)
Total Labor	\$212.609	\$178.494	\$192.296	\$20.314	9.6	(\$13.801)	(7.7)
<i>Non-Labor:</i>							
Electric Power	\$0.000	(\$0.097)	(\$0.040)	\$0.040	-	(\$0.057)	(59.1)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	4.109	1.071	2.426	1.683	41.0	(1.355)	*
Claims	0.000	0.000	(0.005)	0.005	-	0.005	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	42.613	41.747	21.924	20.689	48.6	19.823	47.5
Professional Service Contracts	32.409	61.072	43.878	(11.469)	(35.4)	17.194	28.2
Materials & Supplies	55.120	54.221	74.089	(18.968)	(34.4)	(19.868)	(36.6)
Other Business Expenses	0.767	0.252	0.561	0.207	26.9	(0.309)	*
Total Non-Labor	\$135.018	\$158.266	\$142.833	(\$7.814)	(5.8)	\$15.433	9.8
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$347.628	\$336.760	\$335.129	\$12.499	3.6	\$1.632	0.5
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB75 Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$347.628	\$336.760	\$335.129	\$12.499	3.6	\$1.632	0.5
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL ACTUAL
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$775.873	\$262.801	\$243.426	(\$532.447)	(68.6)	(\$19.375)	(7.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	61.652	360.293	350.479	288.827	*	(9.814)	(2.7)
<i>Capital & Other Reimbursements:</i>							
MTA	162.920	127.035	124.009	(38.911)	(23.9)	(3.026)	(2.4)
CDOT	164.762	167.675	173.374	8.612	5.2	5.699	3.4
Other	19.946	42.051	37.746	17.799	89.2	(4.305)	(10.2)
Total Capital and Other Reimbursements	347.628	336.760	335.129	(12.499)	(3.6)	(1.632)	(0.5)
Total Revenue	\$1,185.153	\$959.854	\$929.034	(\$256.119)	(21.6)	(\$30.820)	(3.2)
Expenses							
<i>Labor:</i>							
Payroll	\$593.402	\$586.317	\$584.088	\$9.314	1.6	\$2.229	0.4
Overtime	120.900	112.993	108.465	12.435	10.3	4.529	4.0
Health and Welfare	132.928	128.734	126.137	6.791	5.1	2.597	2.0
OPEB Current Payment	36.000	40.000	40.913	(4.913)	(13.6)	(0.913)	(2.3)
Pensions	123.293	141.024	139.268	(15.975)	(13.0)	1.756	1.2
Other Fringe Benefits	145.210	137.789	127.771	17.439	12.0	10.019	7.3
Reimbursable Overhead	(2.770)	(1.788)	(2.279)	(0.491)	(17.7)	0.491	27.5
Total Labor	\$1,148.963	\$1,145.069	\$1,124.362	\$24.601	2.1	\$20.707	1.8
<i>Non-Labor:</i>							
Electric Power	\$71.938	\$51.160	\$54.102	\$17.837	24.8	(\$2.942)	(5.7)
Fuel	19.633	10.664	12.457	7.176	36.6	(1.793)	(16.8)
Insurance	22.781	18.319	19.374	3.407	15.0	(1.055)	(5.8)
Claims	1.000	1.000	(1.004)	2.004	*	2.004	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	150.940	158.626	135.286	15.654	10.4	23.340	14.7
Professional Service Contracts	70.652	100.471	74.624	(3.973)	(5.6)	25.847	25.7
Materials & Supplies	162.551	156.518	168.802	(6.251)	(3.8)	(12.284)	(7.8)
Other Business Expenses	28.466	18.900	18.886	9.580	33.7	0.013	0.0
Total Non-Labor	\$527.961	\$515.657	\$482.527	\$45.434	8.6	\$33.130	6.4
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,676.924	\$1,660.727	\$1,606.889	\$70.035	4.2	\$53.837	3.2
Depreciation	\$246.507	\$246.507	\$244.407	\$2.099	0.9	\$2.099	0.9
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	3.500	(3.930)	(13.860)	17.360	*	9.930	*
Environmental Remediation	4.000	4.000	1.251	2.749	68.7	2.749	68.7
GASB75 Adjustment	39.700	69.446	(3.677)	43.377	*	73.122	*
Total Expenses	\$1,970.631	\$1,976.749	\$1,835.010	\$135.620	6.9	\$141.739	7.2
Net Surplus/(Deficit)	(\$785.478)	(\$1,016.895)	(\$905.976)	(\$120.499)	(15.3)	\$110.918	10.9
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$246.507	\$244.407	(\$2.099)	(0.9)	(\$2.099)	(0.9)
Operating/Capital	(90.961)	(37.145)	(30.003)	60.958	67.0	7.142	19.2
Other Cash Adjustments	12.863	51.323	(10.255)	(23.119)	*	(61.579)	*
Total Cash Conversion Adjustments	168.409	260.685	204.149	\$35.740	21.2	(\$56.536)	(21.7)
Net Cash Surplus/(Deficit)	(\$617.069)	(\$756.210)	(\$701.827)	(\$84.758)	(13.7)	\$54.383	7.2

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. (168.409)
-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL ACTUAL
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$760.044	\$256.599	\$238.941	(\$521.103)	(68.6)	(\$17.658)	(6.9)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	89.819	385.268	377.913	288.094	*	(7.355)	(1.9)
<i>Capital & Other Reimbursements:</i>							
MTA	167.866	130.853	136.419	(31.447)	(18.7)	5.566	4.3
CDOT	164.762	167.675	164.783	0.021	0.0	(2.892)	(1.7)
Other	19.946	42.051	34.937	14.991	75.2	(7.114)	(16.9)
Total Capital and Other Reimbursements	352.575	340.579	336.139	(16.436)	(4.7)	(4.440)	(1.3)
Total Receipts	\$1,202.438	\$982.446	\$952.993	(\$249.445)	(20.7)	(\$29.453)	(3.0)
Expenditures							
<i>Labor:</i>							
Payroll	\$604.172	\$596.791	\$582.486	\$21.686	3.6	\$14.305	2.4
Overtime	125.647	116.262	109.621	16.026	12.8	6.641	5.7
Health and Welfare	144.877	140.734	144.058	0.819	0.6	(3.324)	(2.4)
OPEB Current Payment	36.000	40.000	41.123	(5.123)	(14.2)	(1.123)	(2.8)
Pensions	123.243	141.080	140.840	(17.597)	(14.3)	0.240	0.2
Other Fringe Benefits	145.017	136.393	62.433	82.584	56.9	73.960	54.2
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(0.000)	0.000	0.000	(0.000)	(100.0)	0.000	100.0
Total Labor	\$1,178.955	\$1,171.260	\$1,080.561	\$98.394	8.3	\$90.698	7.7
<i>Non-Labor:</i>							
Electric Power	\$73.819	\$53.041	\$60.203	\$13.616	18.4	(\$7.162)	(13.5)
Fuel	19.134	10.164	12.688	6.446	33.7	(2.524)	(24.8)
Insurance	23.545	20.223	22.212	1.333	5.7	(1.989)	(9.8)
Claims	2.166	1.146	4.039	(1.873)	(86.5)	(2.893)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	207.830	173.322	148.933	58.897	28.3	24.389	14.1
Professional Service Contracts	80.598	91.412	68.085	12.513	15.5	23.327	25.5
Materials & Supplies	176.868	162.556	211.790	(34.922)	(19.7)	(49.234)	(30.3)
Other Business Expenditures	56.591	55.532	46.309	10.282	18.2	9.223	16.6
Total Non-Labor	\$640.551	\$567.396	\$574.259	\$66.292	10.3	(\$6.863)	(1.2)
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$1,819.507	\$1,738.655	\$1,654.820	\$164.686	9.1	\$83.835	4.8
Net Cash Surplus/(Deficit)	(\$617.069)	(\$756.210)	(\$701.827)	(\$84.758)	(13.7)	\$54.383	7.2
Subsidies							
MTA	\$483.363	\$469.820	\$537.026	\$53.663	11.1	\$67.206	14.3
CDOT	133.706	286.389	299.492	165.786	*	13.103	4.6
Total Subsidies	\$617.069	\$756.210	\$836.518	\$219.449	35.6	\$80.308	10.6
Cash Timing and Availability Adjustment	0.000	(9.675)	(65.126)	(65.126)	-	(55.451)	(85.1)

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	(\$15.829)	(\$6.202)	(\$4.485)	\$11.344	71.7	\$1.717	27.7
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	28.167	24.975	27.434	(0.734)	(2.6)	2.459	9.8
<i>Capital & Other Reimbursements:</i>							
MTA	4.947	3.818	12.410	7.463	*	8.592	*
CDOT	0.000	0.000	(8.591)	(8.591)	-	(8.591)	-
Other	0.000	0.000	(2.809)	(2.809)	-	(2.809)	-
Total Capital and Other Reimbursements	4.947	3.818	1.010	(3.936)	(79.6)	(2.808)	(73.5)
Total Receipts	\$17.285	\$22.591	\$23.959	\$6.674	38.6	\$1.368	6.1
Expenditures							
<i>Labor:</i>							
Payroll	(\$10.770)	(\$10.474)	\$1.602	\$12.372	*	\$12.076	*
Overtime	(4.747)	(3.269)	(1.156)	3.590	75.6	2.112	64.6
Health and Welfare	(11.949)	(12.001)	(17.921)	(5.972)	(50.0)	(5.920)	(49.3)
OPEB Current Payment	0.000	0.000	(0.210)	(0.210)	-	(0.210)	-
Pensions	0.050	(0.055)	(1.572)	(1.622)	*	(1.517)	*
Other Fringe Benefits	0.193	1.396	65.338	65.145	*	63.941	*
GASB Account	0.000	0.000	0.000	-	-	0.000	-
Reimbursable Overhead	(2.770)	(1.788)	(2.279)	0.491	17.7	(0.491)	(27.5)
Total Labor	(\$29.992)	(\$26.190)	\$43.801	\$73.794	*	\$69.991	*
<i>Non-Labor:</i>							
Electric Power	(\$1.881)	(\$1.881)	(\$6.101)	(\$4.220)	*	(\$4.220)	*
Fuel	\$0.499	\$0.499	(\$0.231)	(0.730)	*	(0.730)	*
Insurance	(0.764)	(1.903)	(2.838)	(2.074)	*	(0.935)	(49.1)
Claims	(1.166)	(0.146)	(5.043)	(3.877)	*	(4.897)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(56.891)	(14.696)	(13.647)	43.244	76.0	1.049	7.1
Professional Service Contracts	(9.946)	9.059	6.539	16.486	*	(2.520)	(27.8)
Materials & Supplies	(14.317)	(6.038)	(42.988)	(28.672)	*	(36.950)	*
Other Business Expenditures	(28.125)	(36.633)	(27.423)	0.702	2.5	9.210	25.1
Total Non-Labor	(\$112.590)	(\$51.738)	(\$91.732)	\$20.858	18.5	(\$39.994)	(77.3)
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$142.582)	(\$77.929)	(\$47.931)	\$94.651	66.4	\$29.998	38.5
Depreciation	\$246.507	\$246.507	\$244.407	(\$2.099)	(0.9)	(\$2.099)	(0.9)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	3.500	(3.930)	(13.860)	(17.360)	*	(9.930)	*
Environmental Remediation	4.000	4.000	1.251	(2.749)	(68.7)	(2.749)	(68.7)
GASB75 Adjustment	39.700	69.446	(3.677)	(43.377)	*	(73.122)	*
Total Expenditures Adjustments	\$151.124	\$238.094	\$180.190	\$29.066	19.2	(\$57.903)	(24.3)
Total Cash Conversion Adjustments	\$168.409	\$260.685	\$204.149	\$35.740	21.2	(\$56.536)	(21.7)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
2020 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)**

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Receipts					
Farebox Revenue	\$256.6	\$238.9	(\$17.7)	(\$17.7)	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	385.3	377.9	(7.4)	(7.4)	0.0
Capital and Other Reimbursements	340.6	336.1	(4.4)	1.5	(5.9)
Total Receipts	982.4	953.0	(29.5)	(23.6)	(5.9)
Expenditures					
Labor:					
Payroll	596.8	582.5	14.3	4.7	9.6
Overtime	116.3	109.6	6.6	4.2	2.4
Health and Welfare	140.7	144.1	(3.3)	(2.3)	(1.0)
OPEB Current Payment	40.0	41.1	(1.1)	(1.1)	0.0
Pensions	141.1	140.8	0.2	(0.8)	1.0
Other Fringe Benefits	136.4	62.4	74.0	0.1	73.9
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	1,171.3	1,080.6	90.7	4.8	85.9
Non-Labor:					
Electric Power	53.0	60.2	(7.2)	(6.7)	(0.4)
Fuel	10.2	12.7	(2.5)	(2.0)	(0.5)
Insurance	20.2	22.2	(2.0)	(2.0)	0.0
Claims	1.1	4.0	(2.9)	(2.9)	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	173.3	148.9	24.4	0.0	24.4
Professional Service Contracts	91.4	68.1	23.3	2.2	21.1
Materials & Supplies	162.6	211.8	(49.2)	0.0	(49.2)
Other Business Expenses	55.5	46.3	9.2	8.9	0.3
Total Non-Labor Expenditures	567.4	574.3	(6.9)	(2.5)	(4.4)
Other Expenditure Adjustments:					
Other			0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	1,738.7	1,654.8	83.8	2.3	81.5
Baseline Net Cash Surplus/(Deficit)	(\$756.2)	(\$701.8)	\$54.4	(\$21.2)	\$75.6

Totals may not agree due to rounding.
Results are subject to audit

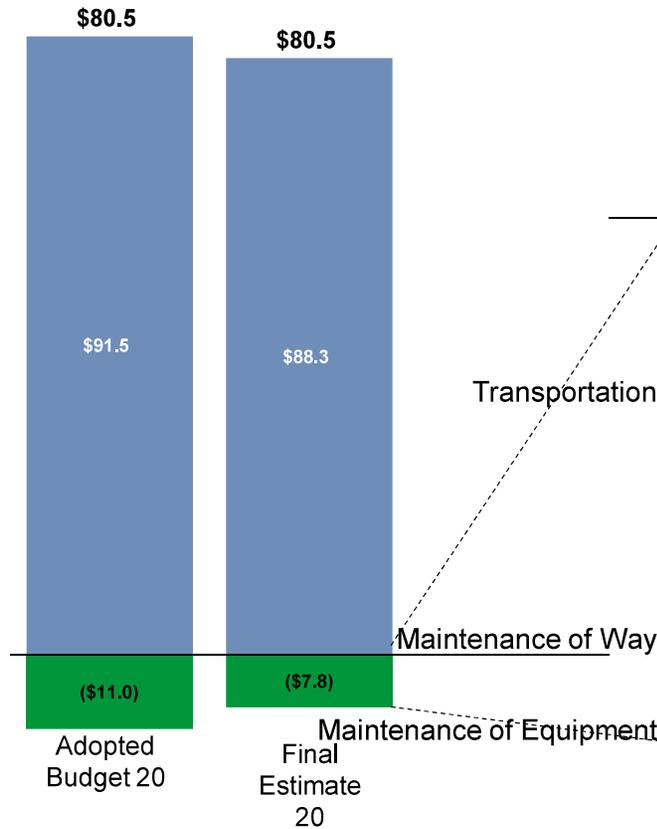
METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

Year-End Adopted Budget & Final Estimate vs. variance

\$M

- Favorable
- Unfavorable
- Budget/Estimate

Adopted Budget \$91.5M
Final Estimate: \$88.3M

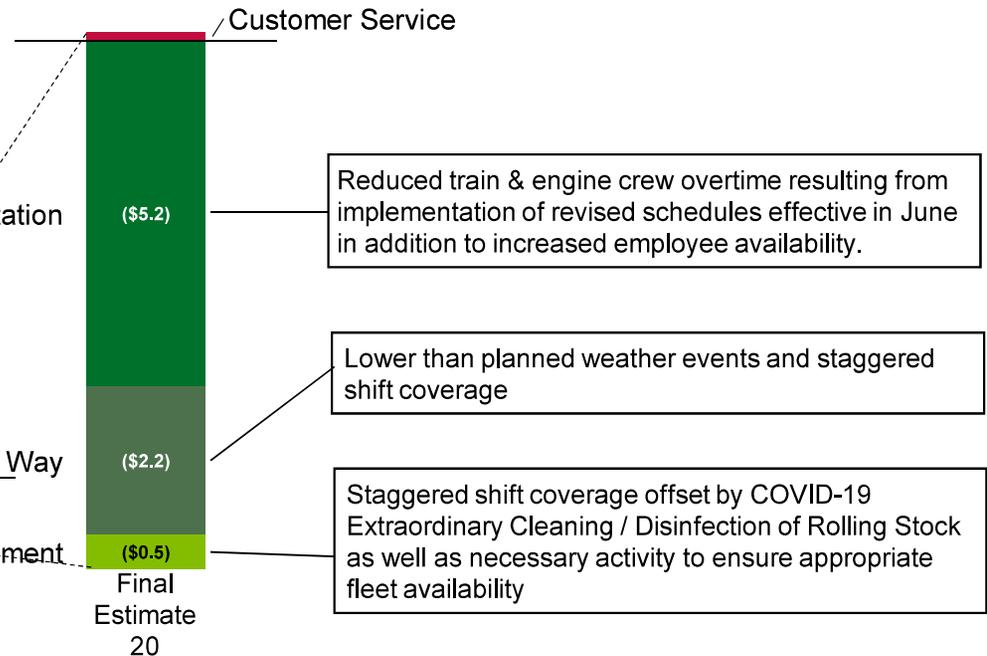


Overview

- The 2020 Adopted Budget was favorable by \$11.0M or 12.1% due to favorable crew needs in Transportation and fewer weather events offset by COVID-19 Extraordinary Cleaning / Disinfection of Stations and Rolling Stock
- The 2020 Final Estimate was favorable by \$7.8M or 8.8% due to favorable crew needs in Transportation and fewer weather events offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock
- Connecticut paid \$21.5M of the total \$80.5M Overtime

YTD variance by division

(\$7.8M), (8.8%)



Reduced train & engine crew overtime resulting from implementation of revised schedules effective in June in addition to increased employee availability.

Lower than planned weather events and staggered shift coverage

Staggered shift coverage offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock as well as necessary activity to ensure appropriate fleet availability

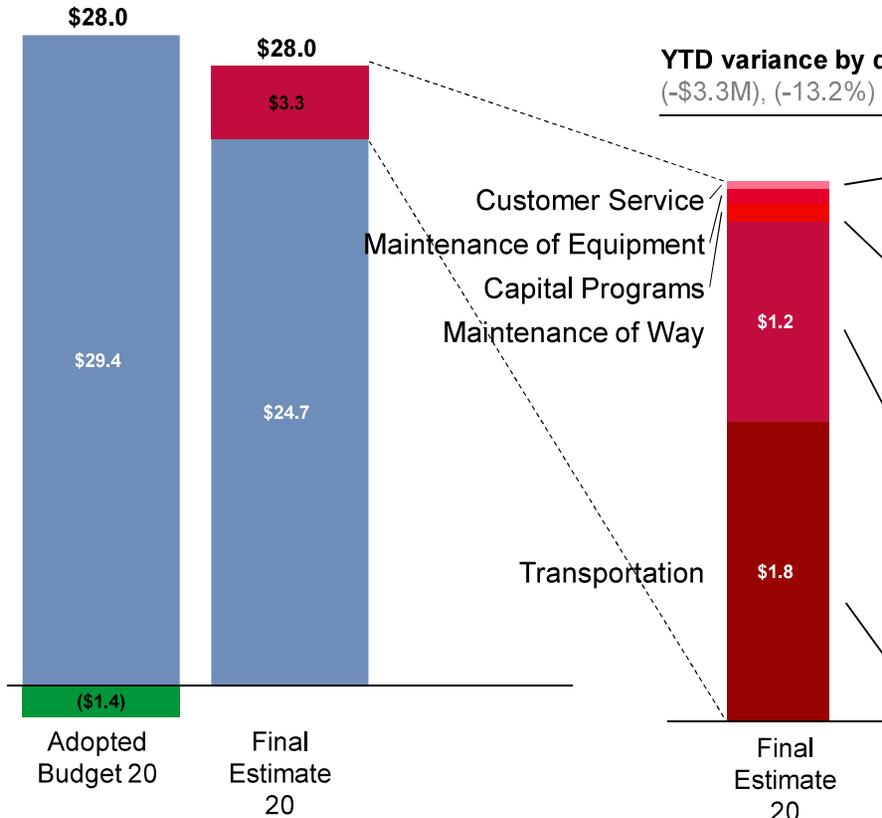
Source: 2020 Adopted Budget and Final Estimate. General Ledger actuals for actual overtime spending.

METRO-NORTH RAILROAD –Reimbursable Overtime Variance

Year-End Adopted Budget & Final Estimate vs. variance

\$M

Favorable	Adopted Budget	\$29.4M
Unfavorable	Final Estimate	\$24.7M
Budget/Estimate		



Overview

- The 2020 Adopted Budget was favorable by \$1.4M or 4.8% due COVID-related impacts on scheduled reimbursable project work
- The 2020 Final Estimate was unfavorable by \$3.3M or 13.2% due to ability to do more work on MTA 5-Year projects and CT Capital projects resulting from running less service due to COVID-19
- Connecticut paid \$11.4M of total \$28.0M Overtime

YTD variance by division

(-\$3.3M), (-13.2%)

Customer Service Coverage
• Customer Communications – GCT and Stations
Various CT Reimbursable, MTA 5-Year and Other Reimbursable Projects
• CT Network Infrastructure Phase 2
• CT Universal Interlocking CP 243
• CT Catenary Replacement
• Bridge Programs
• Customer Communications – GCT and Stations
Various MTA 5-Year, CT Reimbursable and Other Reimbursable Projects
• Track Programs
• Power Upgrades
• Signals Upgrades
• Stations Enhancement
Incremental Flagging
• CT Universal Interlocking CP 243
• CT Waterbury Branch Cab Signal
• CT Catenary Replacement
• Bridge Programs
• Harlem and Hudson Power Projects
• Positive Train Control and Signals Replacement

Source: 2020 Adopted Budget and Final Estimate. General Ledger actuals for actual overtime spending

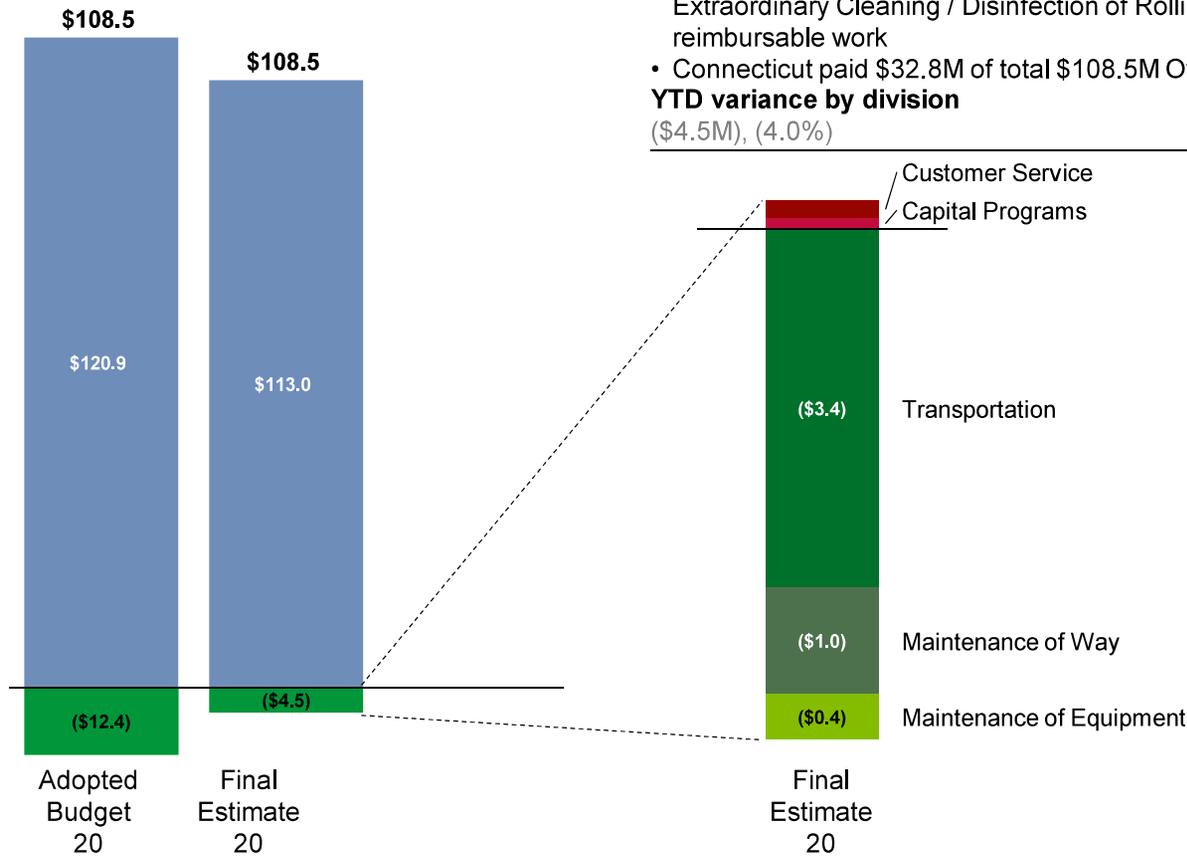
METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

Year-End Adopted Budget & Final Estimate vs. variance

\$M

- Favorable
- Unfavorable
- Budget/Estimate

Adopted Budget: \$120.9M
Final Estimate: \$113.0M



Overview

- The 2020 Adopted Budget was favorable by \$12.4M or 10.3% due to favorable crew needs in Transportation, fewer weather events and less reimbursable overtime offset by COVID-19 Extraordinary Cleaning / Disinfection of Stations and Rolling Stock
- The 2020 Final Estimate was favorable by \$4.5M or 4.0% due to favorable crew needs in Transportation and fewer weather events offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock and increased reimbursable work
- Connecticut paid \$32.8M of total \$108.5M Overtime

YTD variance by division

(\$4.5M), (4.0%)

Source: 2020 Adopted Budget and Final Estimate. General Ledger actuals for actual overtime spending

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
DETAILED EXPLANATIONS OF VARIANCES ON
RIDERSHIP (UTILIZATION)**

2020 Metro-North rail ridership for East and West of Hudson service totaled 27.2 million rides, reflecting a decrease of 59.7 million or 68.7% below 2019 due to the impact of the COVID-19 pandemic. East of Hudson ridership was 68.8% lower than 2019, with commutation ridership 73.0% lower and non-commutation ridership 63.5% lower than 2019. West of Hudson ridership was 63.4% lower than 2019.

2020 ACTUALS vs. FINAL ESTIMATE

Total annual East of Hudson ridership of 26.6 million was 5.3% lower than the Final Estimate. Commutation ridership was 12.9 million or 14.3% lower than the Final Estimate and non-commutation ridership was 13.6 million or 5.0% higher than the Final Estimate. West-of-Hudson ridership was 0.6 million for the year or 2.2% lower than the Final Estimate and 63.4% lower than 2019.

2020 ACTUALS vs. ADOPTED BUDGET

Total annual East of Hudson ridership of 26.6 million was 69.1% lower than the Adopted Budget. Commutation ridership was 73.1% lower than the Adopted Budget and non-commutation ridership was 64.0% lower than the Adopted Budget. West-of-Hudson ridership was 0.6 million for the year or 63.6% lower than the Adopted Budget.

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE VS ACTUAL
RIDERSHIP/UTILIZATION
(in millions)**

	YTD AS OF DECEMBER				VARIANCE					
	ADOPTED BUDGET	FINAL ESTIMATE	ACTUAL 2020	2019 ^(A)	2020		2019		2018	
					Fav/(Unfav)	%	Fav/(Unfav)	%	Fav/(Unfav)	%
FAREBOX REVENUE										
<i>Harlem Line - Commutation</i>	115.356	42.053	36.197	113.213	(79.159)	-68.6%	(5.856)	-13.9%	(77.016)	-68.0%
<i>Harlem Line - Non-Commutation</i>	108.292	35.345	35.092	103.713	(73.200)	-67.6%	(0.253)	-0.7%	(68.621)	-66.2%
TOTAL HARLEM LINE	\$223.649	\$77.399	\$71.289	\$216.926	(\$152.360)	-68.1%	(\$6.109)	-7.9%	(\$145.637)	-67.1%
<i>Hudson Line - Commutation</i>	76.503	28.025	24.445	75.363	(52.057)	-68.0%	(3.580)	-12.8%	(50.918)	-67.6%
<i>Hudson Line - Non-Commutation</i>	94.907	31.471	33.070	92.242	(61.837)	-65.2%	1.599	5.1%	(59.172)	-64.1%
TOTAL HUDSON LINE	\$171.410	\$59.496	\$57.516	\$167.605	(\$113.894)	-66.4%	(\$1.981)	-3.3%	(\$110.090)	-65.7%
<i>New Haven Line - Commutation</i>	162.146	56.827	47.367	157.752	(114.778)	-70.8%	(9.459)	-16.6%	(110.384)	-70.0%
<i>New Haven Line - Non-Commutation</i>	203.922	63.627	61.561	199.830	(142.361)	-69.8%	(2.066)	-3.2%	(138.269)	-69.2%
TOTAL NEW HAVEN LINE	\$366.068	\$120.454	\$108.928	\$357.582	(\$257.139)	-70.2%	(\$11.525)	-9.6%	(\$248.654)	-69.5%
All Lines - Commutation	354.005	126.905	108.010	346.328	(245.995)	-69.5%	(18.896)	-14.9%	(238.318)	-68.8%
All Lines - Non-Commutation	407.121	130.443	129.723	395.785	(277.398)	-68.1%	(0.720)	-0.6%	(266.062)	-67.2%
TOTAL EAST OF HUDSON LINES	\$761.126	\$257.348	\$237.733	\$742.113	(\$523.393)	-68.8%	(\$19.615)	-7.6%	(\$504.380)	-68.0%
West of Hudson^(B)	\$14.747	\$5.452	\$5.680	\$14.569	(9.067)	-61.5%	0.228	4.2%	(8.889)	-61.0%
TOTAL FAREBOX REVENUE	\$775.873	\$262.801	\$243.413	\$756.682	(\$532.460)	-68.6%	(\$19.388)	-7.4%	(\$513.269)	-67.8%
RIDERSHIP										
<i>Harlem Line - Commutation</i>	16.644	5.287	4.631	16.523	(12.013)	-72.2%	(0.656)	-12.4%	(11.892)	-72.0%
<i>Harlem Line - Non-Commutation</i>	11.271	3.957	4.181	10.932	(7.091)	-62.9%	0.223	5.6%	(6.752)	-61.8%
TOTAL HARLEM LINE	27.916	9.244	8.812	27.456	(19.104)	-68.4%	(0.432)	-4.7%	(18.644)	-67.9%
<i>Hudson Line - Commutation</i>	9.466	3.001	2.580	9.476	(6.886)	-72.7%	(0.421)	-14.0%	(6.896)	-72.8%
<i>Hudson Line - Non-Commutation</i>	8.072	2.768	2.999	7.955	(5.073)	-62.9%	0.231	8.4%	(4.956)	-62.3%
TOTAL HUDSON LINE	17.538	5.768	5.578	17.431	(11.960)	-68.2%	(0.190)	-3.3%	(11.852)	-68.0%
<i>New Haven Line - Commutation</i>	22.024	6.795	5.722	21.882	(16.302)	-74.0%	(1.073)	-15.8%	(16.160)	-73.9%
<i>New Haven Line - Non-Commutation</i>	18.583	6.264	6.464	18.475	(12.119)	-65.2%	0.201	3.2%	(12.011)	-65.0%
TOTAL NEW HAVEN LINE	40.607	13.058	12.186	40.357	(28.421)	-70.0%	(0.872)	-6.7%	(28.171)	-69.8%
Total Ridership East of Hudson										
All Lines - Commutation	48.135	15.082	12.933	47.881	(35.202)	-73.1%	(2.149)	-14.3%	(34.948)	-73.0%
All Lines - Non-Commutation	37.926	12.989	13.644	37.363	(24.283)	-64.0%	0.655	5.0%	(23.719)	-63.5%
TOTAL EAST OF HUDSON LINES	86.061	28.071	26.577	85.244	(59.484)	-69.1%	(1.494)	-5.3%	(58.667)	-68.8%
West of Hudson^(B)	1.630	0.607	0.593	1.619	(1.036)	-63.6%	(0.013)	-2.2%	(1.026)	-63.4%
TOTAL EAST & WEST OF HUDSON LINES	87.691	28.678	27.170	86.863	(60.521)	-69.0%	(1.508)	-5.3%	(59.693)	-68.7%

^(A) 2019 Ridership figures have been restated to simulate the 2020 calendar.

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

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
DETAILED EXPLANATION OF VARIANCES ON
NON-REIMBURSABLE AND REIMBURSABLE POSITIONS
By FUNCTION and DEPARTMENT**

2020 ACTUALS vs. FINAL ESTIMATE

Effective December 31, 2020, Metro-North's employee staff count of 6,239 positions was 900 lower than the Final Estimate of 7,139 positions. This included 118 employees in an unpaid status and 782 vacant positions.

The 900 vacant positions were primarily in the Maintenance of Way (281), Maintenance of Equipment (267), Customer Service (94), Transportation (85) and Administrative Departments (80).

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2020**

<u>Department</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	2	1
Labor Relations	12	10	2
Safety	75	52	23
Security	23	17	6
Office of the Executive VP	9	7	2
Corporate & Public Affairs	15	15	-
Customer Service	47	44	3
Legal	9	9	-
Claims	6	5	1
Human Resources	40	36	4
Training	95	75	20
Employee Relations & Diversity	4	4	-
VP Planning	2	1	1
Operations Planning & Analysis	23	18	5
Capital Planning & Programming	10	10	-
Long Range Planning	5	5	-
VP Finance & Info Systems	-	-	-
Controller	67	63	4
Budget	17	16	1
Procurement & Material Mgmt	28	21	7
Total Administration	490	410	80
Operations			
Operations Support	48	39	9
Rolling Stock & EAM	29	14	15
Transportation	1,686	1,601	85
Customer Service	446	352	94
Metro-North West	44	26	18
Total Operations	2,253	2,032	221
Maintenance			
Maintenance of Equipment	1,804	1,537	267
Maintenance of Way	2,359	2,078	281
Procurement & Material Mgmt	134	110	24
Total Maintenance	4,297	3,725	572
Engineering/Capital			
Construction Management	29	19	10
Engineering & Design	70	53	17
Total Engineering/Capital	99	72	27
Total Positions	7,139	6,239	900
Non-Reimbursable	6,521	5,868	653
Reimbursable	618	371	247
Total Full-Time	7,138	6,238	900
Total Full-Time-Equivalents (of part-time positions)	1	1	-

**MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
DETAILED EXPLANATIONS of VARIANCES on
FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
By OCCUPATIONAL GROUP**

2020 ACTUALS vs. FINAL ESTIMATE

Effective December 31, 2020, Metro-North's employee staff count of 6,239 positions was 900 positions lower than the Final Estimate of 7,139 positions. This included 118 employees in an unpaid status and 782 vacant positions.

The 900 vacant positions were comprised of Operational Hourlies (632), Professional titles (135) and Managers/Supervisors (134).

MTA METRO-NORTH RAILROAD
2020 YEAR-END REPORT
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2020

FUNCTION/OCCUPATION	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	163	145	19
Professional, Technical, Clerical	327	265	62
Operational Hourlies	-	-	-
Total Administration	490	410	80
Operations			
Managers/Supervisors	253	226	27
Professional, Technical, Clerical	232	240	(8)
Operational Hourlies	1,768	1,565	203
Total Operations	2,253	2,032	221
Maintenance			
Managers/Supervisors	711	643	68
Professional, Technical, Clerical	555	480	75
Operational Hourlies	3,031	2,602	429
Total Maintenance	4,297	3,725	572
Engineering/Capital			
Managers/Supervisors	46	26	20
Professional, Technical, Clerical	53	46	7
Operational Hourlies	-	-	-
Total Engineering/Capital	99	72	27
Total Positions			
Managers/Supervisors	1,173	1,039	134
Professional, Technical, Clerical	1,167	1,032	135
Operational Hourlies	4,799	4,167	632
Total Positions	7,139	6,239	900

MTA METRO-NORTH RAILROAD 2020 YEAR-END REPORT RESULTS OF OPERATIONS

COVID-19 and the subsequent slowing of the economy resulted in a severe decline in the utilization of Metro-North's (MNR) transportation services and increases in expenses for cleaning and employee protection, devastating MNR's funding envelope unlike anything previously experienced. While work progressed as much as possible on Metro-North's strategic plan, the focus shifted to operating on a reduced service schedule while continuing to provide much needed service to our first responders and health care professionals utilizing "rightsized" service levels.

Our Strategic Plan: "Our Railroad, Our Vision, Our Future"

In June of 2016, we launched the current five-year Metro-North Strategic Plan, which identifies three Priority Areas: Our Customers, Our Infrastructure, and Our People.

Through these three, an engaged workforce continues to progress Metro-North Railroad towards fulfilling Our Mission.

- *Our Customers – Consistently meet customer expectations by ensuring safe, reliable, accessible and comfortable service, and by providing timely, accurate and open communication.*
- *Our Infrastructure – Ensure that all assets are in a state of good repair.*
- *Our People – Be an engaged, accountable and high-performing workforce.*

Our Plan drivers - Safety, Integrity, and Innovation establish the focus for new initiatives.

- *Safety – Safety guides all our decisions, actions and initiatives.*
- *Integrity – Maintaining the public's confidence in all that we do and building a sustainable future.*
- *Innovation – Encouraging new ways of thinking and doing business.*

Metro-North's Way Ahead Plan, launched in October 2018, lays out how we will continue to set the standard for safety, reliability and innovation in the delivery of customer service. The safety and security of our customers and employees drive all Way Ahead actions and Metro-North has made great strides in this comprehensive initiative.

Financial Performance Summary

Metro-North's (MNR) overall financial performance compared to the 2020 Final Estimate was favorable by 10.9% with a Net Operating Deficit of \$906.0 million that was \$110.9 million lower than projected. This improvement is driven by lower non-cash expenses in GASB 75 Adjustment and GASB 68 Pension Adjustment as well as lower labor and non-labor expense partially offset by lower Farebox and Other Operating Revenues. Note that before Non-Cash Liability Adjustments, MNR is unfavorable versus the Final Estimate by \$52.2 million.

Total Non-Reimbursable Revenue of \$593.9 million was \$29.2 million lower than the Final Estimate. Farebox Revenue of \$243.4 million was \$19.4 million unfavorable, reflecting a weaker recovery in East of Hudson commutation ridership due to the COVID-19 pandemic. Other Operating Revenue of \$350.5 million was \$9.8 million unfavorable versus the Final Estimate due to lower net GCT retail income, reflecting the MTA Board approved rent relief program.

Total Non-Reimbursable Expenses (before Non-Cash Liability Adjustments) of \$1,271.8 million included COVID-19 response efforts and the resources required to sustain current operations. Non-Labor expenses of \$339.7 million were \$17.7 million favorable versus the Final Estimate due to lower Professional Service Contracts driven by lower consulting and engineering services, lower Materials and Supplies expense reflecting the timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule, and lower

Maintenance and Other Operating Contracts due to revised scheduling of the BL-20 locomotive overhauls, the timing of COVID-19 extraordinary cleaning of stations, employee facilities and rolling stock, and timing of infrastructure maintenance.

Labor expenses of \$932.1 million were \$34.5 million favorable versus the Final Estimate, reflecting favorable Other Fringe Benefits expense due to lower employee claims, lower Overtime primarily due to COVID-19 related service level reductions, a higher credit in Reimbursable Overhead, and lower staffing levels due to attrition and the impact of the MTA hiring freeze on COVID-19 cleaning positions.

Efforts at controlling overtime were quite successful. Although additional overtime was required for COVID-19 cleaning and disinfection protocols, costs were effectively controlled and monitored. This additional overtime was more than offset by the reduced train & engine crew overtime resulting from the implementation of revised service schedules effective in June as well as the usage of staggered shift coverage to protect our employees during the earlier days of the pandemic. Consequently, Non-Reimbursable Overtime was lower by \$7.8 million or 8.8% versus the Final Estimate. Reimbursable Overtime was \$3.3 million higher primarily resulting from the ability to take advantage of additional track outages and complete additional project work with minimal disruption given the essential service level.

The Farebox Operating Ratio (FOR), which calculates the percentage of operating expense covered through Farebox Revenue, was 19.3%. This represents a 33.4% decrease from 52.7% in the previous year and a 37.0% unfavorability compared to the Adopted Budget of 56.3% due to the impact of lower ridership caused by the COVID-19 pandemic. The 2020 actual FOR was 19.3% or 0.7% unfavorable to the Final Estimate. The 2020 operating cost per passenger of \$46.46 was \$29.87 higher than the 2019 level of \$16.59 also reflects the impact of lower ridership from the COVID-19 pandemic.

Please note these financial results are preliminary and subject to audit, and thus are subject to change.

Safety and Security Initiatives

Safety

- Continued the railroad's systemwide implementation of the Confidential Close Call Reporting System (C3RS). The system fielded 599 reports in 2020, bringing the total to 5,841 reports since the launch of C3RS. A number of safety improvements were implemented in 2020 as a result of these reports.
- Continued to expand the agency's public safety outreach efforts, including TRACKS (Together Railroads and Communities Keeping Safe), a multi-pronged effort to promote grade-crossing and rail safety to communities, schools, and others. Launched in May of 2016, this highly successful program was the recipient of the 2018 APTA Gold Award for Safety. In 2019 we reached 110,000 people, but program restrictions due to COVID-19 limited us to reaching 53,166 people throughout 2020, although we continued to share our safety message using virtual methods.
- Partnered with the Crisis Text Line, which is a free text messaging service with 24/7 support for those in a mental health crisis, to develop a unique keyword and poster campaign. Any commuter experiencing a mental health crisis can text Metro-North's keyword to connect with a trained crisis counselor.
- Carried out a full day of safety training for new hires and also rotated current employees through the training, focusing on those with less than five years on the job. The railroad

trained 100 new employees in 2020 and developed a new in-house safety video as well. Other employee-facing efforts included bi-annual safety cleanup days at Metro-North facilities, quarterly "Safety Focus" weeks for open discussions, and annual safety awards for employees and departments.

- Participated in the Fourth Annual U.S. Rail Safety Week, virtually promoting rail and grade-crossing safety at stations and grade crossings.
- Completed a safety initiative to install wayfinding signage in the Park Avenue Tunnel.
- Established COVID-19 Antibody Testing sites in GCT, Stamford and Brewster. The voluntary and confidential testing was offered to all MTA employees. In 2020, Metro-North provided antibody testing to 2,477 MNR employees and an additional 2,821 MTA employees. In addition, MNR tested 3,564 employees for COVID.

Security

- Continued the installation and provision of security surveillance at all nineteen stations within the Customer Service Initiative (CSI) program. The security installation covers more than 90% of all public areas within a passenger station, with image quality of all security video improved to high definition quality. An estimated total of 1,100 cameras will be online to improve Metro-North's security and safety posture upon the completion of the program, scheduled for the second quarter of 2021.
- Completed security enhancement of the Harlem River Lift Bridge as part of the MNR 2015-2019 Capital program. The security program addressed the gap in electronic access controls, surveillance and laser intrusion detection on the bridge structure, and provided a significant upgrade to the physical fencing and barriers erected in all bridge approaches and support compounds.
- As part of the Way Ahead strategic plan initiatives, Security has partnered with Capital to install security surveillance capabilities and help-point intercoms at ten stations. The project delivered real-time monitoring capability to Security as well as other internal stakeholders, leveraging cutting-edge cloud federation technologies. The program will be expanded to four additional stations, slated to be completed in early 2021.
- Through the US. Department of Homeland Security's Transit Security Grant Funding Program (TSGP), MNR Security and MTA HQ Security received funding to procure state-of-the-art detection equipment to expand the advanced detection system, currently at use in GCT and Penn Station, into East Side Access (ESA).
- In order to ensure the safeguarding of MTA data, Security collaborated with MTA-IT Security to review and enhance the cyber-security readiness of the department's electronic security assets. All 39 field-deployed 'PODs' systems are now configured with agency approved real time threat monitoring agents. In addition, a configuration management plan has been developed to ensure all system events are captured and documented to ensure compliance with the agency's cyber security requirements.
- Continued the development and rollout of the MNR Security digitalization roadmap and pivoted the delivery of security video evidence and records to a cloud-based sharing system. The accelerated adoption of these cloud technologies is a response to the COVID-19 pandemic, which allowed the department to shift its video sharing operation to an online platform, greatly reducing the need for in person video data viewing and physical

media deliveries. Its success has been recognized by the MTA Transformation Office and is being adopted by all MTA agencies.

Operations/Technology

- Advanced SMARTRACK, Metro-North's four year old systemwide track work initiative. In 2020, the railroad replaced 50,151 ties, 9.7 miles of continuous welded rail (CWR), and 36 switches. We also renewed five railroad crossings, surfaced 94 miles of track, and welded 1,626 rail joints.
- Metro-North Railroad successfully met all 2020 Federal Railroad Administration (FRA) mandated Positive Train Control (PTC) requirements for the year-end deadline with 100 percent of its 244.3 route miles in revenue service. NJ Transit also commissioned PTC on our Port Jervis and Pascack Valley lines. All trains are operating with full PTC functionality with over 165,000 revenue trains running in full PTC mode through December 2020. Metro-North received its Safety Plan approval and System Certification in November 2020.
- Other major work completed in 2020 includes the replacement of four switches at CP 119, the installation of more than 14,000 new ties on the Danbury Branch, replacement of a Stamford Yard switch and thick web mitres and expansion rails on the Harlem River Lift Bridge, and the piloting of a non-stop rail flaw testing program in the fourth quarter of 2020.
- Completed Grand Central Terminal track rehabilitation work including replacing and laying new rail, bracket ties, and block ties on Tracks 13, 15 and 16.
- Employed advanced technology and specialized equipment and train cars to supplement visual track inspections:
 - Maintained use of autonomous geometry inspection equipment on three revenue train cars to perform continuous track geometry measurements as trains move through service routes.
 - Utilized a specialized vehicle to detect internal rail defects.
 - Utilized a vehicle that measures rail-end alignment and grades wood/concrete ties
 - Utilized a track-loading vehicle that measures the lateral strength of track, track ties, fasteners, and ballast.
 - Utilized a specialized car that measures rail profile, track geometry, lateral strength clearance, and more.
- Reduced FRA safety and maintenance exceptions considerably between the fall of 2019 and the spring of 2020 due to work performed by our Production Tie Gangs. We also reduced switch failure incidents by 10% on a monthly average from the prior year.
- Accelerated our tree-trimming program along the right-of-way, targeting trees that can fall on our tracks to mitigate against the effects of extreme weather events. In addition, we proactively removed diseased trees to combat the emerald ash borer, the invasive beetle killing North American ash trees.
- Metro-North installed 27 miles of communications and signal cable on the Waterbury Cab Signal Project. Twenty-four of the 48 signal houses have been set on their respective foundations and additional work is in progress.

Technology

- Wheel true data are being captured in INFOR, the MTA's Enterprise Asset Management (EAM) software, at the Croton Harmon and New Haven facilities. Using that data has been helpful in projecting wheel life expectancy. We also began gathering car cleaning data in

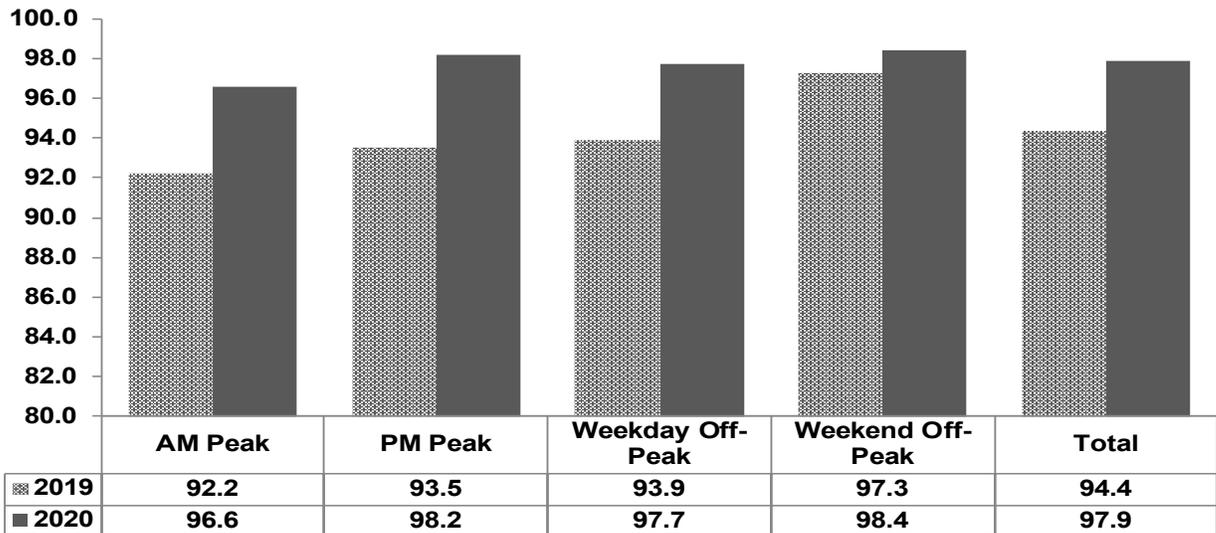
INFOR at Harmon Yard, and in 2021, the railroad plans on expanding the use of the technology to other yards. This new ability will help in identifying the cost of all cleaning activities, including COVID-19 deep cleaning.

- Deployed the Brandt Road Rail Powered Continuous Work Platform (CWP) with Steel Track Excavator, which is custom built equipment that includes a nine-platform, articulated consist which enhances deployment efficiencies and performance of a wide range of tasks in hauling and distributing Maintenance of Way materials. This includes ballast and rails up to 250 feet in length without interfering with operations. It has also increased our ability to keep the right-of-way clear of maintenance and construction debris.
- Installed Autonomous Track Geometry Measurement Systems on M-7 and M-8 railcars as well as on a diesel-hauled coach. We will continue to utilize this equipment while analyzing the data the software provides.
- Our Maintenance of Way Inspection Vehicle for inspecting track, third rail and overhead catenary systems was delivered in 2020. Testing and commissioning of this vehicle are expected to occur in early 2021.

2020 On-Time Performance

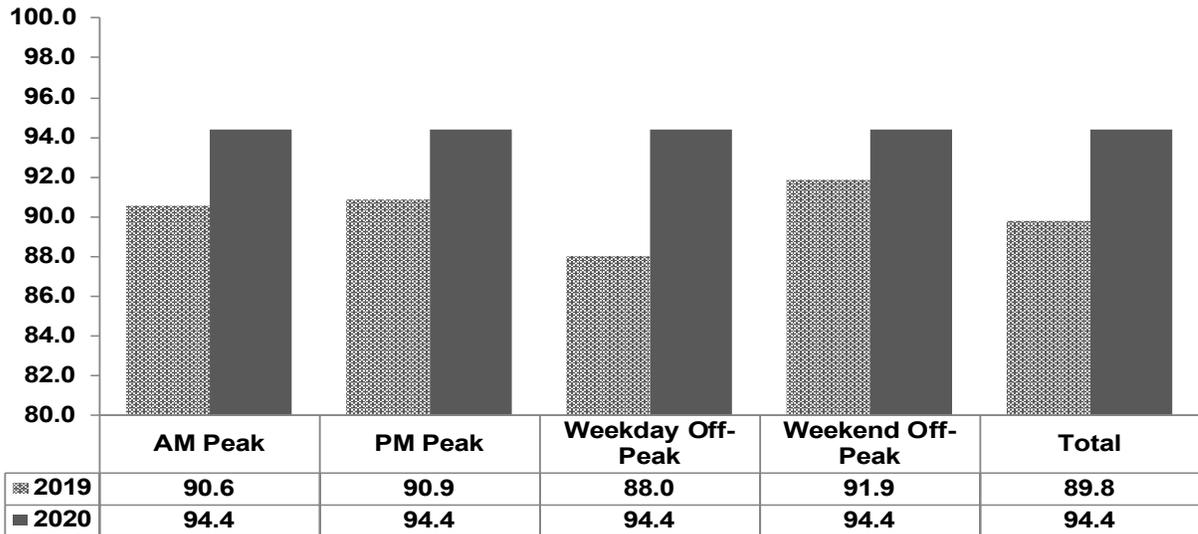
- Metro-North's system-wide on-time performance for 2020 totaled 97.9%, up from 94.4% in 2019 and above the railroad's goal of 93.0%. The Hudson Line performed at 98.2% and the Harlem and New Haven Lines performed at 97.8%.

**MTA Metro-North Railroad
On-Time Performance Percentage
East of Hudson
2019 versus 2020 Actuals**



- West-of-Hudson on-time performance totaled 94.4%, an increase of 4.6 percentage points from 89.8% the previous year and above goal.

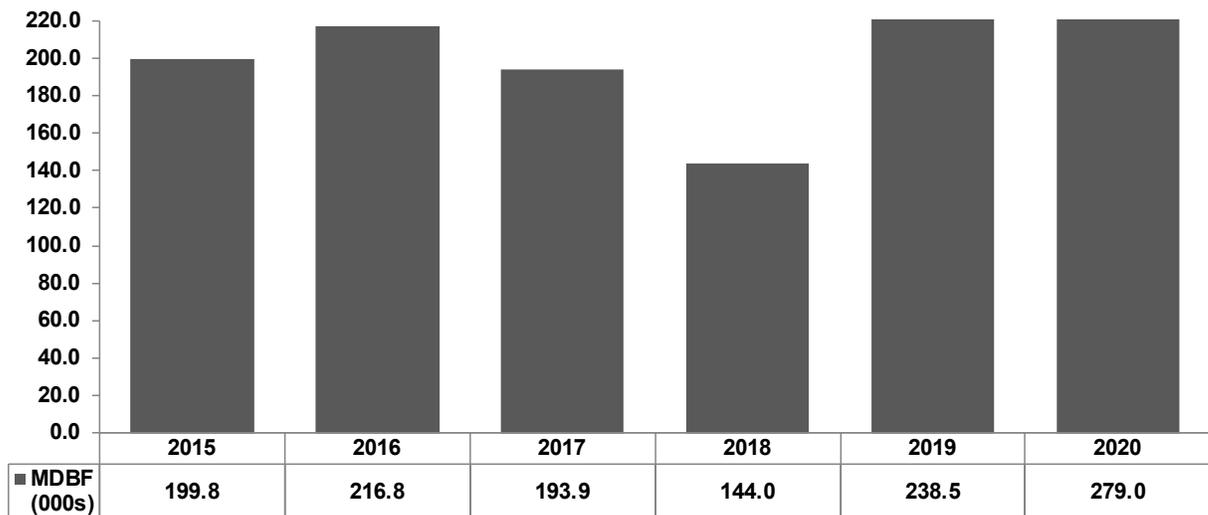
**MTA Metro-North Railroad
On-Time Performance Percentage
West of Hudson
2019 versus 2020 Actuals**



Equipment Reliability

- Rolling Stock “mean distance between failures” (MDBF) improved in 2020 due to the warranty correction of new Positive Train Control (PTC) equipment as well as focusing on using the most reliable equipment available due to reduced service levels. MDBF was 278,951 miles in 2020, which is a new record high. Completion of PTC equipment installations also improved car availability in 2020, resulting in a 99.9% “consist compliance rate,” which is the percentage of cars required for service and providing seats for customers each day.

**MTA Metro-North Railroad
Mean Distance Between Failure (MDBF)
Miles 000s**

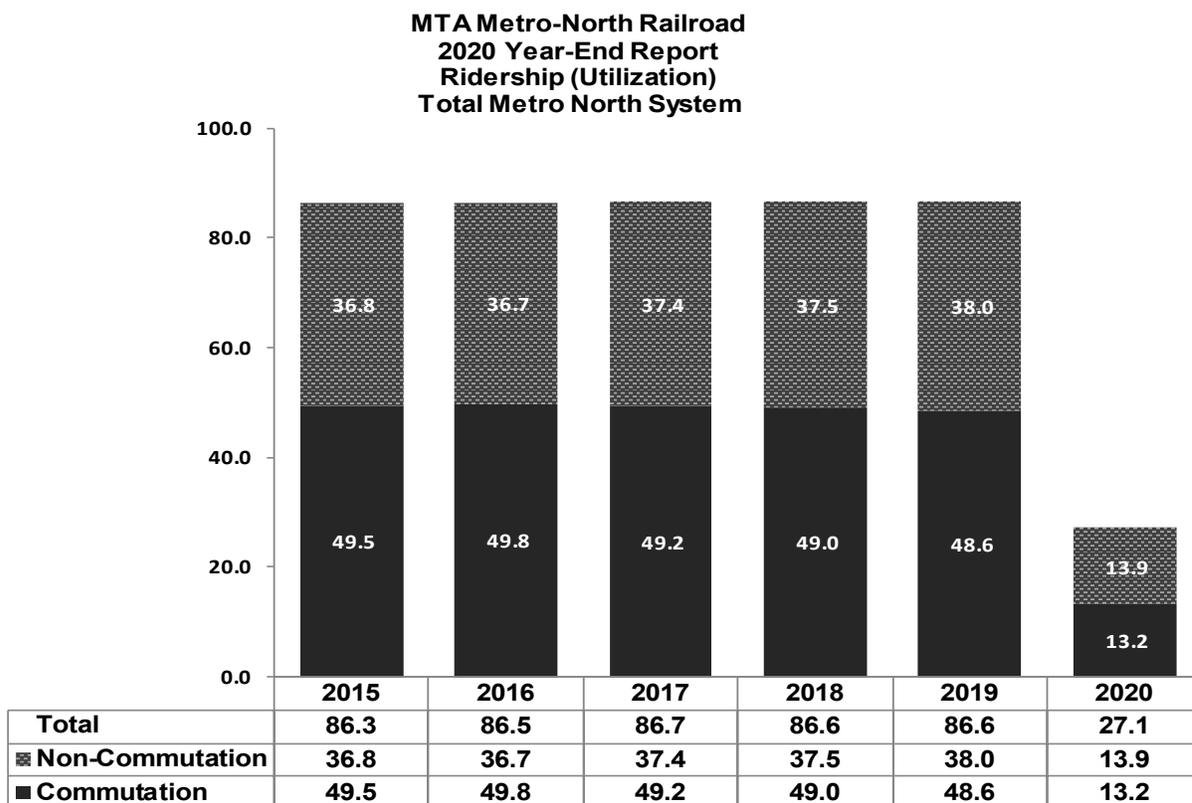


Ridership

2020 Metro-North rail ridership for East and West of Hudson service totaled 27.2 million rides, reflecting a decrease of 59.7 million or 68.7% below 2019 due to the impact of the COVID-19 pandemic.

Total annual East of Hudson ridership was 26.6 million or 5.3% lower than the Final Estimate and 68.8% lower than 2019. Commutation ridership of 12.9 million was 14.3% lower than the Final Estimate and 73.0% lower than 2019. Non-commutation ridership of 13.6 million was 5.0% higher than the Final Estimate and 63.5% lower than 2019.

West-of-Hudson ridership was 0.6 million for the year or 2.2% lower than the Final Estimate and 63.4% lower than 2019.



Customer Service Initiatives

- In response to the COVID-19 pandemic, we implemented the most aggressive cleaning and disinfection process in the history of the railroad, with stations sanitized twice every 24 hours and train cars once every 24 hours.
- We distributed masks to any customer who needed one through various methods. We also installed Personal Protective Equipment dispensers at many stations and installed hand sanitizer dispensers. Mandatory mask usage was introduced early in the pandemic, a requirement that was strengthened by executive orders from New York Governor Andrew M. Cuomo and Connecticut Governor Ned Lamont, which enabled us to improve mask compliance to 98% across our trains and properties.
- Began a pilot to test a new 3-Stage Air Filtration System on our train cars to reduce the presence of bacteria and viruses including COVID-19 by 99.9998%. Metro-North was the first transit agency in North America to install this technology on-board it's fleet. The pilot

followed a successful proof-of-concept conducted by Metro-North over the summer of 2020.

- Accelerated work on the Enhanced Station Improvement (ESI) initiative at White Plains station. We also completed the Crestwood station upgrades, including installation of an ADA ramp, benches, USB lean bars, side platform shelter, overpass dashboard and counters, cameras, Wi-Fi and a new canopy. In addition, we completed the Customer Service Initiative (CSI) project which includes security and wayfinding installations at 16 of 20 stations.
- Upgraded our TrainTime® application to include passenger estimates on board train cars before the train arrives at the station. This technology allows customers to better board a train for social distancing and assess the best travel times. Available now on our M-7s, the technology should be available on the rest of our fleet by the second quarter of 2021.
- Expanded our Customer Service Station Ambassador Program by redeploying Ticket Sellers as Station Ambassadors. In 2020, sixty-three Station Ambassadors worked across 23 passenger stations and Grand Central Terminal to monitor ridership, assist with loading and customer information, distribute masks and disinfect customer touchpoints several times a day.
- Completed a three-year effort to replace the Big Boards at Grand Central Terminal, the train information “gate boards” at GCT and outlying stations, and the entire audio-visual announcement system throughout the Metro-North territory. Additionally, we continued installation of the Outfront Media Displays at Grand Central and outlying stations as well as field testing of the Outfront displays on several M-7 and M-8 cars with the eventual goal of equipping the entire fleet.
- Continued the railroad’s program of multimedia customer communications, including Title VI Language Access Plan (LAP) communications in English, Spanish, Portuguese, Italian, Chinese, and Yiddish.

Capital

Major 2020 Commitments / Completions

- Rolling Stock
 - Continued the acquisition of an additional 66 M-8 Electric Multiple Units (EMUs). We received the first three pairs of EMUs in 2020 with the cars to be tested and commissioned in 2021. We expect delivery of the remaining EMUs to occur in the second quarter of 2022.
- Stations
 - Awarded a Small Business Mentoring Program (SMBP) contract to install emergency shoring on platforms for 23 stations on the Hudson, Harlem, and New Haven Lines as well as to replace the platform shelter at the Nanuet station.
 - Completion highlights include finishing the roof replacement at the historic Ossining station building, the railroad’s first federally funded contract under the MTA’s Small Business Mentoring Program. The project completion includes a new timber structure, new waterproofing, new Spanish terracotta tile, and other upgrades designed and built in accordance with the building’s historic requirements under State Historic Preservation Office (SHPO) regulations.
- Infrastructure

- Awarded many contracts including those listed below for the following projects:
 - A contract to install Fire Suppression Systems in the Park Avenue Tunnel.
 - A contract to construct a new Grand Central Terminal/East Side Access Unified Trash Facility. The new facility will enable us to move trash from the lower level to the upper level of GCT.
- Completion highlights include replacing the 6th Avenue Bridge over the New Haven Line in the City of Mount Vernon. This project is part of a larger program to replace six of the overhead bridges.

Sustainability/Transit Oriented Development Initiatives

- Achieved successful completion of the third-year surveillance audit in the ISO 50001 Energy Management System framework, which includes energy-conservation and fuel-metering initiatives aimed at cutting greenhouse gases while reducing energy and fuel costs. In 2018, Metro-North became the first railroad in North America to receive ISO-50001 certification. MNR is scheduled for a recertification audit in the third quarter of 2021, covering a three-year cycle up to 2024.
- Completed installation of platform LED lighting at Grand Central Terminal for an expected annual savings of about \$216,700 at current prices.
- Provided employee training for newly integrated agency-specific dashboards and data-quality measures into the MTA-wide Energy Management System (EMS). This software tracks all utility invoices and provides consumption data for electricity, diesel propulsion, natural gas, and other utilities. The system is fully operational in the Brewster, North White Plains, and Harmon Yards. Training will be completed in 2021.
- Continued to progress with other “green” initiatives in 2020, including HVAC and exhaust fan upgrades at Grand Central Terminal and research on an Automotive Green Fleet Action Plan for purchasing alternative fuel vehicles as well as hybrids, PHEV and electric vehicles.
- Executed the contractual documents necessary for the proposed Harrison Station Transit Oriented Development (TOD) project on 3.3-acres of property formerly owned by the MTA. The mixed-use, residential-commercial project around the Metro-North station is under construction. As part of the project, a garage will be constructed that will nearly double rail customer parking and serve the development as well. Construction began in April 2019, with completion expected in mid-2022.
- Completed construction of the 23-mile Maybrook Trailway, an important segment of the Empire State Trail, connecting the existing Putnam Maybrook Trailway and William Steinhaus Dutchess Rail Trail.
- The preliminary engineering studies for the multi-phased Brewster Campus expansion program are continuing. The first project phase will relocate the current Southeast station parking to allow for critical future yard upgrades and expansion. Completion of traffic and environmental studies and analyses as well as conceptual phasing layouts required to precede the design work for the Phase I Construction are anticipated for the first quarter 2021.
- MNR continued work with local partners to explore or advance a number of station and TOD planning efforts at ten stations, along with plans for four new ADA Compliant Metro-North stations in the Bronx related to the Railroad’s Penn Station Access project.

Metro-North—Cost Cutting/Other Revenue Enhancement Initiatives

Cost Cutting

- Metro-North's 2020 operating expenses were nearly \$78 million lower than the 2020 Adopted Budget, primarily due to savings resulting from reduced service levels.
- In the months of March through May, train service was reduced to a one-stop-per-hour schedule at stations to serve essential workers. During those months, maintenance employees were put on staggered shifts, which resulted in reduced overtime. Metro-North implemented a new schedule in June that provided 63% of pre-pandemic levels of service resulting in additional overtime savings as well as lower energy consumption and rolling stock material usage. Offsetting these reductions was the implementation of new cleaning and disinfecting protocols on rolling stock, at Grand Central Terminal and outlying stations, and at employee facilities.

MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
MONTHLY PERFORMANCE INDICATORS ^(A)
DECEMBER 2020

	YEAR-TO-DATE			VARIANCE	
				Fav/(Unfav)	
	FINAL ESTIMATE	2020 ACTUAL *	2019	FINAL ESTIMATE	2019
Farebox Operating Ratio					
Standard ^(B)	20.0%	19.3%	52.7%	-0.7%	-33.4%
Adjusted ^(C)	25.8%	24.6%	59.2%	-1.2%	-34.7%
Cost per Passenger					
Standard ^(B)	\$45.28	\$46.46	\$16.59	(\$1.18)	(\$29.87)
Adjusted ^(C)	\$44.47	\$45.58	\$16.18	(\$1.11)	(\$29.40)
Passenger Revenue/Passenger	\$9.03	\$8.96	\$8.74	(\$0.07)	\$0.22

	YEAR-TO-DATE			VARIANCE	
				Fav/(Unfav)	
	ADOPTED BUDGET	2020 ACTUAL *	2019	ADOPTED BUDGET	2019
Farebox Operating Ratio					
Standard ^(B)	56.3%	19.3%	52.7%	-37.0%	-33.4%
Adjusted ^(C)	63.7%	24.6%	59.2%	-39.2%	-34.7%
Cost per Passenger					
Standard ^(B)	\$47.37	\$46.46	\$16.59	\$0.92	(\$29.87)
Adjusted ^(C)	\$46.74	\$45.58	\$16.18	\$1.16	(\$29.40)
Passenger Revenue/Passenger	\$26.67	\$8.96	\$8.74	(\$17.71)	\$0.22

(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.

* 2020 YTD results reflect a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital.

* The Adjusted FOR excludes the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS share of net operating losses.



Metro-North Railroad

2020 Annual Ridership Report

- **Total Metro-North annual rail ridership was approximately 27.2 million**, approximately 59.7 million fewer rides than the 86.9 million in 2019.
- **Total annual East of Hudson ridership was approximately 26.6 million**, approximately 58.7 million fewer rides than the 85.2 million in 2019.
 - Annual East of Hudson ridership was 68.8% below 2019 and 52.1% below Forecast
 - Annual Commutation ridership was 73% below 2019
 - Annual Non-Commutation ridership was 63.2% below 2019
- Hudson Line ridership was 68% below 2019 with approximately 11.8 million fewer rides.
- Harlem Line ridership was 67.9% below 2019 with approximately 18.6 million fewer rides.
- New Haven Line ridership was 69.8% below 2019 with approximately 28.1 million fewer rides.
- **West of Hudson annual ridership was approximately 0.6 million** which is 62.8% below 2019 and 1.5 million less than the record set in 2008 of 2.1 million.
- 2019 Connecting Services also decreased significantly:
 - Combined ridership on the three MNR Connecting Services was approximately 147,000 (-74.6% vs. 2019)
 - Ridership decreased by 72.6% on the Hudson Rail Link buses, 79.5% on the Haverstraw-Ossining Ferry and 79.1% on the Newburgh-Beacon Ferry.
- **Long Term Ridership Trends (1990 – 2020)**
 - Commutation ridership to/from Manhattan has decreased by 69%.
 - Non-Commutation ridership to/from Manhattan has decreased by 36%
 - Intermediate ridership has decreased by 4%

All of these ridership-trend percentages are the result of the precipitous COVID declines in 2020

Ben Cornelius

Director

Operations Planning & Analysis

**2020 RIDERSHIP REPORT
METRO NORTH RAILROAD
EXECUTIVE SUMMARY**

Total Metro-North annual rail ridership was 27.2 million, dropping 68.8% from 2019 levels. The precipitous decline in 2020 because of the COVID-19 pandemic erased 29 years of ridership growth. Overall ridership was approximately 52.8% of ridership in 1990. The full impact of stay-at-home measures and closures because of COVID-19 began to be seen in April, as March opened with full offices and normal ridership and ended with empty buildings and trains. Although intermediate ridership was only 4% lower than in 1990, commutation ridership to/from Manhattan was 69% lower than 1990, and stood approximately one third lower than at Metro-North's inaugural in 1983.

2020 Ridership Summary

- MNR carried approximately 27.3 million customers, including Connecting Services.
- Annual East of Hudson ridership was approximately 26.6 million. East of Hudson Ridership decreased 68.8% compared to 2019.
- West of Hudson ridership decreased 62.8% during 2020 compared to 2019.
- Ridership on the Hudson Rail Link and the Haverstraw-Ossining and Newburgh-Beacon ferries was 146,878 (-74.6% vs. 2019). Both ferry services were suspended beginning in late Spring 2020 because of extremely low ridership.

ANNUAL RIDERSHIP 2020 VS 2019 (in millions)

	Annual Ridership 2020	Annual Ridership 2019	% Change vs. 2019
Total Rail Ridership	27.18	86.86	-68.7%▼
<i>East of Hudson</i>	26.58	85.24	-68.8%▼
Harlem Line	8.81	27.46	-67.9%▼
Hudson Line	5.58	17.43	-68.0%▼
New Haven Line	12.19	40.36	-69.8%▼
<i>West of Hudson</i>	0.60	1.62	-62.8%▼
Port Jervis Line	0.37	0.95	-61.0%▼
Pascack Valley Line	0.23	0.67	-65.4%▼
Connecting Services	.15	.58	-74.6%
Hudson Rail Link	.11	.41	-72.6%▼
Haverstraw-Ossining Ferry	.02	.12	-79.5%▼
Newburgh-Beacon Ferry	.01	.06	-79.1%▼
Total MNR System Ridership	27.33	87.44	-68.8%▼

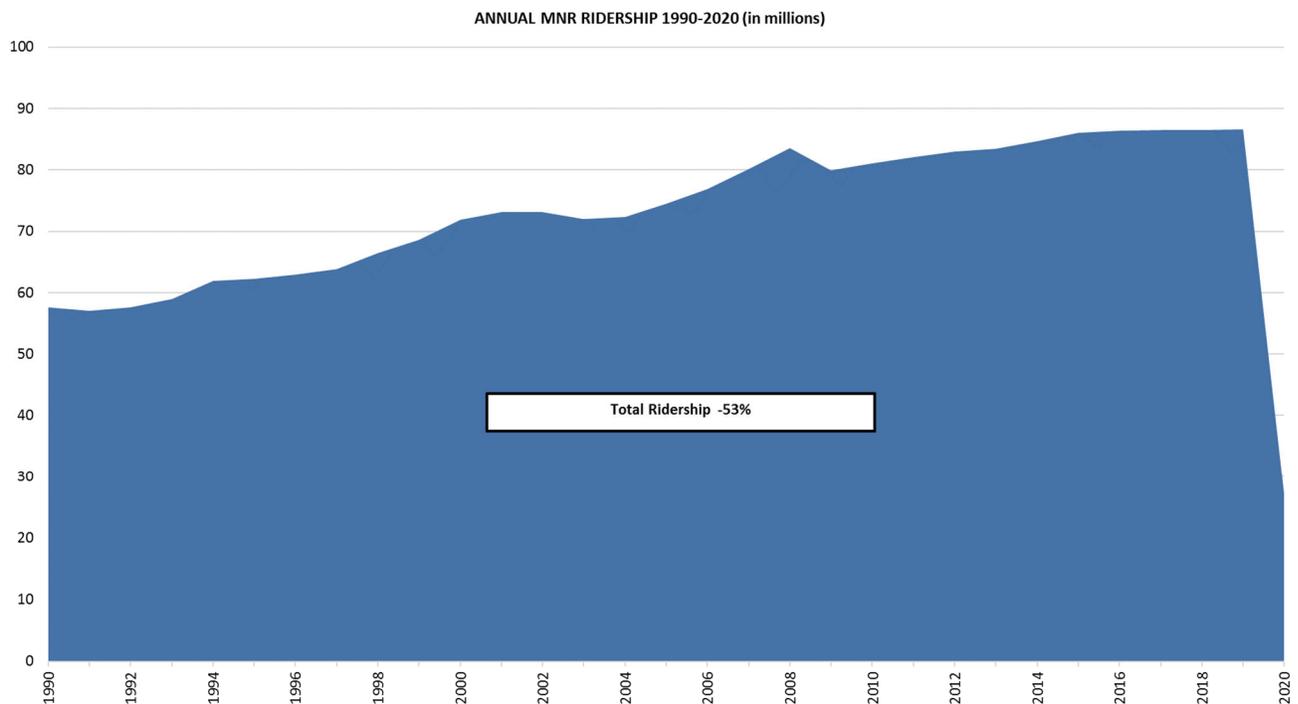
GCT RIDERSHIP (Fall 2020 vs. Fall 2019)

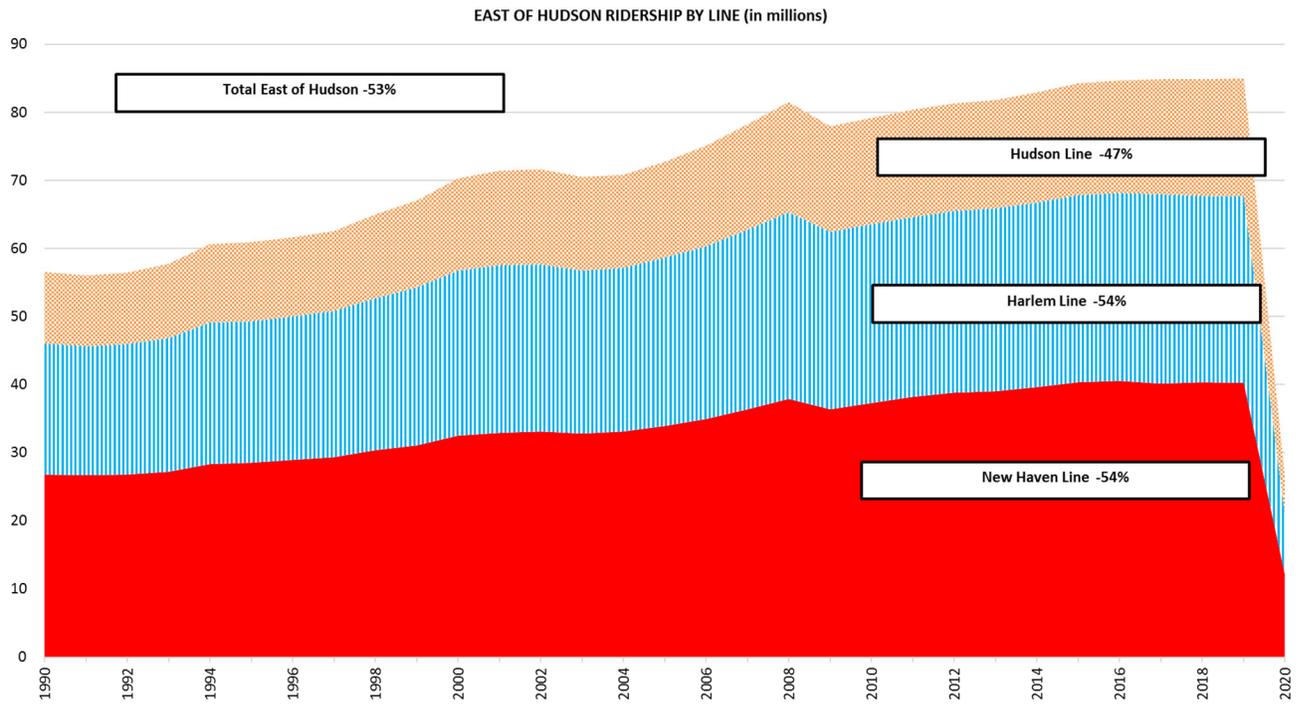
- Total Weekday -83.8% (AM Peak -85.4%, PM Peak -85.8%, AM Reverse Peak -79.4%, and Weekday Off-Peak -79.9%)
- Weekend ridership -75.4% (Saturday -74.3%, Sunday -76.7%)

Long-Term Ridership Trends

Ridership Trends by Line

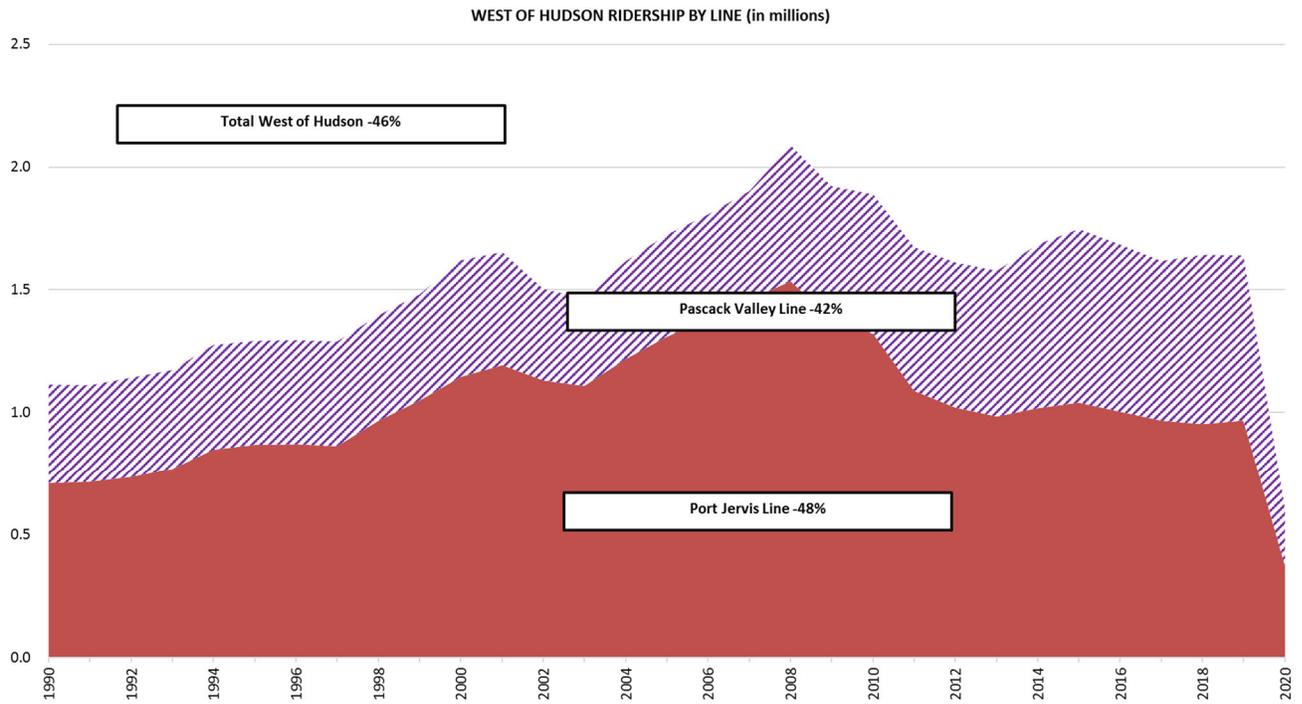
After 29 years of steadily increasing ridership trends, the COVID-19 pandemic erased it all; the total 2020 ridership of 27.2 million in 2020 was 53% lower than in 1990. Looking further back into history, 2020 ridership was approximately two-thirds of the ridership in 1983 when Metro-North began service and had dropped to levels not seen since Grand Central Terminal opened in 1913, more than a century ago.





East of Hudson

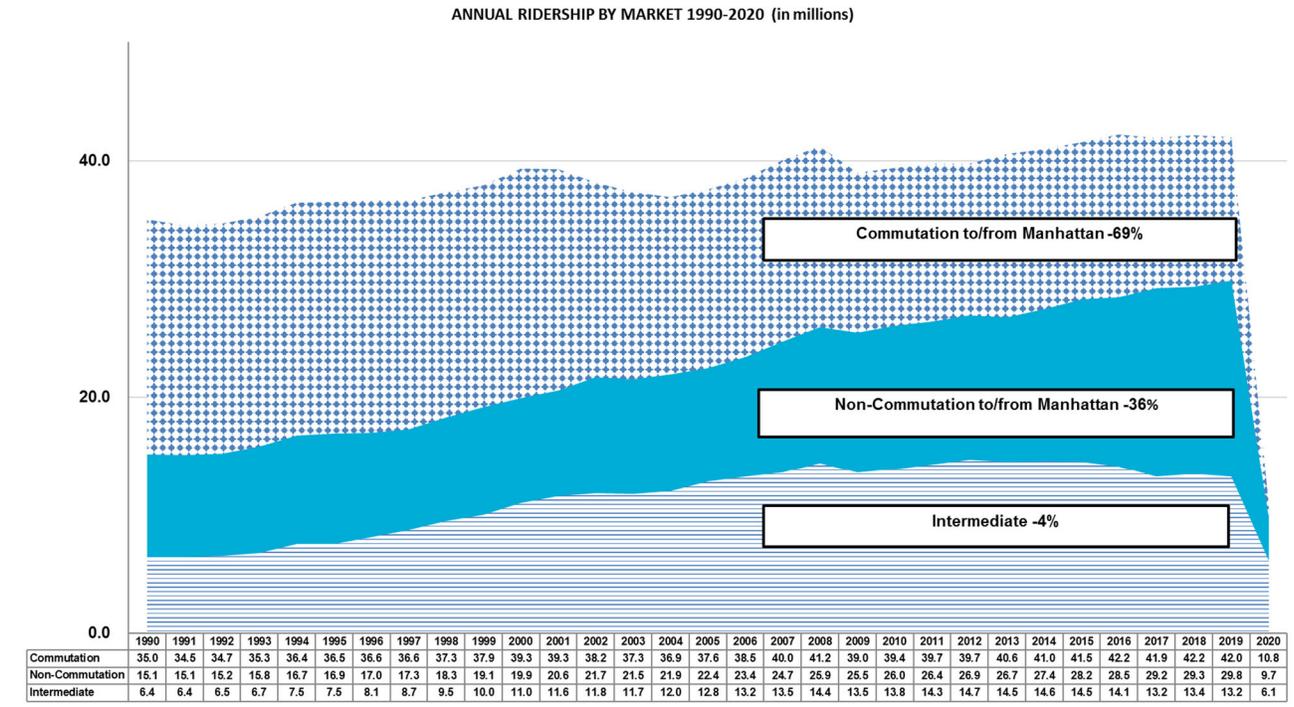
- Total East of Hudson ridership of 27.2 million in 2020 is 53% lower than the 57.0 million carried in 1990, a decrease of almost 30 million annual rides.



West of Hudson

- Total West of Hudson ridership in 2020 was 46% lower than in 1990, with 0.6 million annual rides in 2020, compared to 1.1 million annual rides in 1990. Ridership was 1.49 million less than the record-high year in 2008.
- West of Hudson ridership decreased 63.3% during the past year. Port Jervis Line ridership decreased by 61.3%, while Pascack Valley Line ridership decreased by approximately 61.1%.
- Port Jervis Line ridership was 48% lower in 2020 than in 1990 (from 711,000 annual rides to over 369,000 annual rides) and 76% lower than the record-high year in 2008. Pascack Valley Line ridership was 42.2% lower than in 1990.

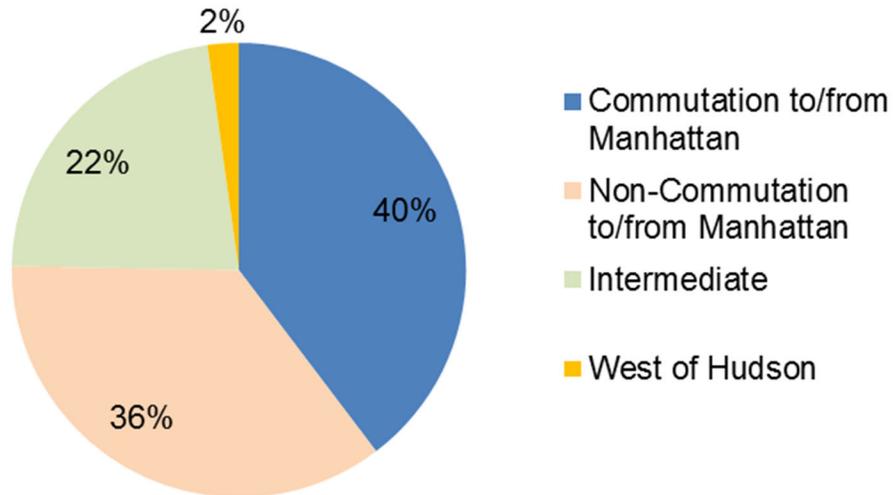
Ridership Trends by Market



Annual Ridership by Market:

- Commutation ridership has decreased by 69% since 1990 because of the effects of COVID-19. Commutation is particularly low in 2020, as the Manhattan commutation has followed the Manhattan office-occupancy rates, which were at approximately 10% at the end of 2020 compared to pre-COVID levels. While historically Metro-North's core market, Commutation has been less than half of MNR's total rail ridership for several years, the result of MNR's robust Non-Commutation and Intermediate ridership. In 2020, Commutation was 40% of MNR's total ridership, compared to 61% in 1989.
- Intermediate ridership is down 4% from 1990. The Intermediate travel market has been MNR's biggest success story, starting at a low level 30 years ago and climbing steadily, the result of increased frequencies to several on-line cities and towns which are employment centers. As a result of the low percentage of Intermediate riders 30 years ago, the percentage decrease compared to 1990 is lower than the Commutation decrease.
- Non-Commutation to/from Manhattan is down 36% from 1990.

2020 Ridership by Market



Market and Ridership Trend Analysis (2020 vs. 2019)¹

Commutation to/from Manhattan

- Commutation ridership to/from Manhattan decreased by 74.0%.

Non-Commutation to/from Manhattan

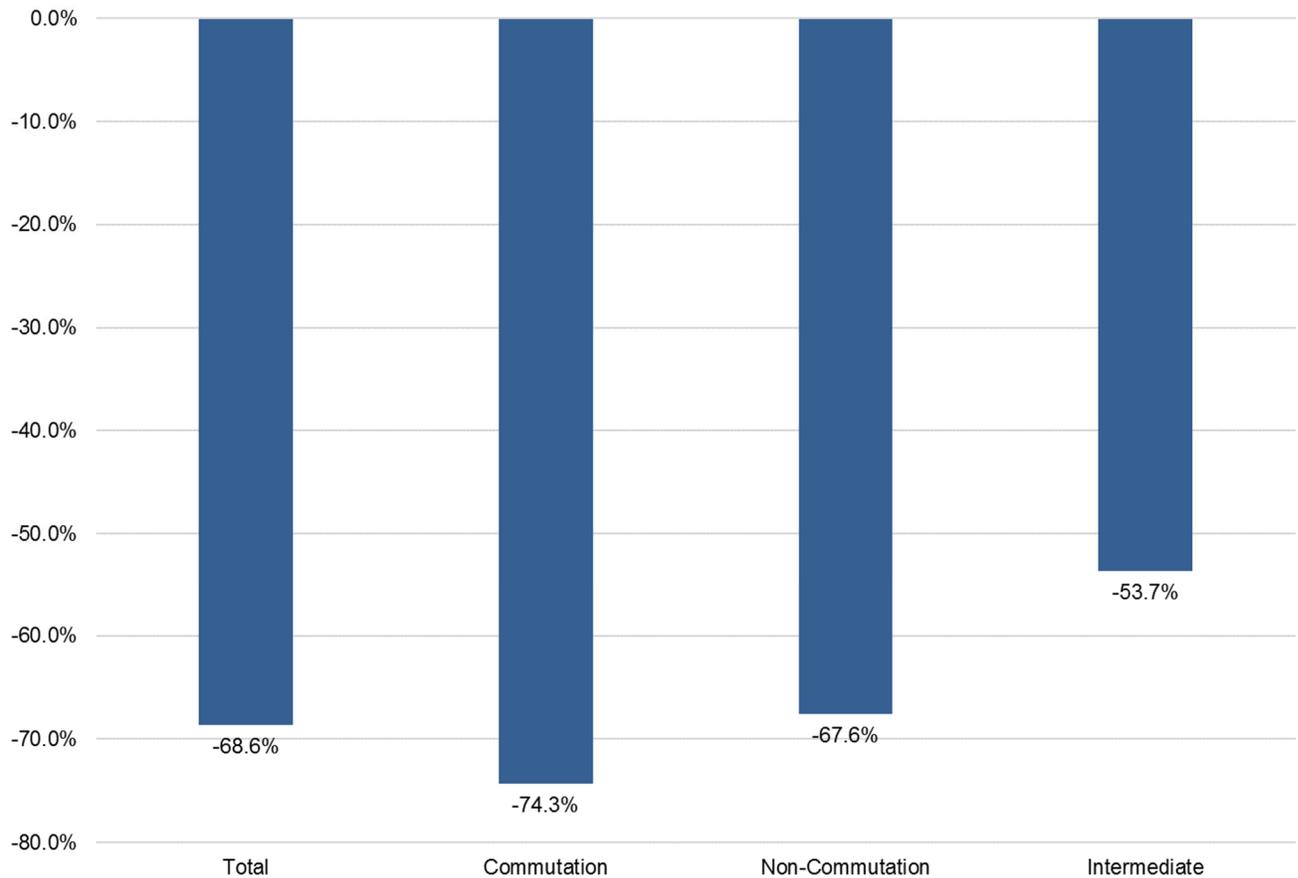
- Non-Commutation ridership to/from Manhattan decreased 67.6%.

Intermediate

- Total Intermediate ridership decreased 53.7%:
 - Intermediate Commutation ridership decreased 62.8%
 - Intermediate Non-Commutation ridership decreased by 46.8%
- Hudson line intermediate ridership decreased 56.3%
- Harlem line intermediate ridership decreased 47.7%
- New Haven line intermediate ridership decreased 56.0%

¹ Data is based on a combination of ticket sales and allocated fall passenger counts

ANNUAL RIDERSHIP GROWTH BY MARKET 2020 VS. 2019



Trends by Line/Segment and Branch

East of Hudson

- Hudson line ridership decreased 67.9%
 - Lower Hudson had the highest decrease at 71%
- Harlem line ridership decreased 67.8%
 - Southeast-Wassaic ridership had the highest decrease at 75%
- New Haven line ridership decreased 69.7%
 - New Canaan Branch had the highest decrease at 75%

West of Hudson

- Port Jervis Line ridership decreased 61.8%.
 - Commutation decreased by 65.6%
 - Non-Commutation decreased by 55.4%
- Pascack Valley Line ridership decreased 65.4%.
 - Commutation decreased by 69.5%
 - Non-Commutation decreased by 61.3%

ANNUAL RIDERSHIP BY LINE/SEGMENT (In Millions)

Line/Segment	Annual Ridership 2020	Annual Ridership 2019	% Change vs. 2019
Hudson Line	5.58	17.43	-68.0%▼
Bronx (Hudson)	0.41	1.36	-70.0%▼
Lower Hudson	2.53	8.74	-71.1%▼
Upper Hudson	1.74	5.26	-67.0%▼
Intermediate	0.90	2.07	-56.3%▼
Harlem Line	8.81	27.46	-67.9%▼
Bronx (Harlem)	0.83	2.13	-61.0%▼
Lower Harlem	4.24	14.90	-71.6%▼
Upper Harlem	1.80	6.48	-72.3%▼
Southeast-Wassaic	0.11	0.43	-75.0%▼
Intermediate	1.84	3.52	-47.7%▼
New Haven Line	12.19	40.36	-69.8%▼
Inner New Haven *	3.30	11.55	-71.4%▼
Outer New Haven *	0.82	3.32	-75.3%▼
New Canaan Branch	4.17	15.83	-73.6%▼
Danbury Branch *	0.34	1.38	-75.0%▼
Waterbury Branch *	0.13	0.50	-74.7%▼
NY Intrastate	0.05	0.12	-59.5%▼
Interstate	1.17	2.24	-47.9%▼
CT Intrastate	0.67	1.33	-50.0%▼
Port Jervis Line	0.37	0.95	-61.0%▼
Pascack Valley Line	0.23	0.67	-65.4%▼

Legend: ▲ increase; ▼ decrease; ● no change * Includes travel to/from Manhattan

2021 Outlook

Metro-North projects slow, continued ridership growth in 2021.

Appendix

Additional ridership statistics are provided in an online appendix. Listed as an exhibit within the April 2021 Metro-North and LIRR Committee materials, the appendix is available at:

<http://web.mta.info/mta/news/books/>



Long Island Rail Road

INFORMATION

ITEMS

**MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
SUMMARY**

The MTA Long Island Rail Road's financial performance in comparison to the 2020 Final Estimate was favorable and due to actual 2020 non-reimbursable expenses before non-cash liabilities of \$1,480.3 million were \$78.1 million lower than the Final Estimate, and Operating Revenues of \$814.5 million were \$4.4 million lower than the Final Estimate.

The LIRR's Net Cash Deficit of (\$586.3) million was \$135.7 million lower than the Final Estimate primarily due to lower labor expenses due to vacancies, the deferral of the employer portion of payroll taxes due to the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the timing of wage rate increases, the timing of payments for professional and maintenance services, and lower electric expenditures, partially offset by the timing of capital and other reimbursements, Health & Welfare and Insurance payments, higher material expenditures and lower farebox revenue. Excluding timing-related items, the LIRR cash position was \$10.3 million favorable.

Total Non-Reimbursable Revenues were \$4.4 million lower than the Final Estimate as a result of Farebox Revenue which was \$5.9 million lower than projected due to lower than expected ridership. This was partially offset by higher Other Operating Revenue, which was \$1.5 million favorable due to higher rental revenue, partially offset by lower advertising. Overall, ridership was 66.7% lower than in 2019, which was directly attributable to the COVID-19 pandemic, and lower than the Final Estimate by 0.4 million or 1.4%. In 2020, LIRR ridership totaled 30.3 million.

Total Non-Reimbursable Expenses Before Depreciation and GASB Adjustments were \$78.1 million lower than the Final Estimate. Labor expenses of \$1,131.1 million were \$64.2 million lower than the Final Estimate primarily due to the existence of vacant positions and associated fringe costs, lower maintenance and scheduled/unscheduled service overtime, lower Other Post Employment Benefits (OPEB) Current payments, and higher Reimbursable Overhead due to increased capital project activity. This was partially offset by higher Federal Employers Liability Act (FELA) indemnity reserves and higher pension expense.

Non-labor expenses of \$349.3 million were \$13.9 million lower than the Final Estimate due to lower Professional Services, Electric Power, and Fuel expenses, partially offset by higher bad debt reserves.

Depreciation, GASB 75 (OPEB) Expense Adjustments, GASB 68 Pension Adjustment, and Environmental Remediation of \$511.2 million were \$14.2 million below the Final Estimate, primarily due to the latest actuarial estimates for GASB 75 OPEB Expense Adjustments based on the latest actuarial estimates.

Total Reimbursable revenues and expenses were \$21.6 million higher than the Final Estimate, primarily resulting from increased capital project activity.

Cash Deficit of (\$586.3) million was \$135.7 million lower than the Final Estimate, which consisted of a real favorable variance of \$10.3 million and a timing variance of \$125.4 million. Cash Receipts of \$1,240.2 million were lower than the Final Estimate by \$24.4 million, comprised of \$(22.4) million in real variances and (\$2.0) million in timing variances. The real variance was primarily due to unfavorable capital reimbursements resulting from lower project activity and lower Farebox Revenue. The timing variance is attributed to receipts for Capital and Other Reimbursements, partially offset by advance ticket sale receipts.

Cash expenditures of \$1,826.4 million were \$160.1 million lower than the Final Estimate, comprised of \$32.7 million in real favorable variances and \$127.4 million in favorable timing variances. Favorable real variances are primarily attributed to lower Payroll and associated Fringe costs due to vacant positions, Overtime, and lower OPEB current and Electric and Fuel payments, partially offset by higher Material and Maintenance and Other Operating Contracts costs. The timing variance is primarily attributed to lower Railroad Retirement Tax which reflects the deferral of the employer portion of the payroll taxes due to the CARES Act and unsettled contractual wages, partially offset by New York State Health Insurance Program (NYSHIP) Health and Welfare and OPEB Current Payments and liability insurance payments.

Heading into 2021, the LIRR will continue to monitor its operations and cost structure to operate as cost-efficiently as possible. The LIRR is starting to see benefits from Forward, tackling long-standing infrastructure improvements and our commitment towards maximizing financial resources at all times including 2020 when the financial picture was even more challenged.

**MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2020 Final Estimate vs. Actual

Non-Reimbursable

Revenue:

- **Farebox Revenue** was \$5.9 million below the Final Estimate due to lower ridership and lower yield per passenger. Ridership of 30.3 million was 1.4% below the Final Estimate.
- **Other Operating Revenue** was \$1.5 million or 0.3% higher than Final Estimate, primarily due to higher rental revenue, partially offset by lower advertising revenue.

Expenses:

- **Payroll** was \$35.3 million or 6.0% below the Final Estimate primarily due to the existence of vacant positions as a result of the MTA hiring freeze and higher attrition and lower vacation pay accruals.
- **Overtime** was \$9.1 million or 6.9% below the Final Estimate primarily in the areas of right of way maintenance, scheduled/unscheduled service due to management oversight to implement a reduced service plan that delivered sufficient essential service while responding to the effects of COVID, and COVID-19 cleaning costs. Lower overall overtime spending throughout the year, particularly in the final quarter, reflected strengthened management oversight to better plan and accomplish critical work using continuous track outages where possible; improved project management to allow for more efficient use of staff; increased focus on State of Good Repair (SOGR) work; and the application of the principles of LIRR Forward.
- **Health & Welfare** was \$6.3 million or 5.3% below the Final Estimate due to vacant positions.
- **OPEB Current Payment** was \$5.2 million or 7.7% below the Final Estimate due to fewer retirees/beneficiaries than estimated.
- **Pension** was \$5.8 million or 3.3% above the Final Estimate due to the latest actuarial projection, an additional COVID-19 death benefit, and the estimated percentage of pension allocated to reimbursable was over-estimated.
- **Other Fringe Benefits** were \$3.6 million or 2.5% above Final Estimate due to higher FELA indemnity reserves, partially offset by lower Railroad Retirement taxes.
- **Reimbursable Overhead** was \$17.5 million or 51.5% above Final Estimate, primarily due to higher project activity.
- **Electric Power** was \$2.9 million or 3.6% below the Final Estimate primarily due to lower consumption, partially offset by higher rates.
- **Fuel** was \$1.9 million or 11.7% below the Final Estimate primarily due to lower rates and consumption.

- **Insurance** was \$0.8 million or 3.6% below Final Estimate due to lower liability insurance.
- **Claims** were \$0.7 million or 16.1% above Final Estimate primarily due to an increase in reserves based on the latest actuarial estimate.
- **Maintenance and Other Operating Contracts** were \$0.1 million or 0.1% above Final Estimate, primarily due to the timing of Engineering right of way conduit cable installation, security system, vegetation management, and non-revenue vehicle maintenance, partially offset by lower real estate rental costs and waste maintenance.
- **Professional Service Contracts** were \$14.7 million or 31.7% below the Final Estimate, primarily due to the timing of MTA Chargebacks and lower write-offs of various projects that are no longer capital eligible, and lower Fiber Optic Network contract costs, partially offset by the timing of 2019 4th Quarter Biometric expenses.
- **Materials & Supplies** were \$2.1 million or 1.9% above Final Estimate due to higher miscellaneous inventory adjustments and higher Reliability Centered Maintenance (RCM), partially offset by lower M-7 and diesel fleet modifications and revenue fleet repairs as a result of the current reduced service plan due to COVID-19, lower right of way material costs and COVID-19 cleaning supplies.
- **Other Business Expenses** were \$3.5 million or 28.8% above Final Estimate primarily due to higher bad debt reserves, partially offset by lower office, print and stationery supplies, travel meetings and conventions, and higher restitution of property damage.
- **Depreciation** was \$0.1 million above Final Estimate due to a year-end review of capital assets.
- **GASB 75 OPEB Expense Adjustment** was \$23.6 million below the Final Estimate based on the latest actuarial estimate.
- **GASB 68 Pension Adjustment** was \$4.9 million below the Final Estimate based on the latest actuarial estimate.
- **Environmental Remediation** was \$4.5 million below the Final Estimate based on the latest actuarial estimate.

Reimbursable:

Total Capital and Other Reimbursements were higher than the Final Estimate by \$21.6 million or 5.0%, primarily due to LIRR supporting increased 3rd Track Expansion project activities, partially offset by lower E Yard Extension and East Side Access (ESA) expenses.

2020 Adopted Budget vs. Actual

The MTA Long Island Rail Road's financial performance compared to the adjusted 2020 Adopted Budget was favorable. Actual non-reimbursable 2020 expenses before non-cash liabilities of \$1,480.3 million were \$283.4 million or 16.1% lower than the Adopted Budget. Total revenues were \$814.5 million, which were \$3.0 million or 0.4% below the budget. CARES Act receipts of \$508.0 million partially offset lower Farebox revenue of \$508.9 million. The operating cash deficit of \$586.3 million was \$373.4 million or 38.9% favorable to budget.

Non-Reimbursable

Revenue:

- **Farebox Revenue** was \$508.9 million or 65.1% lower than budget. Ridership of 30.3 million was 67.0% below the budget due to the COVID-19 pandemic. Lower ridership resulted in a decrease of \$523.3 million, partially offset by higher yield per passenger of \$14.5 million.
- **Other Operating Revenue** was \$505.9 million higher than budget due to the receipt of CARES Act funds of \$508.0, and higher rent and miscellaneous revenue, partially offset by lower advertising revenue.

Expenses:

- **Payroll** was \$76.2 million or 12.0% below budget primarily due to vacant positions existing throughout the year as a result of the MTA hiring freeze and higher attrition, partially offset by higher vacation buyout payments.
- **Overtime** was \$19.9 million or 13.8% below budget primarily due to lower programmatic fleet maintenance and scheduled/unscheduled service due to reduced service as a result of COVID-19, lower right of way maintenance and lower weather-related overtime, partially offset by unplanned COVID-19 related cleaning costs. The lower overall overtime spending was also a result of strengthened management oversight during unplanned events in addition to better planning and execution of critical work using continuous track outages where possible; improved project management to allow for more efficient use of staff; increased focus on SOGR work; and the application of the principles of LIRR Forward.
- **Health & Welfare** was \$19.7 million or 14.8% below budget, primarily due to vacant positions.
- **OPEB Current Payment** was \$12.4 million or 16.6% below budget due to fewer retirees/beneficiaries than budgeted.
- **Pension** was \$37.0 million or 26.1% above budget based on the most recent actuarial report, COVID-19 death benefit payments, and the estimated percentage of pension allocated to reimbursable was over-estimated.
- **Other Fringe Benefits** were \$9.8 million or 6.2% below budget due to lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
- **Reimbursable Overhead** was \$41.5 million above the budget, primarily due to higher project activity.
- **Electric Power** was \$18.3 million or 19.0% below budget due to lower consumption as a result of the COVID-19 essential service plan and lower rates.
- **Fuel** was \$5.8 million or 28.6% below budget due to lower rates and lower consumption as a result of the COVID-19 essential service plan.
- **Insurance** was \$1.8 million or 7.8% below budget due to lower liability and property insurance.
- **Claims** were \$0.7 million or 16.1% above budget due to an increase in reserves based on the latest actuarial estimate.

- **Maintenance and Other Operating Contracts** were \$18.7 million or 21.1% below budget due to lower joint facility expenses, engineering maintenance expenses/activities, elevator/escalator maintenance, real estate rental expenses, security system maintenance, and other maintenance services, partially offset by higher hazardous waste clean-up and HVAC maintenance.
- **Professional Service Contracts** were \$16.0 million or 33.5% below budget primarily due to the timing of M-3 decommissioning, Fiber Optic Network maintenance contracts, MTA Chargebacks, and various other professional services and lower write-offs of various projects that are no longer capital eligible, partially offset by higher legal fees and the timing of 2019 4th Quarter Biometric expenses.
- **Materials & Supplies** were \$75.0 million or 40.0% below budget primarily due to lower M-7 and diesel fleet modifications, M-9 periodic inspections, and Reliability Centered Maintenance (RCM) due to the reduced service plan as a result of COVID-19, and right-of-way material, partially offset by higher miscellaneous inventory adjustments.
- **Other Business Expense** was \$6.0 million or 27.5% below budget due to lower debit/credit card fees, office supplies, office renovation costs, travel meetings and conventions, and higher restitution of property damages, partially offset by higher bad debt reserves.
- **Depreciation** was \$17.0 million or 4.3% above budget due to certain assets being fully depreciated.
- **GASB 75 OPEB Expense Adjustment** was \$23.6 million or 45.2% above budget based on the latest actuarial estimate.
- **GASB 68 Pension Expense Adjustment** was \$30.1 million above budget based on the latest actuarial estimate.
- **Environmental Remediation** was \$4.5 million below budget based on the latest actuarial estimate.

Reimbursable:

Total Capital and Other Reimbursements were higher than budget by \$69.0 million or 17.9%, primarily due to increased 3rd Track Expansion and Concrete Tie program activities to take advantage of lower ridership during the pandemic. This was partially offset by the timing of Operating Funded Capital expenditures primarily for Fire Alarm Detection System Installation, Over-height Vehicle Detection System, Vehicle Replacement, Pedestrian Overpass at Central Islip and Deer Park and purchase of a new Wreck Crane.

MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
NON-REIMBURSABLE							
Revenue							
Farebox Revenue	\$781.384	\$278.435	\$272.533	(\$508.851)	(65.1)	(\$5.903)	(2.1)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	36.076	540.409	541.947	505.871	*	1.538	0.3
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$817.460	\$818.844	\$814.480	(\$2.980)	(0.4)	(\$4.364)	(0.5)
Expenses							
Labor:							
Payroll	\$632.101	\$591.266	\$555.938	\$76.164	12.0	\$35.329	6.0
Overtime	143.670	132.906	123.800	19.869	13.8	9.105	6.9
Health and Welfare	133.825	120.408	114.076	19.749	14.8	6.333	5.3
OPEB Current Payment	74.468	67.277	62.088	12.380	16.6	5.189	7.7
Pensions	141.703	172.901	178.655	(36.952)	(26.1)	(5.754)	(3.3)
Other Fringe Benefits	157.873	144.535	148.096	9.777	6.2	(3.561)	(2.5)
Reimbursable Overhead	(10.054)	(34.052)	(51.599)	41.545	*	17.547	51.5
Total Labor Expenses	\$1,273.587	\$1,195.242	\$1,131.053	\$142.533	11.2	\$64.189	5.4
Non-Labor:							
Electric Power	\$95.970	\$80.592	\$77.691	\$18.278	19.0	\$2.900	3.6
Fuel	20.380	16.488	14.555	5.825	28.6	1.933	11.7
Insurance	23.088	22.075	21.289	1.799	7.8	0.786	3.6
Claims	4.546	4.546	5.276	(0.730)	(16.1)	(0.730)	(16.1)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	88.997	70.192	70.262	18.734	21.1	(0.071)	(0.1)
Professional Service Contracts	47.610	46.362	31.643	15.967	33.5	14.719	31.7
Materials & Supplies	187.782	110.614	112.745	75.037	40.0	(2.131)	(1.9)
Other Business Expenses	21.787	12.267	15.796	5.991	27.5	(3.528)	(28.8)
Total Non-Labor Expenses	\$490.159	\$363.136	\$349.257	\$140.902	28.7	\$13.879	3.8
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1,763.745	\$1,558.378	\$1,480.310	\$283.435	16.1	\$78.067	5.0
Depreciation	\$397.510	\$414.397	\$414.524	(\$17.014)	(4.3)	(\$0.127)	0.0
GASB 75 OPEB Expense Adjustment	52.144	52.144	\$75.696	(23.551)	(45.2)	(23.551)	(45.2)
GASB 68 Pension Expense Adjustment	(6.600)	28.400	23.475	(30.075)	*	4.925	17.3
Environmental Remediation	2.000	2.000	(2.508)	4.508	*	4.508	*
Total Expenses	\$2,208.799	\$2,055.319	\$1,991.496	\$217.303	9.8	\$63.823	3.1
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$1,391.339)	(\$1,236.475)	(\$1,177.017)	\$214.323	15.4	\$59.459	4.8
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$397.510	\$414.397	\$414.524	\$17.014	4.3	\$0.127	0.0
Operating/Capital	(23.600)	(7.839)	(8.195)	15.406	65.3	(0.355)	(4.5)
Other Cash Adjustments	57.733	107.915	184.398	126.665	*	76.482	70.9
Total Cash Conversion Adjustments	\$431.642	\$514.473	\$590.727	\$159.084	36.9	\$76.254	14.8
Net Cash Surplus/(Deficit)	(\$959.697)	(\$722.002)	(\$586.290)	\$373.407	38.9	\$135.712	18.8

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

REIMBURSABLE	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	386.456	433.906	455.476	69.019	17.9	21.570	5.0
Total Revenue	\$386.456	\$433.906	\$455.476	\$69.019	17.9	\$21.570	5.0
Expenses							
Labor:							
Payroll	\$138.978	\$139.897	\$140.035	(\$1.057)	(0.8)	(\$0.138)	0.0
Overtime	51.012	62.728	64.621	(13.609)	(26.7)	(1.893)	(3.0)
Health and Welfare	28.320	31.684	33.440	(5.121)	(18.1)	(1.757)	(5.5)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	46.012	41.599	37.495	8.517	18.5	4.104	9.9
Other Fringe Benefits	28.959	33.269	35.572	(6.613)	(22.8)	(2.303)	(6.9)
Reimbursable Overhead	10.054	34.052	51.599	(41.545)	*	(17.547)	(51.5)
Total Labor Expenses	\$303.334	\$343.228	\$362.762	(\$59.428)	(19.6)	(\$19.534)	(5.7)
Non-Labor:							
Electric Power	\$0.268	\$0.264	\$0.284	(\$0.016)	(6.1)	(\$0.020)	(7.6)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	9.975	7.705	6.859	3.117	31.2	0.847	11.0
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	16.679	18.793	22.240	(5.561)	(33.3)	(3.447)	(18.3)
Professional Service Contracts	1.044	2.500	6.181	(5.137)	*	(3.681)	*
Materials & Supplies	54.763	60.658	56.253	(1.490)	(2.7)	4.406	7.3
Other Business Expenses	0.393	0.756	0.897	(0.504)	*	(0.140)	(18.6)
Total Non-Labor Expenses	\$83.122	\$90.678	\$92.714	(\$9.592)	(11.5)	(\$2.036)	(2.2)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$386.456	\$433.906	\$455.476	(\$69.019)	(17.9)	(\$21.570)	(5.0)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$386.456	\$433.906	\$455.476	(\$69.019)	(17.9)	(\$21.570)	(5.0)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$0.000)	\$0.000	\$0.000	\$0.000	100.0	(\$0.000)	(100.0)
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	(\$0.000)	\$0.000	\$0.000	\$0.000	100.0	(\$0.000)	(100.0)

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$781.384	\$278.435	\$272.533	(\$508.851)	(65.1)	(\$5.903)	(2.1)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	36.076	540.409	541.947	505.871	*	1.538	0.3
Capital and Other Reimbursements	386.456	433.906	455.476	69.019	17.9	21.570	5.0
Total Revenue	\$1,203.916	\$1,252.750	\$1,269.956	\$66.039	5.5	\$17.206	1.4
Expenses							
Labor:							
Payroll	\$771.079	\$731.163	\$695.973	\$75.107	9.7	\$35.190	4.8
Overtime	194.681	195.634	188.421	6.260	3.2	7.213	3.7
Health and Welfare	162.145	152.092	147.516	14.629	9.0	4.576	3.0
OPEB Current Payment	74.468	67.277	62.088	12.380	16.6	5.189	7.7
Pensions	187.715	214.500	216.150	(28.435)	(15.1)	(1.650)	(0.8)
Other Fringe Benefits	186.833	177.804	183.668	3.164	1.7	(5.864)	(3.3)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,576.921	\$1,538.471	\$1,493.816	\$83.106	5.3	\$44.655	2.9
Non-Labor:							
Electric Power	\$96.238	\$80.856	\$77.976	\$18.262	19.0	\$2.880	3.6
Fuel	20.380	16.488	14.555	5.825	28.6	1.933	11.7
Insurance	33.063	29.781	28.148	4.916	14.9	1.633	5.5
Claims	4.546	4.546	5.276	(0.730)	(16.1)	(0.730)	(16.1)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	105.675	88.985	92.502	13.173	12.5	(3.517)	(4.0)
Professional Service Contracts	48.654	48.862	37.824	10.830	22.3	11.038	22.6
Materials & Supplies	242.545	171.272	168.997	73.547	30.3	2.275	1.3
Other Business Expenses	22.179	13.024	16.693	5.487	24.7	(3.669)	(28.2)
Total Non-Labor Expenses	\$573.280	\$453.813	\$441.971	\$131.310	22.9	\$11.843	2.6
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$2,150.202	\$1,992.284	\$1,935.786	\$214.415	10.0	\$56.498	2.8
Depreciation	\$397.510	\$414.397	\$414.524	(\$17.014)	(4.3)	(\$0.127)	0.0
GASB 75 OPEB Expense Adjustment	52.144	52.144	75.696	(23.551)	(45.2)	(23.551)	(45.2)
GASB 68 Pension Expense Adjustment	(6.600)	28.400	23.475	(30.075)	*	4.925	17.3
Environmental Remediation	2.000	2.000	(2.508)	4.508	*	4.508	*
Total Expenses	\$2,595.256	\$2,489.225	\$2,446.972	\$148.283	5.7	\$42.253	1.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,391.339)	(\$1,236.475)	(\$1,177.017)	\$214.323	15.4	\$59.459	4.8
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$397.510	\$414.397	\$414.524	\$17.014	4.3	\$0.127	0.0
Operating/Capital	(23.600)	(7.839)	(8.195)	15.406	65.3	(0.355)	(4.5)
Other Cash Adjustments	57.733	107.915	184.398	126.665	*	76.482	70.9
Total Cash Conversion Adjustments	\$431.642	\$514.473	\$590.727	\$159.084	36.9	\$76.254	14.8
Net Cash Surplus/(Deficit)	(\$959.697)	(\$722.002)	(\$586.290)	\$373.407	38.9	\$135.712	18.8

Totals may not add due to rounding
Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

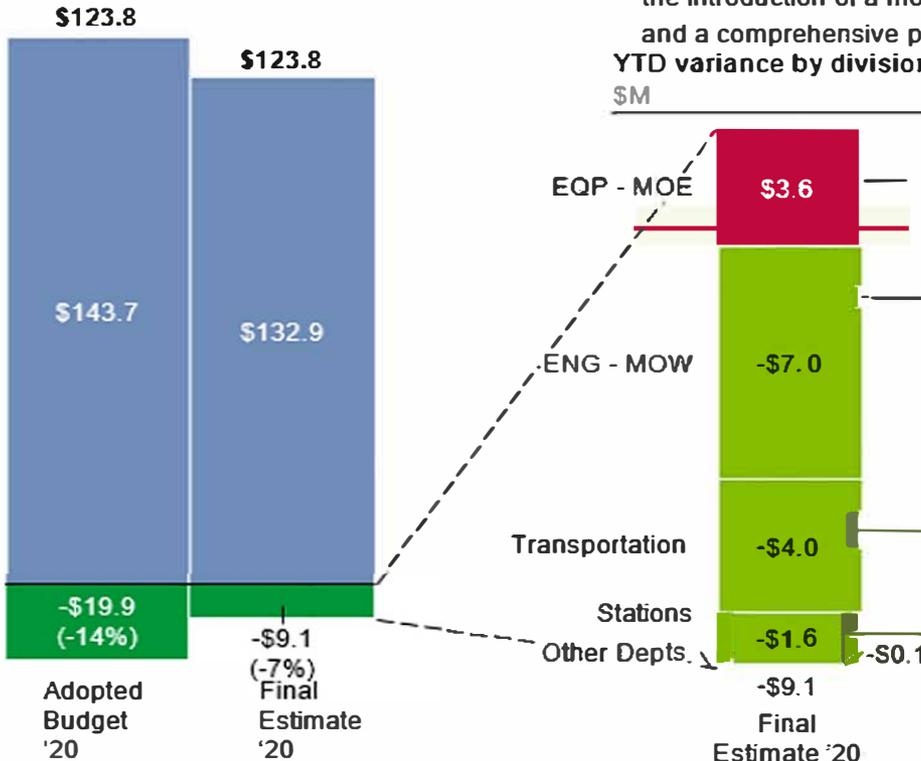
LIRR – Non-Reimbursable Overtime Variance

Year-End Adopted Budget & Final Estimate vs. variance

\$M

- Favorable
- Unfavorable
- Budget/Estimate

Adopted Budget: \$143.7M
Final Estimate: \$132.9M



Overview

- The 2020 Adopted Budget was favorable by -\$20M or -14%, mainly driven by lower maintenance. Partially offset by unscheduled maintenance related to COVID-19 cleaning.
- The 2020 Final Estimate was favorable by -9M or -7% below the estimate primarily due to lower maintenance, scheduled/unscheduled service and COVID-19 cleaning costs.
- The lower overall overtime spending is a result management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort.

YTD variance by division

\$M

Overrun of \$3.6M driven by \$2.4M vacancy/absentee, \$1.1M higher maintenance efforts due to M7 (toilet seat and floor repairs).

Underrun of -\$7.0M driven by -\$8.5M lower maintenance (LIRR Forward impacts and tightened management procedures), -\$0.2M weather offset by \$1.0M accrual timing/wage differences, \$0.6M vacancy/absentee coverage due to FRA-mandated signal coverage staff requirements

Underrun of -\$4.0M driven by -\$2.2M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the COVID19 essential service plan, -\$1.2M unscheduled service savings impacted by COVID19 service reductions and improved service reliability, -\$1.3M scheduled service (less Train & Engine hours) offset by \$0.6M accrual/wage differences.

Underrun of -\$1.6M driven by -\$1.3M as a result of effective cost management of COVID19 cleaning efforts, -\$0.3M vacancy/absentee coverage related to COVID19, -\$0.1M schedule service and -\$0.1M weather offset by \$0.3M accrual/wage differences.

Source: Adopted (restated) budget. GL actuals for actual overtime spending.

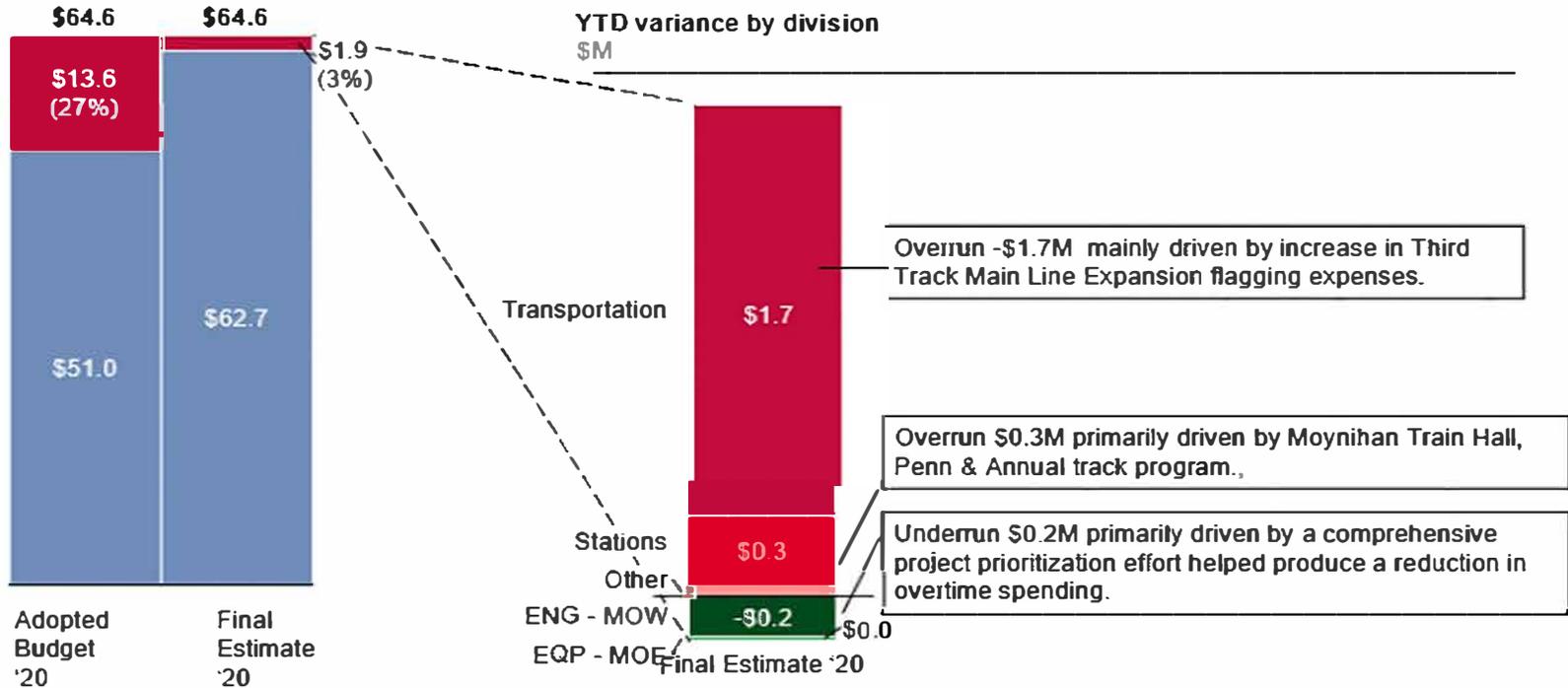
LIRR – Reimbursable Overtime Variance

Year-End Adopted Budget & Final Estimate vs. variance
\$M



Overview

- The 2020 Adopted Budget and Final Estimate were unfavorable by \$13.6M and \$1.9M, respectively, mainly due but not limited to 3rd Track Main Line Expansion Project Jamaica Capacity Improvements, Concrete Ties, Moynihan Train Hall and Transportation flagging requirements for 3rd Track Main Line Expansion, Jamaica Capacity Improvements and PTC projects.



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

LIRR– Total Overtime Variance

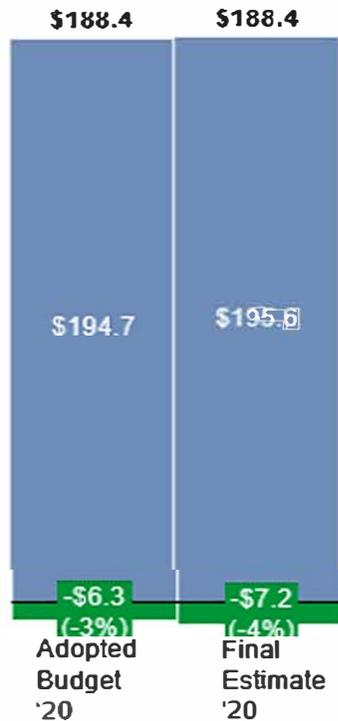
Year-End Adopted Budget & Final Estimate vs. variance
\$M

- Favorable
- Unfavorable
- Budget/Final Estimate

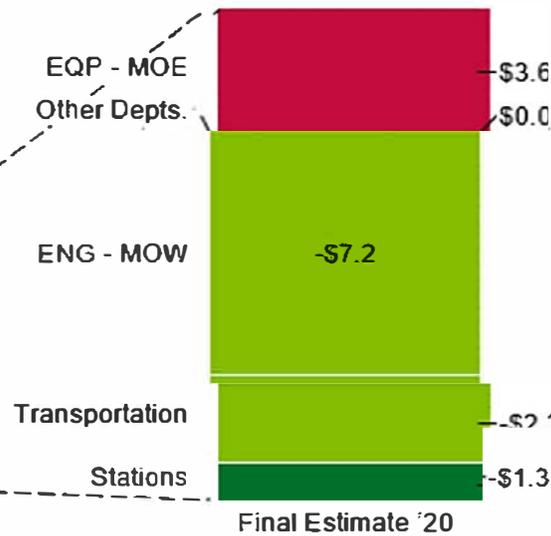
Annual budget: \$194.7M
Final Estimate: \$195.6M

Overview

- The 2020 Adopted Budget was favorable by $-\$6.3\text{M}$ or -3% , and the 2020 Final Estimate was favorable by $-\$7.2\text{M}$ or -4% .
- The lower overall overtime spending is a result of the implementation of the LIRR Forward plan which focuses on improving train service and infrastructure repair asset maintenance as well as management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort.



YTD variance by division \$M



Source: Adopted (restated) Budget. GL actuals for actual overtime spending.

**MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

2020 Final Estimate vs. Actual

The favorable total cash deficit variance of \$135.7 million, is the net of a real favorable variance of \$10.3 million and a favorable timing variance of \$125.4 million. The timing variance is primarily attributed to lower Railroad Retirement Tax which reflects the deferral of the employer portion of the payroll taxes due to the CARES Act and unsettled contractual wages, partially offset by early NYSHIP and liability insurance payments. The real variance is driven by Payroll-related costs from vacant positions and associated Fringe costs, Overtime, and Fuel and Electric Power savings. These favorable variances are partially offset by lower Farebox Revenue and Capital and Other Reimbursements.

Receipts

- **Farebox Revenue** was \$2.7 million or 1.0% below the Final Estimate as a result of lower ridership, yield per passenger, and MetroCard/AirTrain sales, partially offset by higher advance sales.
- **Other Operating Revenue** was \$0.4 million above the Final Estimate.
- **Capital and Other Reimbursements** were \$22.1 million or 4.9% below the Final Estimate primarily due to the timing of capital activity and other reimbursements.

Expenditures

- **Payroll** was \$47.5 million or 6.5% below the Final Estimate due to the existence of vacant positions, lower rates due to unsettled contractual wages and lower retiree sick/vacation payments, partially offset by the timing of interagency reimbursements.
- **Overtime** was \$16.4 million or 8.3% below the Final Estimate due to lower rates as a result of unsettled contractual wages, lower maintenance, and scheduled/unscheduled service, partially offset by higher capital project activity.
- **Health and Welfare** was \$6.4 million or 4.6% higher than the Final Estimate due to the timing of NYSHIP payments, partially offset by the impact of vacant positions and interagency reimbursements.
- **OPEB Current Payment** was \$0.8 million or 1.3% lower than the Final Estimate due to fewer retirees/beneficiaries, partially offset by the timing of NYSHIP payments.
- **Pension** was \$0.4 million or 0.2% lower than the Final Estimate due to interagency reimbursements, partially offset by higher contributions based on the latest actuarial information.
- **Other Fringe Benefits** were \$98.9 million or 54.4% lower than the Final Estimate due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES Act and the timing of wage rate increases, FELA payments and interagency reimbursements, partially offset by higher meal payments.

- **Electric Power** was \$2.2 million or 2.6% lower than the Final Estimate primarily due to lower consumption, partially offset by higher rates.
- **Fuel** was \$1.8 million or 10.3% lower than the Final Estimate, primarily due to lower rates and consumption.
- **Insurance** was \$5.3 million or 20.8% higher than the Final Estimate primarily due to the timing of payments.
- **Claims** were \$1.1 million or 61.7% higher due to higher payments.
- **Maintenance and Other Operating Contracts** were \$4.3 million or 4.7% lower than the Final Estimate primarily due to the timing of joint facility and other maintenance payments, partially offset by higher payments for lease & rentals.
- **Professional Service Contracts** were \$5.1 million or 12.5% lower than the Final Estimate primarily due to the timing of MTA chargebacks, homeless outreach, and other professional service payments.
- **Materials and Supplies** were \$6.3 million or 3.4% higher than the Final Estimate due to increased purchase of items supporting program and production plans.
- **Other Business Expenses** were \$1.6 million or 10.2% lower than Final Estimate primarily due to lower payments for office supplies, and travel-related expenses, partially offset by higher debit/credit card fees.
- **Other Expense Adjustments** were \$0.2 million or 3.2% lower than the Final Estimate due to lower MetroCard/AirTrain sales pass-through payments.
- **Cash Timing and Availability Adjustment** was \$84.6 million higher than the Final Estimate.

2020 Adopted Budget vs. Actual

Receipts

- **Farebox Revenue** was \$518.2 or 65.0% below the budget due to lower ridership and lower Metro Card/AirTrain sales due to the COVID-19 pandemic, partially offset by higher yield per passenger and higher advance sales.
- **Other Operating Revenue** was \$509.0 million higher than budget, primarily due to the receipt of CARES Act funds of \$508.0 million.
- **Capital and Other Reimbursements** were \$65.1 million or 18.0% higher than budget due to the timing of capital activity and other reimbursements.

Expenditures

- **Payroll** was \$86.0 million or 11.2% lower than budget due to the existence of vacant positions as a result of the MTA hiring freeze and higher attrition, lower rates due to unsettled contractual wages, and higher sick pay law claim credits, partially offset by the timing of interagency reimbursements.

- **Overtime** was \$12.8 million or 6.6% lower than budget due to lower rates as a result of unsettled contractual wages, lower programmatic maintenance, scheduled/unscheduled service, and lower weather-related overtime, partially offset by capital project activity and COVID-19 related cleaning costs.
- **Health and Welfare** was \$18.0 million or 11.1% lower than budget due to vacant positions and interagency reimbursements.
- **OPEB Current Payment** was \$12.3 million or 16.5% lower than budget due to fewer retirees/beneficiaries than estimated.
- **Pension** was \$24.6 million or 13.1% higher than budget due to higher contributions based on the latest actuarial information and the payment of a COVID-19 death benefit, partially offset by interagency reimbursements.
- **Other Fringe Benefits** were \$102.9 million or 55.4% lower than budget primarily due to Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES Act and the timing of wage rate increases and interagency reimbursements, partially offset by higher meal and FELA payments.
- **Electric Power** was \$14.2 million or 14.7% lower than budget due to lower rates and consumption, partially offset by the timing of payments.
- **Fuel** was \$5.0 million or 24.4% lower than the budget, primarily due to lower rates and consumption.
- **Insurance** was \$1.8 million or 5.4% lower than budget, primarily due to lower premium payments for property and liability insurance.
- **Claims** were \$1.1 million or 61.8% higher than budget due to higher claim payments.
- **Maintenance and Other Operating Contracts** were \$17.2 million or 16.3% lower than budget primarily due to the timing of payments for joint facilities and various other maintenance and other operating contracts.
- **Professional Service Contracts** were \$2.6 or 6.9% lower than budget due to the timing of contractual services.
- **Materials and Supplies** were \$49.1 million or 20.6% lower than budget, primarily due to the revised scheduling of program initiatives.
- **Other Business Expenses** were \$10.9 million or 43.5% lower than budget, primarily due to lower debit/credit card fees, office supplies, office renovations, travel meetings and conventions, and higher restitution of property damages.
- **Other Expense Adjustments** were \$10.6 million or 66.1% lower than budget due to lower MetroCard/AirTrain sales pass-through payments as a result of the COVID-19 pandemic.
- **Cash Timing and Availability Adjustment** was \$84.6 million higher than the budget.

MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
CASH RECEIPTS AND EXPENDITURES
December Year-to-Date
(\$ in millions)

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$797.384	\$281.910	\$279.223	(\$518.161)	(65.0)	(\$2.687)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	24.475	533.068	533.450	508.975	*	0.381	0.0
Capital and Other Reimbursements	362.398	449.567	427.480	65.082	18.0	(22.086)	(4.9)
Total Receipts	\$1,184.257	\$1,264.545	\$1,240.153	\$55.896	4.7	(\$24.392)	(1.9)
Expenditures							
<i>Labor:</i>							
Payroll	\$764.697	\$726.178	\$678.710	\$85.987	11.2	\$47.468	6.5
Overtime	194.681	198.309	181.890	12.791	6.6	16.419	8.3
Health and Welfare	162.145	137.699	144.099	18.046	11.1	(6.400)	(4.6)
OPEB Current Payment	74.468	63.053	62.212	12.256	16.5	0.841	1.3
Pensions	187.715	212.716	212.301	(24.586)	(13.1)	0.414	0.2
Other Fringe Benefits	185.833	181.883	82.943	102.890	55.4	98.941	54.4
Contribution to GASB Fund	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$1,569.539	\$1,519.838	\$1,362.155	\$207.384	13.2	\$157.683	10.4
<i>Non-Labor:</i>							
Electric Power	\$96.238	\$84.289	\$82.068	\$14.170	14.7	\$2.221	2.6
Fuel	20.380	17.163	15.400	4.980	24.4	1.763	10.3
Insurance	32.742	25.652	30.987	1.755	5.4	(5.335)	(20.8)
Claims	1.822	1.822	2.948	(1.126)	(61.8)	(1.125)	(61.7)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	105.675	92.780	88.448	17.227	16.3	4.332	4.7
Professional Service Contracts	38.154	40.629	35.537	2.617	6.9	5.092	12.5
Materials & Supplies	238.463	183.082	189.388	49.075	20.6	(6.305)	(3.4)
Other Business Expenses	24.941	15.689	14.088	10.853	43.5	1.601	10.2
Total Non-Labor Expenditures	\$558.415	\$461.106	\$458.863	\$99.552	17.8	\$2.243	0.5
<i>Other Expenditure Adjustments:</i>							
Other	\$16.000	\$5.603	\$5.425	\$10.575	66.1	\$0.178	3.2
Total Other Expenditure Adjustments	\$16.000	\$5.603	\$5.425	\$10.575	66.1	\$0.178	3.2
Total Expenditures	\$2,143.954	\$1,986.547	\$1,826.443	\$317.511	14.8	\$160.104	8.1
Net Cash Surplus/(Deficit)	(\$959.697)	(\$722.002)	(\$586.290)	\$373.407	38.9	\$135.712	18.8
MTA Subsidies	\$959.697	\$722.002	\$760.446	(\$199.251)	(20.8)	\$38.444	5.3
Cash Timing and Availability Adjustment	0.000	0.000	(84.584)	(84.584)	-	(84.584)	-

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$16.000	\$3.475	\$6.690	(\$9.310)	(58.2)	\$3.216	92.5
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(11.601)	(7.340)	(8.497)	3.104	26.8	(1.157)	(15.8)
Capital and Other Reimbursements	(24.058)	15.661	(27.996)	(3.937)	(16.4)	(43.656)	*
Total Receipts	(\$19.659)	\$11.795	(\$29.802)	(\$10.143)	(51.6)	(\$41.597)	*
Expenditures							
<i>Labor:</i>							
Payroll	\$6.382	\$4.985	\$17.263	\$10.881	*	\$12.278	*
Overtime	0.000	(2.675)	6.531	6.531	*	9.206	*
Health and Welfare	(0.000)	14.393	3.417	3.417	*	(10.976)	(76.3)
OPEB Current Payment	0.000	4.224	(0.124)	(0.125)	*	(4.348)	*
Pensions	(0.000)	1.784	3.848	3.848	*	2.064	*
Other Fringe Benefits	1.000	(4.079)	100.726	99.726	*	104.804	*
Contribution to GASB Fund	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$7.382	\$18.633	\$131.660	\$124.278	*	\$113.028	*
<i>Non-Labor:</i>							
Electric Power	(\$0.000)	(\$3.433)	(\$4.092)	(\$4.092)	*	(\$0.659)	(19.2)
Fuel	0.000	(0.675)	(0.845)	(0.845)	*	(0.170)	(25.2)
Insurance	0.321	4.129	(2.839)	(3.161)	*	(6.968)	*
Claims	2.724	2.723	2.328	(0.395)	(14.5)	(0.395)	(14.5)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(3.795)	4.054	4.054	*	7.849	*
Professional Service Contracts	10.500	8.233	2.287	(8.213)	(78.2)	(5.946)	(72.2)
Materials & Supplies	4.082	(11.810)	(20.390)	(24.472)	*	(8.580)	(72.7)
Other Business Expenses	(2.762)	(2.665)	2.605	5.367	*	5.270	*
Total Non-Labor Expenditures	\$14.865	(\$7.293)	(\$16.892)	(\$31.758)	*	(\$9.599)	*
<i>Other Expense Adjustments:</i>							
Other	(16.000)	(5.603)	(5.425)	10.575	66.1	0.178	3.2
Total Other Expenditure Adjustments	(\$16.000)	(\$5.603)	(\$5.425)	\$10.575	66.1	\$0.178	3.2
Total Expenditures	\$6.248	\$5.737	\$109.343	\$103.095	*	\$103.606	*
Depreciation	\$397.510	\$414.397	\$414.524	\$17.014	4.3	\$0.127	0.0
GASB 75 OPEB Expense Adjustment	52.144	52.144	75.696	23.551	45.2	23.551	45.2
GASB 68 Pension Expense Adjustment	(6.600)	28.400	23.475	30.075	*	(4.925)	(17.3)
Environmental Remediation	2.000	2.000	(2.508)	(4.508)	*	(4.508)	*
Total Expenditures After Non-Cash Liabilities	\$451.302	\$502.678	\$620.529	\$169.227	37.5	\$117.851	23.4
Total Cash Conversion Adjustments	\$431.642	\$514.473	\$590.727	\$159.084	36.9	\$76.254	14.8

MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$281.910	\$279.223	(\$2.687)	(\$7.231)	\$4.544
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	533.068	533.450	0.381	0.381	0.000
Capital and Other Reimbursements	449.567	427.480	(22.086)	(15.583)	(6.503)
Total Receipts	\$1,264.545	\$1,240.153	(\$24.392)	(\$22.433)	(\$1.959)
<u>Expenditures</u>					
Labor:					
Payroll	\$726.178	\$678.710	\$47.468	\$20.728	\$26.740
Overtime	198.309	181.890	16.419	6.487	9.932
Health and Welfare	137.699	144.099	(6.400)	6.260	(12.660)
OPEB Current Payment	63.053	62.212	0.841	5.202	(4.361)
Pensions	212.716	212.301	0.414	0.414	0.000
Other Fringe Benefits	181.883	82.943	98.941	(3.374)	102.315
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,519.838	\$1,362.155	\$157.683	\$35.716	\$121.967
Non-Labor:					
Electric Power	\$84.289	\$82.068	\$2.221	\$2.221	\$0.000
Fuel	17.163	15.400	1.763	1.763	0.000
Insurance	25.652	30.987	(5.335)	0.105	(5.440)
Claims	1.822	2.948	(1.125)	(1.125)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	92.780	88.448	4.332	(2.607)	6.939
Professional Service Contracts	40.629	35.537	5.092	1.393	3.699
Materials & Supplies	183.082	189.388	(6.305)	(6.305)	0.000
Other Business Expenses	15.689	14.088	1.601	1.401	0.200
Total Non-Labor Expenditures	\$461.106	\$458.863	\$2.243	(\$3.155)	\$5.398
Other Expenditure Adjustments:					
Other	5.603	5.425	0.178	0.178	0.000
Total Other Expenditure Adjustments	\$5.603	\$5.425	\$0.178	\$0.178	\$0.000
Total Expenditures	\$1,986.547	\$1,826.443	\$160.104	\$32.739	\$127.365
Baseline Net Cash Surplus/(Deficit)	(722.002)	(586.290)	135.712	10.307	125.406

Totals may not agree due to rounding.

**MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/ (UTILIZATION)**

2020 Final Estimate vs. Actual

Ridership of 30.3 million was 1.4% below the Final Estimate contributing to a decrease of \$5.9 million in Farebox Revenue. Non-commutation ridership of 16.0 million was 1.5 million or 10.2% higher than the Final Estimate. Commutation ridership of 14.3 million was 1.9 million or 11.8% lower than the Final Estimate.

2020 Adopted Budget vs. Actual

Ridership of 30.3 million was 61.5 million or 67% against the Adopted Budget, contributing to a decrease of \$508.9 million or 65.1%. The decrease was due to the impacts of the COVID-19 pandemic.

Compared to 2019, which was a modern-day record, ridership levels decreased 66.8% when adjusted for the number of weekdays. Non-commutation ridership decreased by 60.6%, while commutation ridership decreased by 71.8%.

MTA LONG ISLAND RAIL ROAD
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
UTILIZATION
(in millions)

	YEAR-TO-DATE as of DECEMBER 2020				Variance Favorable / (Unfavorable)					
	Adopted Budget	Final Estimate	Actual	Adjusted* 2019	Adopted Budget		Final Estimate		Adjusted* 2019	
	\$	\$	\$	#	\$	%	\$	%	#	%
FAREBOX REVENUE										
Monthly	\$364.422	\$135.302	\$121.618		(\$242.804)	-66.6%	(\$13.684)	-10.1%		
Weekly	\$21.875	\$8.312	\$7.766		(\$14.109)	-64.5%	(\$0.546)	-6.6%		
Total Commutation	\$386.296	\$143.614	\$129.384		(\$256.913)	-66.5%	(\$14.230)	-9.9%		
One-Way Full Fare	\$114.396	\$34.604	\$27.918		(\$86.479)	-75.6%	(\$6.687)	-19.3%		
One-Way Off-Peak	\$194.241	\$68.862	\$78.175		(\$116.066)	-59.8%	\$9.313	13.5%		
All Other	\$86.450	\$31.355	\$37.057		(\$49.393)	-57.1%	\$5.702	18.2%		
Total Non-Commutation	\$395.087	\$134.822	\$143.149		(\$251.938)	-63.8%	\$8.328	6.2%		
Total	\$781.384	\$278.435	\$272.533		(\$508.851)	-65.1%	(\$5.903)	-2.1%		
RIDERSHIP										
Monthly	48.470	15.382	13.520	48.266	(34.950)	-72.1%	(1.862)	-12.1%	(34.746)	-72.0%
Weekly	2.456	0.869	0.822	2.502	(1.635)	-66.6%	(0.048)	-5.5%	(1.681)	-67.2%
Total Commutation	50.927	16.251	14.342	50.769	(36.585)	-71.8%	(1.910)	-11.8%	(36.427)	-71.8%
One-Way Full Fare	10.003	3.335	3.030	10.183	(6.973)	-69.7%	(0.305)	-9.2%	(7.153)	-70.2%
One-Way Off-Peak	19.184	6.922	7.915	18.996	(11.269)	-58.7%	0.993	14.3%	(11.081)	-58.3%
All Other	11.664	4.229	5.024	11.345	(6.640)	-56.9%	0.794	18.8%	(6.322)	-55.7%
Total Non-Commutation	40.850	14.486	15.969	40.524	(24.882)	-60.9%	1.482	10.2%	(24.556)	-60.6%
Total	91.777	30.738	30.310	91.293	(61.467)	-67.0%	(0.428)	-1.4%	(60.983)	-66.8%

*Prior year adjusted to reflect current year calendar. Applicable to ridership only.

**MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
EXPLANATIONS OF VARIANCES on POSITIONS
By FUNCTION and DEPARTMENT
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME EQUIVALENTS**

2020 Final Estimate vs. Actual

At the end of 2020, the Long Island Rail Road had 7,319 total employees (actual staffing), which consisted of 6,230 non-reimbursable and 1,089 reimbursable employees. Staffing was 379 positions or 4.9% below the Final Estimate of 7,698 positions.

The vacancies were primarily in: Engineering (right of way maintenance), 114; Train Operations, 92; Administrative departments, 77; Maintenance of Equipment Department, 33; Department of Program Management, 34; Customer Service Operations, 17; and Special Projects, 15.

MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 Final Estimate vs. Actual
Total Full-Time Positions & FTEs by Function and Department
December 2020

	2020 Final Estimate	Actual	Favorable (Unfavorable) Variance	
			Final Estimate Variance	%
Administration				
Executive VP	1	1	0	0.0%
Enterprise Asset Management	7	5	2	28.6%
Sr Vice President - Engineering	2	1	1	50.0%
Labor Relations	17	14	3	17.6%
Procurement & Logistics (excl. Stores)	72	51	21	29.2%
Human Resources	37	32	5	13.5%
Sr VP Administration	2	2	0	0.0%
Strategic Investments	14	13	1	7.1%
President	8	7	1	12.5%
VP & CFO	2	2	0	0.0%
Controller	44	41	3	6.8%
Management and Budget	17	14	3	17.6%
BPM, Controls, & Compliance	4	4	0	0.0%
Market Dev. & Public Affairs	70	65	5	7.1%
Gen. Counsel & Secretary	30	26	4	13.3%
Diversity Management	3	3	0	0.0%
Security	15	11	4	26.7%
System Safety	46	39	7	15.2%
Training	69	65	4	5.8%
Service Planning	30	26	4	13.3%
Rolling Stock Programs	17	9	8	47.1%
Sr Vice President - Operations	2	1	1	50.0%
Total Administration	509	432	77	15.1%
Operations				
Train Operations	2,385	2,293	92	3.9%
Customer Service	330	313	17	5.2%
Total Operations	2,715	2,606	109	4.0%
Maintenance				
Engineering	2,058	1,944	114	5.5%
Equipment	2,092	2,059	33	1.6%
Procurement (Stores)	95	98	(3)	-3.2%
Total Maintenance	4,245	4,101	144	3.4%
Engineering/Capital				
Department of Project Management	152	118	34	22.4%
Special Projects/East Side Access	63	48	15	23.8%
Positive Train Control	14	14	0	0.0%
Total Engineering/Capital	229	180	49	21.4%
Baseline Total Positions	7,698	7,319	379	4.9%
<i>Non-Reimbursable</i>	6,460	6,230	230	3.6%
<i>Reimbursable</i>	1,239	1,089	150	12.1%
Total Full-Time	7,698	7,319	379	4.9%
Total Full-Time-Equivalents				

**MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
EXPLANATIONS of VARIANCES
By FUNCTION AND OCCUPATION GROUP**

2020 Final Estimate vs. Actual

At the end of 2020, the Long Island Rail Road had 7,319 total employees (actual staffing), which consisted of 1,448 Managers/Supervisors, 469 Professional, Technical and Clerical, and 5,402 Operational Hourlies. This was 379 positions or 4.9% below the Final Estimate of 7,698. Staffing vacancies were primarily found in Managers/Supervisors and Professional titles which combined represent 333 of the 379 vacancies.

MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 Final Estimate vs. Actual
Total Positions by Function and Occupational Group
December 2020

			Favorable (unfavorable) Variance	
			Final Estimate	
	Final Estimate	Actual	Variance	%
Administration				
Managers/Supervisors	271	237	34	12.5%
Professional, Technical, Clerical	134	88	46	34.3%
Operational Hourlies	104	107	(3)	-2.9%
Total Administration	509	432	77	15.1%
Operations				
Managers/Supervisors	330	298	32	9.7%
Professional, Technical, Clerical	108	100	8	7.4%
Operational Hourlies	2,277	2,208	69	3.0%
Total Operations	2,715	2,606	109	4.0%
Maintenance				
Managers/Supervisors	898	777	121	13.5%
Professional, Technical, Clerical	280	237	43	15.4%
Operational Hourlies	3,067	3,087	(20)	-0.7%
Total Maintenance	4,245	4,101	144	3.4%
Engineering/Capital				
Managers/Supervisors	161	136	25	15.5%
Professional, Technical, Clerical	68	44	24	35.3%
Operational Hourlies	0	0	0	0.0%
Total Engineering/Capital	229	180	49	21.4%
Baseline Total Positions				
Managers/Supervisors	1,660	1,448	212	12.8%
Professional, Technical, Clerical	590	469	121	20.5%
Operational Hourlies	5,448	5,402	46	0.8%
Total Baseline	7,698	7,319	379	4.9%

**MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
RESULTS OF OPERATIONS**

FINANCIAL PERFORMANCE

Actual 2020 non-reimbursable expenses before Depreciation, GASB Adjustments and Environmental Remediation of \$1,480.3 million were \$283.4 million or 16.1% lower than the Adopted Budget and \$78.1 million or 5.0% lower than the Final Estimate.

The operating cash deficit of \$586.3 million was 38.9% favorable to the Adopted Budget and 18.8% favorable to the Final Estimate.

Managing Workforce Levels: Given that payroll spending is the single largest expense category in the budget, it is essential that the LIRR pay close attention to staffing levels. Senior management must ensure that the LIRR is budgeted appropriately for its operation and at the same time make sure that a sufficient number of positions are filled to complete necessary work and avoid the unnecessary use of overtime. In addition to the MTA-wide hiring restrictions, the LIRR continued to aggressively review all hiring decisions, including backfills of existing vacant positions. These efforts resulted in additional budget savings in the Financial Plan.

The LIRR's success at controlling labor-related expenses is founded on developing a realistic and efficient hiring plan for operational positions. The hiring plan links workload (current and projected) to attrition projections and training and recruitment capacity to set hiring goals over a two-year planning horizon. This hiring plan was even more critical in 2020 as the LIRR continuously adjusted service plans as a result of COVID.

Controlling Overtime: The LIRR's Overtime Task Force is tasked with strengthening the Rail Road's overtime monitoring and approval process, standardizing procedures, and increasing managerial accountability for overtime usage. The Task Force is a corporate-wide effort that engages high-level senior management and staffing from the four main operating departments and relevant oversight and support departments. The Task Force formally meets monthly to review and discuss progress on strategic overtime initiatives and overall overtime data. Individual working groups also meet regularly to discuss trends and identify corrective action plans.

In 2020, The Overtime Task Force continued to meet with the President to discuss trends, the status of initiatives, and high overtime earners. The operating departments have been conducting thorough monthly overtime and time/attendance reviews of high overtime earners as well as and random review of other employees. New tools such as the MTA Overtime Dashboard were introduced to assist Department staff in their analysis. In addition, rigorous monthly reviews of overtime approval, time and attendance, and payroll records enhance internal controls.

Overtime hours in 2020 were 267,000 hours (8%) lower than in 2019. The decrease can be attributed to lower programmatic/routine maintenance, unscheduled/scheduled service, weather-related overtime and lower vacancy/absentee coverage, partially offset by unscheduled maintenance primarily driven by Covid-19 sanitizing/cleaning efforts and higher reimbursable activity due to higher Engineering and Transportation flagging overtime for the Concrete Tie Program, 3rd Track Main Line Expansion, Annual Track Program, and Jamaica Capacity Improvements.

The COVID-19 pandemic posed unique challenges in 2020. New demands were placed on the LIRR, particularly in the areas of station and fleet sanitizing. Much of this work had to be

performed on overtime, especially in light of increased unavailability due to the large number of employees who needed to be quarantined for health/safety reasons. By developing efficient COVID-19 plans, the departments were able to minimize the impact of COVID on the overtime budget.

Another critical factor in the LIRR's 2020 success was the continued focus on maintaining assets in a state of good repair. These capital investments simultaneously reduced the frequency of unplanned maintenance on overtime and improved train service, thereby decreasing unplanned overtime due to infrastructure failures resulting in train delays and cancellations. In addition, tighter project controls were put in place within the Right of Way department to further reduce the impact of programmatic/routine maintenance

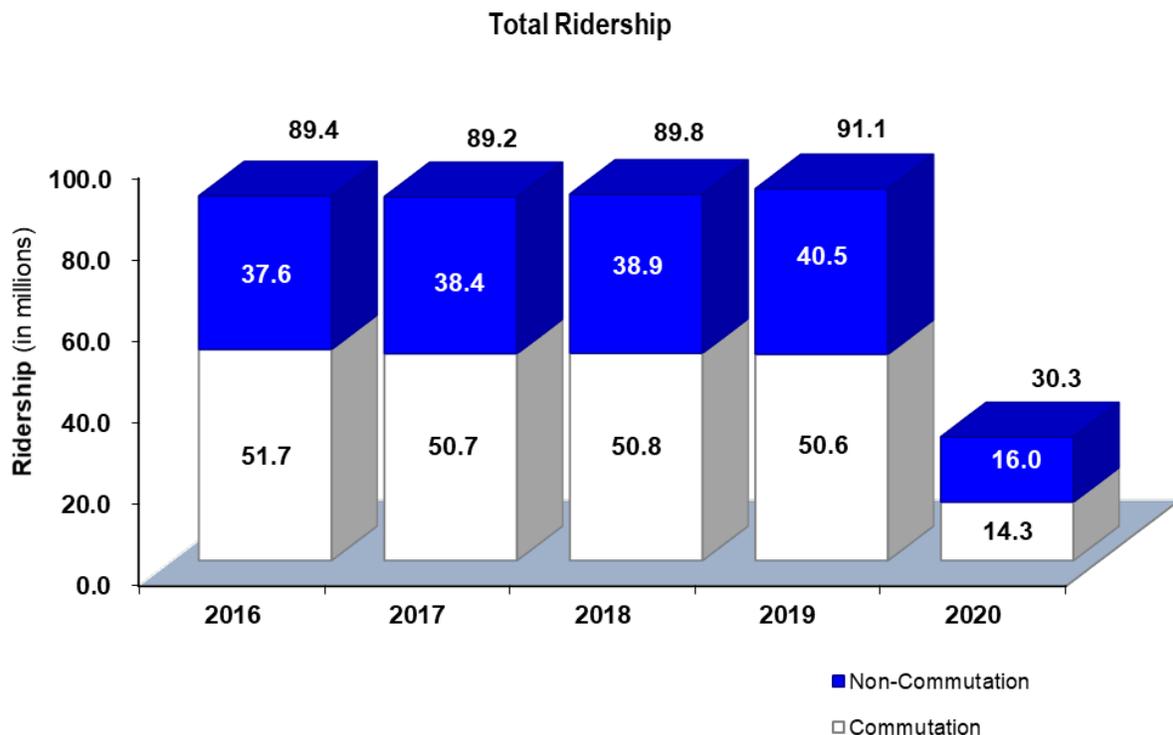
Matching Inventory and Material Purchasing with Needs: Materials and Supplies is the largest non-payroll cost category in the budget. Careful management of spending in this area is an essential component in achieving financial control and stability. The goal is to maximize financial resources and ensure that material is available to meet departmental work plans and infrastructure maintenance needs.

One metric used by the MTA to measure financial performance is the Farebox Operating Ratio (FOR), which calculates what percent of operating expenses the LIRR covers through farebox revenue. COVID had a significant impact on this, and other key financial performance metrics, rendering year-to-year comparisons meaningless. That said, in 2020, the FOR (Farebox Operating Ratio) decreased from 50.2% in 2019 to 18.3%. The 2020 actual FOR was unfavorable to the Adopted Budget level of 43.7% and favorable to the Final Estimate of 17.8%. It is important to note that excluding the LIRR's unfunded pension liability expenses would have increased the farebox operating ratio to 22.4% in 2020. The LIRR's operating cost per passenger increased to \$49.11 in 2020 from \$16.80 in 2019.

RIDERSHIP AND REVENUE

While the beginning of 2020 had shown a continuing growth from 2019, ridership dropped off precipitously as the COVID-19 pandemic took hold in the middle of March and lockdown restrictions began. At its lowest level, ridership was just 3% of 2019 levels. As the number of COVID cases ebbed and flowed and lockdown restrictions were lessened, ridership returned to roughly 24% by the year's end. Many customers continued to work from home amid waiting for vaccinations or changes in work-from-home policies. Off Peak fares have been charged at all times since the pandemic began.

During 2020, the LIRR carried 30.3 million customers, a 66.7 percent decrease from 91.1 million customers in 2019, which was a modern-day record.



As a result of the decrease in ridership, service plans were adjusted and implemented throughout the year. On March 27, a weekend schedule was implemented, with extra trains added during key times in the AM and PM Peak periods. This resulted in the LIRR weekday train service being approximately 70% of the pre-pandemic level. On June 8, as ridership began to rebound, weekday service levels were restored, with approximately 30 trains in each direction being cancelled and combined with other existing trains throughout the day. This increased weekday train service to approximately 90% of the pre-pandemic level. Between June 8 and the end of 2020, this service level continued with adjustments to stops and schedules made in response to customer demand and adjustments due to scheduled track work.

Some key highlights of ridership trends during the 2020 COVID-19 pandemic:

- The traditional Peak periods of 6 AM-10 AM and 4 PM-8 PM have changed dramatically. Instead of high levels of ridership throughout these four-hour periods in the morning and afternoon, culminating in the long-standing "peak of the Peak" between 7:30 and 8:30 AM, and again between 5:30 PM and 6:30 PM, ridership is instead largely steady throughout the

entire day, with significant Peak spikes occurring in the morning between 5:30 AM and 6:30 AM, and in the afternoon between 3:30 PM and 5:30 PM.

- This shifting of the Peak to earlier hours, and then a steady ridership throughout the rest of the day and night, suggests a different ridership base, comprised largely of front-line, essential workers in fields like medical and law enforcement, as well as construction trades and other fields where telecommuting is not possible. It also includes those that do not have alternative transportation options.

SAFETY

An essential element of the LIRR's mission is to ensure the safety of its customers, employees, and the communities it serves. The LIRR's corporate safety program is designed to engage every employee in promoting the value of safety. It is a collaborative effort between the Corporate Safety Department and all LIRR operating and administrative departments.

The rate of Federal Railway Administration (FRA) reportable employee lost-time injuries increased 6 percent in 2020 compared to 2019. The highest number of employee accidents continues to be in the "slips, trips, and falls" category. Most injuries are soft tissue injuries. Corporate and Department interventions focus on engaging employees to heighten awareness and encourage collaborative problem-solving. This includes several Labor-Management partnership meetings and initiatives.

Several safety initiatives were implemented in 2020 as a direct result of COVID-19. These included:

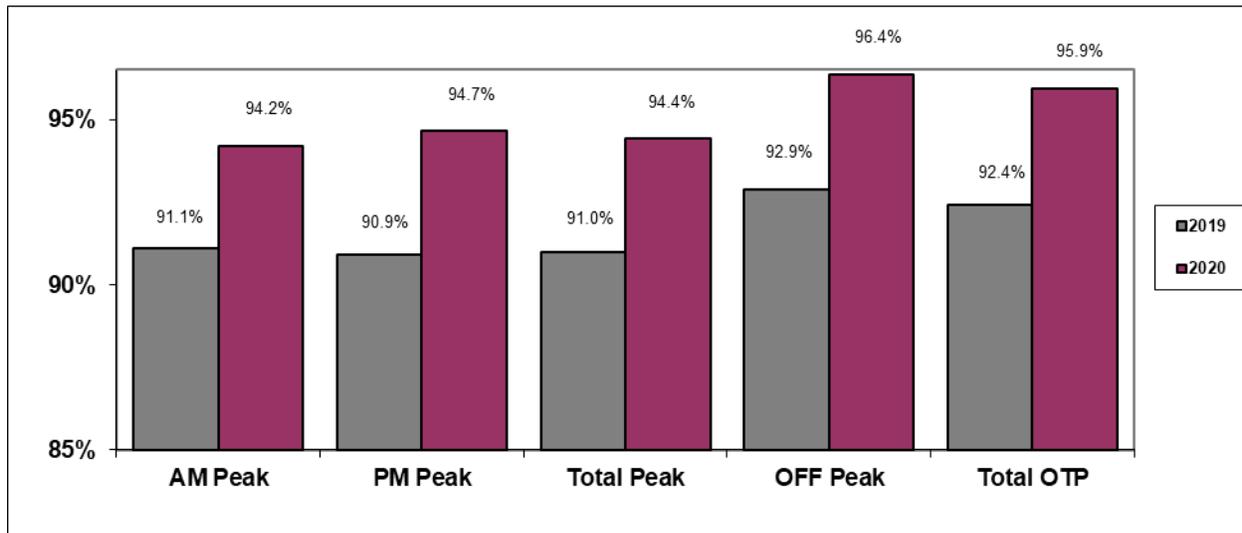
- Distribution of personal protective equipment (PPE) to LIRR employees. This includes face masks and hand sanitizer.
- MTA undertook a major customer information campaign, involving posters and announcements onboard trains and in stations, customer emails, and social media postings, to inform customers about facial covering requirements and demonstrating the appropriate and effective way of covering both the mouth and nose area.
- Free masks are being distributed to customers at major LIRR stations.
- The LIRR significantly increased its cleaning efforts, with train cars being cleaned every 24 hours and stations being cleaned a minimum of once per day.
- The LIRR, in conjunction with the other MTA agencies, piloted various cleaning methods and technologies to explore new approaches to cleaning and sanitizing train cars and stations.
- In compliance with New York State directives, the LIRR's non-Operating office-based employees were instructed to work from home. Modifications were made to the office buildings to ensure a safe return to work, including installing hand sanitizer stations, temperature checks, plexiglass partitions, and extensive signage. Office-based employees also received personal kits that included face masks and sanitizers.

Other accomplishments in 2020 included the following:

- Conducted quarterly "Safety FOCUS (Fatigue, Outside Influences, Communication, Uncertainty, Situational Awareness) Days" across the LIRR. Except where limited by COVID-19, the President and Vice President of Corporate Safety also met quarterly with frontline supervisors and managers to discuss how they and their teams experience safety in the field.
- Continued the Confidential Close Call Reporting System (C3RS), a collaborative effort between management, labor, and the FRA, which provides a mechanism for employees to confidentially report "close calls" that could have resulted in operating and safety incidents. The Peer Review Team, consisting of representatives from each of the LIRR's labor organizations, management from Operating Departments and Corporate Safety, and the FRA, met several times a month to review reports, discuss mitigations and recommend corrective actions.
- In 2019, the FRA recognized the LIRR for a nation-leading railroad safety program designed to enhance rail safety by using flexible grade crossing delineators and enhanced GPS alerts through a partnership with the app WAZE. In 2020 following a dramatic reduction of crossing-related incidents when drivers used the WAZE app, LIRR received APTA's Gold Safety and Security award for commuter and intercity railroads.
- Continued implementing and updating its new Enterprise Safety System (ESS) to replace the LIRR's existing mainframe-based Accident Control System. In addition to serving as the LIRR's FRA accident-reporting system (the official repository of accident and incident data), the new ESS has robust business intelligence functionality to facilitate trend analyses useful for data-driven decision-making to improve safety performance.
- Continued expansion of the "safety management systems" (SMS) approach to the LIRR's overall safety program. The SMS approach, which has been endorsed by the Federal Transit Administration (FTA), the FRA, the U.S. Department of Transportation, and other transportation authorities, supplements an engineering-centered process with increased attention to the "human element," data sharing, and measurements of safety performance.
- Participated in Customer Safety Awareness Days in partnerships with New Jersey Transit, Amtrak, and New York City Transit at Penn Station
- Continued a slate of employee safety initiatives, including labor-management safety partnership committees; a comprehensive risk assessment of the LIRR yards; campaigns focusing on personal protective equipment (PPE) and social distancing, track safety for employees, and employees' safety-related experiences in the field; and in 2020 began implementing safety recommendations resulting from an anonymized employee "Safety Barometer" survey co-managed by the National Safety Council (NSC).
- Continued the installation of inward/outward-facing cameras in the cabs of all rail fleets. The outward-facing cameras are used to record track and wayside activities, while inward-facing cameras are used to record the engineer's control area while the train is in operation. Passenger area cameras are also being added to improve passenger and crew safety - a deterrent to crime and enhancing forensic investigative capability – as recommended by the National Transportation Safety Board (NTSB).

OPERATIONAL PERFORMANCE

On-Time Performance (OTP): One of the most reliable predictors of customer satisfaction is the ability of the LIRR to deliver passengers to their intended destinations on time. For 2020, the LIRR's OTP was 95.9%, an increase of 3.5% from the 2019 OTP rate of 92.4%. Service reliability gains encompass all travel periods (AM, PM, and Off-Peak) and all LIRR branches.



In 2020, the total number of delays decreased by 9,617 (50.7%) to 9,359 from 18,976. This reduction can be attributed to fewer uncontrollable human-factor events due to fewer customers as a result of the pandemic (5,430), progress made on infrastructure improvements (1,256) and fleet maintenance (951).

It is no coincidence that these infrastructure and fleet maintenance improvements follow in the wake of implementing the *LIRR Forward* plan in April of 2018. The *LIRR Forward* represents a solve-it-now approach with a reinvigorated customer focus that is being applied to all aspects of the operation, from train service to infrastructure repair asset maintenance and customer communication to unplanned event response. Further, it prioritizes critical investments and support staff in achieving this mission. Completing work efficiently, effectively, and expeditiously is at its core, with the goal of ensuring this happens and that customers experience tangible positive results.

Several accomplishments achieved in 2020 include:

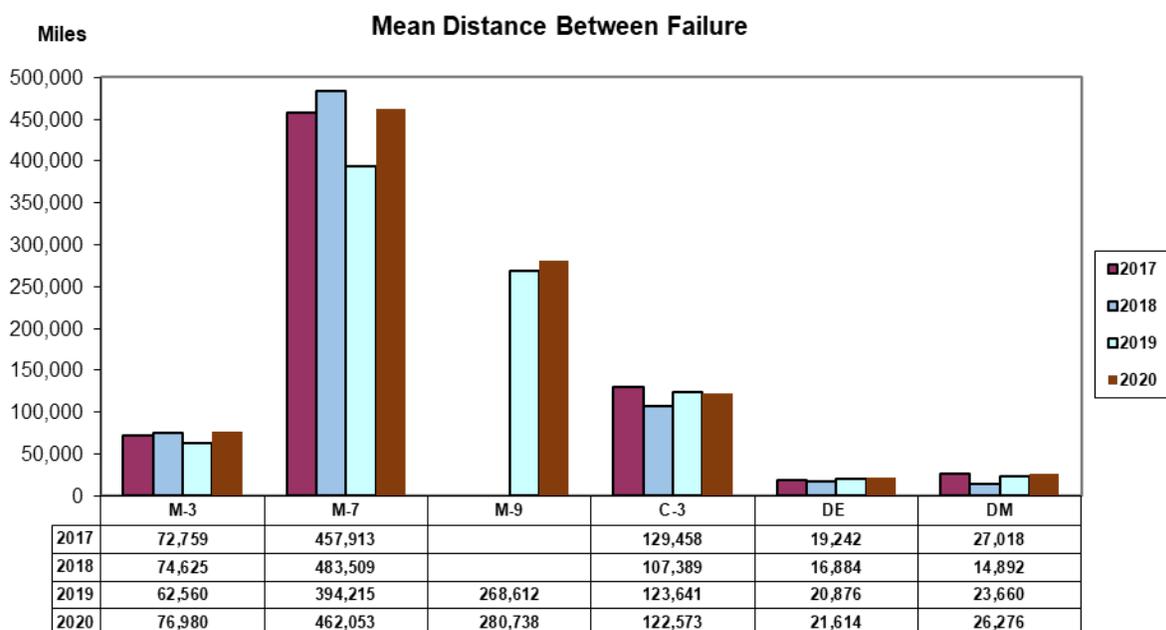
- Rebuilt one priority switch, completing our effort to replace 24 of these switches systemwide to fortify our infrastructure.
- Installed 75 new threshold plates on M-7 electric cars, completing our effort to replace this equipment and reducing service delays due to door misalignments.
- Replaced insulation for 25 switches and 6,000 feet of overhead cable.
- Welded 1,756 rail joints.
- Eliminated 146 Induction spots.
- Conducted 64 special inspections at grade crossings, including inspections of our newly installed delineators to prevent cars from turning onto the tracks.
- Installing six bridge monitoring systems on some of our most often hit structures.

- Increased the frequency of rail safety tests performed by a Sperry Rail Car, a train car fitted with ultrasonic and induction test equipment designed to detect internal rail defects that are not readily visible. In 2020, the LIRR completed over 1,965 miles of testing, quadrupling the amount required by the FRA. Defects that are found during testing are corrected immediately by the LIRR track maintenance workers.

Taking a more comprehensive view of the progress made on some of the other initiatives since the launch of the LIRR Forward, the numbers are even more impressive:

- 388 track circuits renewed.
- 267 miles of trackside vegetation cleared.
- 233 miles of rail grinding performed.
- 96 snow prevention covers added to switches.
- 336 utility poles replaced by PSEGLI.

Mean Distance Between Failures (MDBF): MDBF is the standard measurement used to gauge fleet reliability. The MDBF for the entire fleet in 2020 was 241,175 miles, exceeding the 2020 goal of 160,000 miles by 50.7% and representing a 29.8% improvement from 2019.



The M-7 fleet, with an MDBF of 462,053 miles, continued to be the strongest contributor in the LIRR's fleet reliability achievements. The RCM program and rigorous maintenance strategies contributed to this outstanding reliability performance. In addition, lower service requirements due to COVID-19 helped the fleets lower their excessive usage. This in turn helped the fleet performance.

The Maintenance of Equipment Department's strategic maintenance efforts also helped to sustain high C-3 fleet reliability, which reached an MDBF of 122,573 – exceeding the goal by 19%. The combined diesel fleet achieved an MDBF of 68,799 miles, which exceeded the goal by 34.9%.

At the end of 2020, the multiple unit (MU) electric fleet consisted of 826 M-7, 68 M-9 and 132 M-3 cars available for revenue service. The diesel fleet consisted of 134 C-3 coach cars and 45 diesel locomotives.

New M-9 rail cars entered passenger service on September 11, 2019. The new cars incorporate and improve upon the most successful and popular features of the MTA's two recent electric car fleets, the LIRR's familiar M-7 electric cars and the M8 cars serving Metro-North's New Haven Line. A total of 202 cars are expected to be put into revenue service over the next several years. With the arrival of the new M-9 cars as well as lower service levels due to COVID, the LIRR was able to reduce the usage of the older M-3 fleet which also contributed to the overall MDBF improvement.

The LIRR continues its efforts to optimize the RCM program, EAM system implementation, continued M-9 fleet addition in revenue service, and initiatives targeting the performance of the entire fleet.

CUSTOMER COMMUNICATION

Keeping customers fully informed in real-time is a high priority of the LIRR, and the Rail Road continues to explore ways to improve in this area. The LIRR Public Information Office (PIO) continues to improve messaging protocols to provide customers with recovery estimates for service disruptions as well as early morning messages in advance of anticipated disruptions. Since January 2019, riders seen exactly where their trains are, in real-time, thanks to the Train Time App. This tool uses real-time GPS tracking technology, enabling our customers to pull up their train location and expected time of arrival. It also provides information such as the car length of a train, train direction, and whether the train is diesel or electric. More recently, the LIRR added the ability for customers to see how crowded the train is in real-time both on the Train Time app and station platform signage. Based on load weight as measured by air pressure sensors within the trains suspension system, this functionality is currently available on the M-7 fleet with expansion to the M-9 fleet in 2021. Another new function being added in 2021 is the ability to chat with customer service representatives directly through the Train Time app.

CAPITAL IMPROVEMENTS

The LIRR Modernization Program is a multi-billion-dollar investment in the regional transportation infrastructure that aims to foster Long Island's economic growth for generations to come. This comprehensive program to reconstruct and improve the LIRR system moves forward with planning, design, and construction. These projects range from large system expansion efforts, such as the LIRR Expansion Project from Floral Park to Hicksville and ESA, to improvements to existing infrastructure, such as bridge replacements, substation replacements, and station enhancements. Collectively, these projects will work together to improve the overall LIRR system efficiency and reliability. Several major projects were completed, and others remain ongoing.

Completed the implementation of Positive Train Control (PTC) System on all Main-Line tracks. The PTC system will prevent train-to-train collisions, overspeed derailments, incursions into established work zone limits, and a train's movement through an improperly aligned switch.

The conversion of the Back of House (BOH) areas of the of Farley Post Office (located across from New York Penn Station along 8th Avenue) to a world class train hall (Moynihan Train Hall) with a vaulted glass ceiling for Amtrak and Long Island Rail Road was completed.

The Penn Station 33rd Street Corridor Phase 1 project was completed and provided a new entrance at 33rd Street and 7th Avenue with three new escalators and one staircase from the street level to the LIRR 33rd Street Connecting Concourse.

A new Mid-Suffolk Electric Train Yard, located south of and adjacent to the existing Ronkonkoma Storage Yard, was completed. The Mid-Suffolk Electric Yard project is a key infrastructure improvement, supports the LIRR's future ESA, and service expansion needs across the LIRR network. The new yard provides additional storage capacity with 11 new layup tracks, each able to accommodate a 12-car electric train set. This project is critical to the LIRR's efforts to meet existing service needs as well as adding functionality and capacity for future service improvements and ridership growth

Five railroad crossings were eliminated, including School Street in Westbury and the New Hyde Park Road crossing on the Garden City/New Hyde Park border where new undergrade crossings were opened in 2020. Two at Willis Avenue in Mineola and S. 12th Street railroad crossing in New Hyde Park were closed, with construction set to begin in 2021. The S. 12th Street elimination makes way to construct an Americans with Disabilities Act (ADA) - compliant pedestrian underpass.

Four Bridge replacement/modification projects were completed, including Meadowbrook Parkway, in Carle Place, that will carry the LIRR's third track; the 78-year-old Glen Cove Road bridge in Carle Place to accommodate a future third track; the Plainfield Avenue bridge, located in the village of Floral Park and in service since 1958, received a new single-track span to accommodate the third track; and the Linden Avenue underpass was also completed. This underpass is the only pedestrian access to the Floral Park Pool and Recreation Center from the north side of the LIRR Main Line.

In 2020 several station upgrade projects were completed, including the first phase of Lynbrook Station rehabilitation, which now offers two new island platforms, platform canopies, and other amenities; Murray Hill station work was completed, including the addition of two elevators and the installation of renewed retaining walls, new lighting, security cameras, signage, and pigeon abatement measures; and ADA elevators, new platforms, and canopies were among the upgrades completed at Nostrand Avenue Station in Brooklyn.

Switches for two interlockings—Nassau 1 and Nassau 3—and electrical substations in Floral Park, Freeport and New Cassel were installed.

Other State of Good Repair infrastructure projects that were completed in 2020 included:

- Installed a record 73,244 concrete ties and 287,314 linear feet of Continuous Welded Rail.
- Installed 191,575 linear feet of fiber optic and 94,158 linear feet of copper communication cables.
- Replaced 126 AVPS System Station Control Units & 20 new PIO operator consoles. Which are used to support station audio announcements and new color digital signage messaging at railroad stations.
- 150 Fiber optic network nodes installed (to modernize & upgrading obsolete equipment)
- 32 Media Converters installed to support Signal Supervisory for Queens, Nassau and Jamaica to Atlantic Terminal interlockings.
- 4 Electrically operated switches installed in LI City for redundant traction power.
- 9 Traction power transformers replaced.
- 1 Substation replaced.
- 135,000 linear feet of 3rd rail protection board replaced.
- 22,000 linear feet of 3rd rail replaced.
- 31 Crossing gate mechanisms replaced.

**MTA LONG ISLAND RAIL ROAD
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
MONTHLY PERFORMANCE INDICATORS
December 2020**

		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual</u>	<u>Final Estimate</u>	<u>2019</u>	<u>vs. Final Estimate</u>	<u>vs. 2019</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	18.3%	17.8%	50.2%	0.5%	-31.9%
	Adjusted ⁽²⁾	22.4%	21.6%	56.8%	0.8%	-34.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$49.11	\$50.95	\$16.80	\$1.84	(\$32.31)
	Adjusted ⁽²⁾	\$45.10	\$46.89	\$15.64	\$1.79	(\$29.46)
Passenger Revenue/Passenger ⁽³⁾		\$8.99	\$9.06	\$8.44	(\$0.07)	\$0.55

		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual</u>	<u>Adopted Budget</u>	<u>2019</u>	<u>vs. Adopted Budget</u>	<u>vs. 2019</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	18.3%	43.7%	50.2%	-25.4%	-31.9%
	Adjusted ⁽²⁾	22.4%	49.1%	56.8%	-26.7%	-34.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$49.11	\$19.47	\$16.80	(\$29.64)	(\$32.31)
	Adjusted ⁽²⁾	\$45.10	\$18.15	\$15.64	(\$26.95)	(\$29.46)
Passenger Revenue/Passenger ⁽³⁾		\$8.99	\$8.51	\$8.44	\$0.48	\$0.55

(1) 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).

(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.



2020 ANNUAL RIDERSHIP REPORT

**2020 ANNUAL RIDERSHIP REPORT
LONG ISLAND RAIL ROAD
EXECUTIVE SUMMARY**

Long Island Rail Road (LIRR) ridership dropped dramatically in 2020 due to the impacts of the COVID-19 pandemic. The 2020 total ridership was 30.3 million customers, 67% below 2019's record 91.1 million ridership. Non-Commutation ridership decreased by 61%, with 16.0 million ridership compared to 40.5 million in 2019, while Commutation ridership declined 72%, with 14.3 million ridership compared to 50.6 million in 2019.

2020 Ridership Summary

- In 2020, the COVID-19 pandemic changed the way people live and work and had a dramatic impact on their travel patterns. The first two months of 2020 showed strong ridership and continued growth trends similar to 2019, however, starting with the “stay-in-shelter” strict lockdown orders in mid-March, ridership levels dropped significantly compared to 2019. That same month, the LIRR adjusted its service levels, The Essential Service Plan to approximately 70% of pre pandemic train service with the primary objective of ensuring travel for first responders and others in pandemic critical roles. While some service was ultimately restored, it still remained below pre-pandemic levels.
- Most of the LIRR customer base continued to telework throughout 2020 suppressing ridership. As travel restrictions softened and the LIRR implemented important safety & sanitizing measures, ridership rebounded slightly, reaching approximately 25% of pre-pandemic levels by the end of the year.
- 2020 Non-Commutation ridership reached 16.0 million passengers. Non-Commutation ridership decreased 61%.
 - Saturday ridership decreased 69% and Sunday ridership decreased 66%, while Off-peak weekday travel decreased 58%. It is likely that weekend travel was affected more than weekday off-peak travel due to the greater impact of the pandemic on discretionary/leisure trips, especially during the summer.
- 2020 Commutation ridership reached 14.3 million passengers decreasing 72% from last year
 - Reverse Commute ridership decreased 43% in the AM period and 65% in the PM Peak Period compared to 2019.

**Annual Ridership (in millions)*
2020 vs 2019**

	2020	2019	% Change vs 2019
Total Ridership	30.3	91.3	-66.8%

* Annual ridership is based on a calendar adjustment to reflect same workdays in 2020 and 2019.

Increase
 Decrease
 No Change

Major Factors and Initiatives Affecting Ridership

1. REGIONAL ECONOMY

- NYC employment levels dropped dramatically during 2020 due to COVID-19. There were 507,000 less jobs versus 2019.
 - NYC Non-Agricultural employment decreased 11%
 - Education and Health employment decreased 5%
 - Mining, Logging & Construction employment decreased 16%
 - Business and Professional Services employment decreased 9%
 - Leisure and Hospitality employment decreased 41%
 - Financial Activities employment decreased 5%

2. SERVICE ADJUSTMENTS

- The LIRR's primary objective during the pandemic was to provide safe and efficient service to essential employees. Several modifications to the service plan were introduced during the year as noted below:
 - March 27 – The Essential Service Plan was implemented. Extra trains were added during key times in the AM and PM periods to support changing travel patterns.
 - May 18 – The Essential Service Plan was adjusted to address some service gaps and seasonal demands.
 - June 8 – As ridership began to rebound, some weekday service was restored.
 - July 13 – Some additional peak trains were eliminated to right-size service. This allowed the LIRR to perform additional trackwork more quickly and cost effectively while ridership demand was less than normal.
 - September 8 – Following the completion of trackwork and in response to a modest increase in ridership, some service was restored. This service level continued through the end of 2020, with adjustments to stops and schedules made in response to customer demand.

3. ON-TIME PERFORMANCE AND SERVICE RELIABILITY

- **OTP:** LIRR's On-Time Performance (OTP) for 2020 was 95.9% (a modern-day record), 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. 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 increased by 29.8% percent compared to 2019. The MDBF for both diesel and electric fleets improved significantly.

4. RIDERSHIP TRENDS AND OTHER BUSINESS SEGMENTS

- Based on LIRR's 2020 Ridership Book, some key highlights of ridership trends include:
 - The traditional Peak periods of 6 AM-10 AM and 4 PM-8 PM changed dramatically. Instead of high levels of ridership throughout these four-hour periods in the morning and afternoon, culminating in the long-standing "peak of the Peak" between 7:30 and 8:30 AM, and again between 5:30 PM and 6:30 PM, ridership instead was largely steady throughout the entire day, with Peak spikes occurring in the morning between 5:30 AM and 6:30 AM, and in the afternoon between 3:30 PM and 5:30 PM.
 - This shifting of the Peak to earlier hours, and then a steady ridership throughout the rest of the day and night, suggests a different ridership base, comprised largely of front-line, essential workers in fields like medical and law enforcement, as well as construction trades and other fields where telecommuting is not possible. It also likely includes those that do not have alternative transportation options.
- Due to New York State health guidelines, NYC venues, including Sports/Entertainment/Exhibit/Broadway, remained closed, as well Long Island tourism/leisure sites remained closed or operated under strict capacity limitations, including LI beaches and parks.
- LIRR Leisure Getaways/Packages were not available for most of 2020, but a few successful packages were provided as New York flattened the curve prior to the second wave.
- Off-Peak fares were offered during Peak times to support travel of essential workers.

5. SERVICE IMPROVEMENTS

- New technology applications offered better service to customers:
 - Digital screen network deployment improved customer communications
 - TrainTime App revamped to show real-time crowding information
 - TrainTime Chat feature to improve communication and responses
 - Digital platform screens displaying car seat availability
- Safety and Disinfecting initiatives were instituted to make customers feel safe riding the LIRR
 - Daily train disinfecting
 - Twice daily station cleaning
 - Mask and hand sanitizer distribution
 - Installation of Vending machines with PPE's at key locations

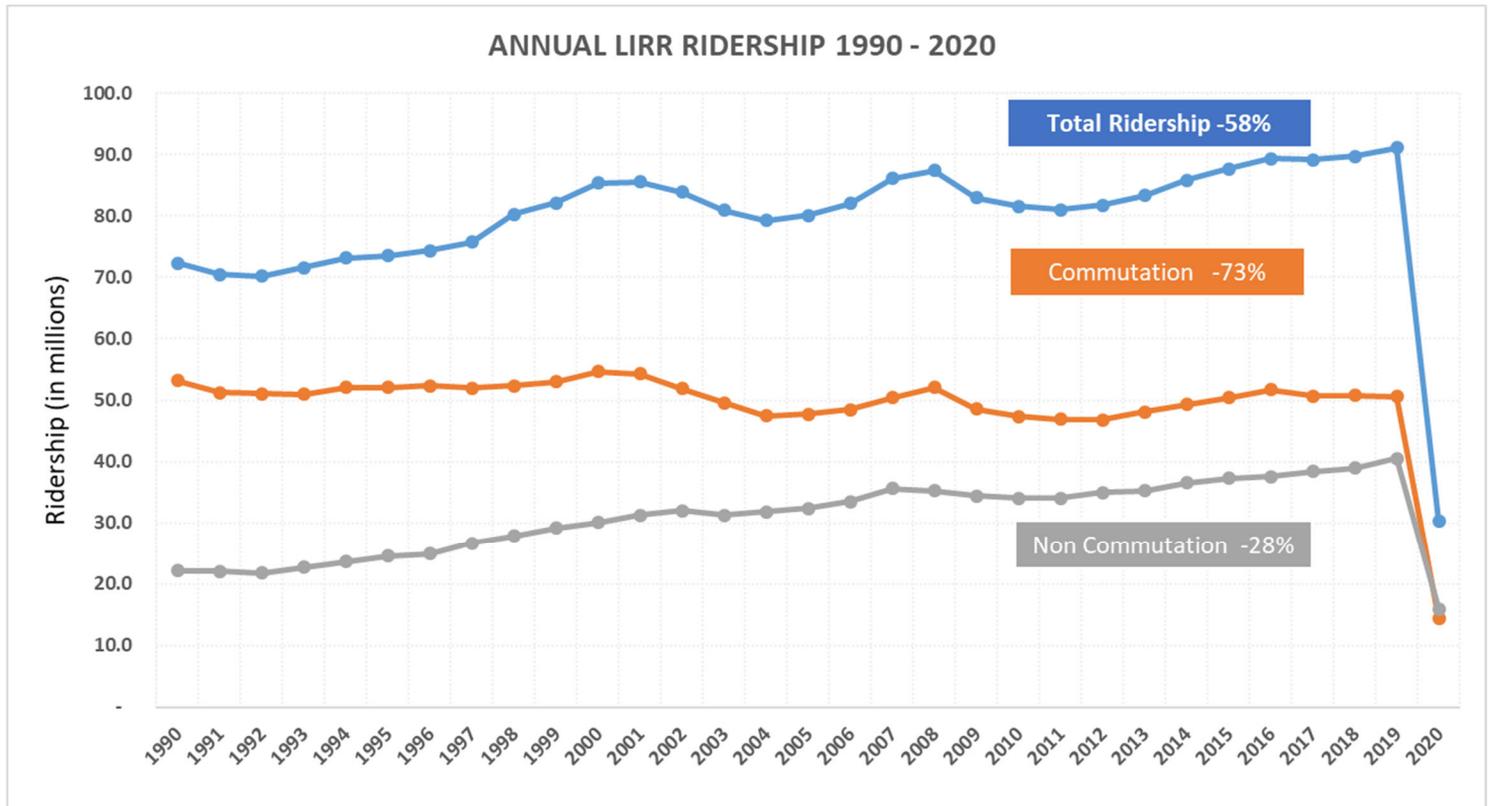
6. CUSTOMER SATISFACTION

- A COVID-19 Travel survey revealed that current LIRR customers gave high satisfaction scores to LIRR. Overall satisfaction was 89%. Also, customers gave a high score (89%) to how safe they feel about riding LIRR. High scores were given to "Service Communications" (88%), "Overall LIRR Cleanliness" (87%), "Disinfection of Trains" (82%), and "Disinfection of Stations and Platforms" (80%).
- Approximately half (48%) of lapsed customers reported working from home pre-COVID vs. nearly nine-in-ten (85%) who will continue to work from home when they are directed back to the office.
- Forty-two percent (42%) of customers who rode LIRR prior to the pandemic used alternative modes for traveling, with personal car being the most frequent mode used (85%).
- Most frequently cited channels of communication among current customers included, "LIRR TrainTime" (68%), reflecting the recent enhancements of the App to display train crowding information.

Long-Term Ridership Trends

Ridership Trends

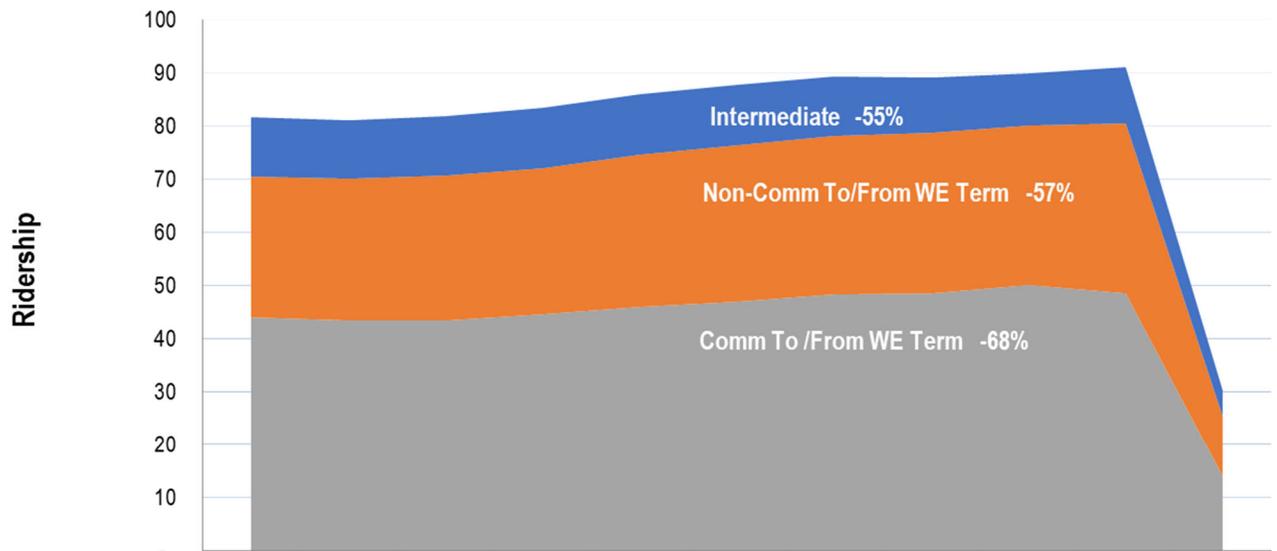
- Due to the unusual 2020 ridership decline, system-wide ridership showed a 58% decrease versus 1990.
- Non-Commutation ridership showed a decline of 28%, while Commutation ridership showed a decline of 73% over the 30-year span



Ridership Trends by Market

- Over the past 10 years (2010-2020) ridership changed as follows (considering the unusual 2020 decline):
 - Commutation ridership to western terminals decreased by 68%
 - Non-Commutation decreased by 57%
 - Intermediate ridership outside of western terminals decreased by 55%

ANNUAL RIDERSHIP BY MARKET: 2010-2020 (in Millions)



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
■ Intermediate	11	11	11	11	11	11	11	10	10	11	5
■ Non-comm to/From WE Term	27	26	27	27	29	29	30	30	30	32	11
■ Comm to/From WE Term	44	44	43	45	46	47	48	48	50	49	14

Notes

Intermediate: passengers traveling outside of the Western Terminals (Penn Station, Atlantic Terminal, and Hunters Point/LIC)

Non-Comm. to/from the Western Terminals: passengers traveling to/from Western Terminals with ticket types other than Weekly & Monthly tickets

Comm. to/from Western Terminals: passengers traveling to/from Western Terminals with Weekly & Monthly tickets

2020 vs. 2019 Branch Comparisons

- Total LIRR ridership dropped 67% with all LIRR Branches experiencing similar losses in 2020.

RIDERSHIP BY BRANCH

Branch	ANNUAL RIDERSHIP		
	2020	2019	% CHANGE
Babylon Branch	6,406,603	18,385,072	-65.2% ▼
City Zone Branch	2,855,846	7,663,873	-62.7% ▼
Far Rockaway Branch	2,360,158	6,631,871	-64.4% ▼
Greenport Branch	27,331	88,135	-69.0% ▼
Hempstead Branch	1,555,067	4,519,573	-65.6% ▼
Long Beach Branch	1,645,114	4,916,649	-66.5% ▼
Montauk Branch	759,358	2,360,848	-67.8% ▼
Oyster Bay Branch	563,837	1,914,082	-70.5% ▼
Port Jefferson Branch	5,777,354	18,819,640	-69.3% ▼
Port Washington Branch	4,581,045	14,526,328	-68.5% ▼
Ronkonkoma Branch	3,406,653	10,158,848	-66.5% ▼
West Hempstead Branch	371,824	1,120,218	-66.8% ▼
Total	30,310,190	91,105,137	-66.7%

▲ Increase

▼ Decrease

● No Change

* Ridership data is based on ticket sales.

** Port Jefferson branch includes ridership from Huntington branch

2021 Outlook

- The LIRR continues progressing systemwide vital state of good repair work and several critical system expansion projects over the next few years, including Main Line Expansion and East Side Access, that will provide more travel options and deliver a system that is prepared to address a revitalized economy and future transportation needs.
- The LIRR will be monitoring the impact of the COVID-19 pandemic on ridership. Current estimates based on projections by McKinsey & Co. expect that ridership will return to about 80% of pre-COVID levels by 2024. The trend of more domestic trips and staycations is expected to grow in 2021, as well as air travel through local airports.
- New business opportunities are expected to arise with the opening of the UBS Arena within the Belmont Park area, which will be the new home of the NY Islanders and a new local venue for shows & entertainment.
- As the re-opening of local tourism takes place, the LIRR will continue to offer attractive NYC & LI value-added packages and capitalize on cross marketing opportunities with regional partners and venues to increase non-commutation ridership and grow leisure travel between New York City and Long Island.
- Continue the successful three-way partnership with “Discover LI” and “NYC & Co” to position the LIRR as the connecting mode between NYC and LI, attracting leisure travelers to the region.

2020 LIRR Annual Ridership Report Appendix

Additional ridership statistics, including the LIRR 2020 Ridership Book, are provided in an online appendix. Listed as an exhibit within the March 2021 Long Island Rail Road and Metro-North and Committee materials, the appendix is available at:

<http://web.mta.info/mta/news/books>

Staff Summary



Subject SPRING TRACKWORK PROGRAMS						Date March 31, 2021			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. FREE 						Contract Number			
Department Head Signature						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA Joint & Committee Board	4/21/21				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 for Trackwork Projects including a Switch Installation in Queens Village and a Switch Installation in Valley Stream.

TRACK WORK PROGRAMS

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

- **Switch Installation – Queens Interlocking** – As part of our ongoing State Of Good Repair program, both main tracks of the Main Line will be out of service between New Hyde Park and Hicksville for 48 hours on the weekends of April 24th and April 25th and May 1st and 2nd for a Switch Installation in Queens Interlocking. Additionally, these switch installations will ultimately support improved service related to Main Line Expansion and the new Elmont Station.
 - **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.

- One of the two main tracks will be out of Service on the Hempstead Branch while new track switches are being installed at Queens Interlocking. Hourly Hempstead Branch Service will operate between Hempstead and Penn Station to serve as an alternative for customers travelling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place and Westbury. To preserve half hourly intervals to/from Atlantic Terminal, regular Hempstead Branch Service will remain in place between Atlantic Terminal and Jamaica.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *Bus service will be provided for Oyster Bay customers between East Williston and Hempstead for connections to and from points west. Bus service will also be provided between Mineola and Hempstead.*
 - *Oyster Bay service will be adjusted to allow for bus connections at Hempstead to and from points west.*
 - *Bus service will also be provided between Mineola and Hicksville.*
- **Switch Installation – Valley Interlocking** – On the weekends of May 15th and 16th and May 22nd and 23rd, two of the four main tracks in Valley Interlocking in Valley Stream will be out of service for a period of 48 hours while a Switch Installation is performed.
 - **Temporary Service Adjustments:** On the weekends of May 15th and May 16th and May 22nd and May 23rd, buses will replace train service on the Far Rockaway Branch between Jamaica and Far Rockaway. Customers should expect additional travel time for replacement bus service. To preserve half hourly intervals to/from Atlantic Terminal, regular Far Rockaway Branch service will remain in place between Atlantic Terminal and Jamaica. Additionally, Long Beach and West Hempstead Branch trains will operate 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, by signing up for E-Alerts at www.MyMTAAlerts.com, or call the LIRR's Customer Service Center at 511 or 718-217-LIRR (718-217-5477).

IMPACT ON FUNDING

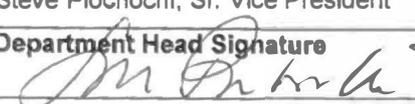
Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets.

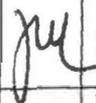
PROCUREMENT PACKAGE
April 2021

PROCUREMENTS

The Procurement Agenda this month includes one procurement action for a proposed expenditure of \$7.6M

Staff Summary

Subject Request for Authorization to Award a Procurement Action					
Department Contracts					
Department Head Name & Title Steve Plochochi, Sr. Vice President					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR and LIRR Joint Committee	4/21/21	X		
2	Board	4/21/21	X		

Date: April 13, 2021			
Internal Approvals			
	Approval		Approval
	Deputy Chief Development Officer, Delivery		President
	Deputy Chief Development Officer, Development	EE	Executive Vice President & General Counsel

PURPOSE

To obtain the approval of the Board to award a procurement action and, to inform the Long Island Rail Road Committee of this procurement action.

DISCUSSION

MTA Construction & Development proposes to award a Ratification in the following category:

Schedules Requiring Majority Vote

K. Ratification of Completed Procurement Actions

	1	\$7,588,645
TOTAL	1	\$7,588,645

Budget Impact:

The approval of this procurement action will obligate the capital funds in the amount listed. Funds are available in the capital budget for this purpose.

Recommendation:

The procurement action be approved as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works 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 service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

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 annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; 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.

April 2021

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)
(Staff Summaries required for items requiring Board Approval)

- | | | | |
|-----------|---------------------------------|--------------------|--------------------------------------|
| 1. | Tutor Perini Corporation | \$7,588,645 | <u>Staff Summary Attached</u> |
| | Contract No. CS179.415 | | |

MTA Construction and Development requests the Board ratify a retroactive contract modification to: (i) revise and resubmit detailed design drawings and test procedures for five systems in the Grand Central Terminal; (ii) relocate fire alarm, telephone, security, radio, and public address system devices; and (iii) modify Access Restraints in Zone 4 of the Grand Central Terminal Concourse. The modification will also revise and add contract milestones.

Schedule K: Ratification of Completed Procurement Actions

Item Number 1

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	Contract Number CS179	AWO/Modification # 415
Description Systems Facilities Package No. 1	Original Amount:	\$ 333,588,000
Contract Term (including Options, if any) 75 Months	Prior Modifications:	\$ 177,397,516
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Exercised Options:	\$ 216,800,001
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 727,785,517
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 7,588,645
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	1.4 %
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup	% of Modifications (including This Request) to Original Amount:	55.5 %

Discussion:

Contract CS179 provides the systems for the East Side Access (“ESA”) project. This retroactive contract modification is to have the Contractor: (i) revise and resubmit detailed design drawings and test procedures for five systems in the Grand Central Terminal (“GCT”) Concourse – Fire Alarm, Telephone, Public Address/Variable Messaging Signs, Security (CCTV, card readers, door hardware) and Radio; (ii) relocate fire alarm, telephone, security, radio, and public address system devices; and (iii) modify Access Restraints in Zone 4 of the GCT Concourse. The modification will also revise and add contract milestones. This work is needed to support the redevelopment of the building at 270 Park Avenue by JP Morgan Chase Bank, N.A.’s (“JPMC”).

Pursuant to an agreement between MTA and JPMC, MTA and JPMC are cooperating in performing the work necessary for the 270 Park Avenue redevelopment in a manner that will minimize impacts on ESA Contracts. The agreement calls for JPMC to both perform, at its own expense, a significant amount of ESA work that is affected by the JPMC redevelopment and reimburse MTA for the cost of change work that MTA performs to support the JPMC redevelopment, such as the work that is the subject of this Modification. This modification is required as a result of JPMC’s construction of shear walls to support its new building that will pass through the GCT Concourse that MTA is constructing as part of the ESA Project. These new shear walls are larger than the existing shear walls that support the present building. This will necessitate a redesign of these systems in the areas of the new shear walls and changes to the locations of equipment and devices that have and will be installed as part of the fire alarm, telephone, public address/variable message signs, security, and radio systems.

To avoid delay to the Contract Schedule, the President approved retroactive memoranda and on August 5, 2020 the Contractor was directed to proceed with the early engineering associated with this Modification, up to a Not-To-Exceed value of \$300,000. On December 30, 2020 the Contractor was further directed to proceed with the full scope of this Modification, up to a Not-To-Exceed value of \$1,488,645.

The Contractor’s proposal for this Modification was \$53,866,578, comprised of approximately \$13.6M for the direct costs of construction and approximately \$40.3M for impact costs associated with schedule impacts. The parties agreed to \$1,488,645 for the direct cost of all work under this Modification. The parties also agreed to extend Substantial Completion from February 14, 2022 to June 3, 2022. The impact costs associated with this time extension, together with an acceleration incentive payment for timely completion of \$955,418, total \$6,100,000. The total cost of the Modification is \$7,588,645 which is considered to be fair and reasonable.

MTA will be reimbursed for the costs of this Modification pursuant to the Cost Reimbursement Agreement between JPMC and MTA. Pursuant to that agreement, JPMC is responsible for all of the direct costs of this Modification and will be responsible for the impact costs and the acceleration incentive for the delays solely attributable to JPMC.

In connection with a previous contract awarded to Tutor Perini Corporation. (“TPC”), TPC was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2017. No new SAI has been found relating to TPC and TPC has been found to be responsible.

Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

March 2021 Highlights: Operations Report

March service delivery operated above goal at 98.6% with YTD at 98.3%.

We continued operation of a reduced schedule due to reduced ridership.

Hudson Line – 99.1% YTD: 98.7%

1 train (0.1%) cancelled or terminated

Harlem Line – 99.3% YTD: 99.3%

2 trains (0.1%) cancelled or terminated

New Haven Line – 97.8% YTD: 97.3%

4 trains (0.1%) cancelled or terminated

Consist Compliance: 100%

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

West of Hudson Service operated above goal at 94.1% with YTD at 92.9%.

The PVL operated below goal at 93.6% due to NJT Infrastructure Failures.

Pascack Valley – 93.6% YTD: 92.7%

Port Jervis – 94.8% YTD: 93.1%

6 trains (0.2%) PVL: 5, PJJ: 1, cancelled or terminated. All were due to equipment related issues.

Equipment Performance

Fleet Availability was good during February.

Fleet MDBF in February operated above goal at 219,389 against the goal of 175,000.

Excluding the 6 M8 PTC failures MDBF operated above goal at 329,084 miles.

Performance Summary			2021 Data			2020 Data		
			Annual Goal	March	YTD thru March	March	YTD thru March	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	98.6%	98.3%	98.5%	97.7%	
		AM Peak	94.0%			97.5%	96.6%	
		AM Reverse Peak	94.0%			98.7%	97.8%	
		PM Peak	94.0%			99.3%	98.2%	
		Total Peak	94.0%			98.4%	97.5%	
		Off Peak Weekday	94.0%	98.5%	98.2%	98.1%	97.1%	
		Weekend	94.0%	99.1%	98.6%	99.3%	99.1%	
		Hudson Line	Overall	94.0%	99.1%	98.7%	98.6%	98.1%
			AM Peak	94.0%			96.9%	96.2%
			AM Reverse Peak	94.0%			98.6%	98.2%
			PM Peak	94.0%			99.2%	98.8%
			Total Peak	94.0%			98.1%	97.5%
			Off Peak Weekday	94.0%	99.0%	98.8%	98.5%	97.8%
			Weekend	94.0%	99.7%	98.6%	99.3%	99.4%
		Harlem Line	Overall	94.0%	99.3%	99.3%	98.7%	97.7%
			AM Peak	94.0%			98.5%	96.9%
			AM Reverse Peak	94.0%			98.3%	96.8%
			PM Peak	94.0%			99.8%	97.9%
			Total Peak	94.0%			99.0%	97.2%
			Off Peak Weekday	94.0%	99.3%	99.2%	98.1%	97.2%
			Weekend	94.0%	99.4%	99.6%	99.2%	99.4%
		New Haven Line	Overall	94.0%	97.8%	97.3%	98.4%	97.5%
			AM Peak	94.0%			97.2%	96.7%
			AM Reverse Peak	94.0%			99.0%	98.6%
			PM Peak	94.0%			99.0%	98.2%
			Total Peak	94.0%			98.2%	97.6%
			Off Peak Weekday	94.0%	97.7%	97.1%	97.9%	96.7%
		Weekend	94.0%	98.5%	98.1%	99.3%	98.7%	
Operating Statistics	Trains Scheduled			12,902	36,569	18,678	56,085	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			13.3	13.9	12.3	12.3	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	43	151	42	252	
	Trains Canceled		230	1	12	2	23	
	Trains Terminated		230	6	29	12	44	
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.9%	99.9%	99.9%	
Consist Compliance <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>	System	Overall	99.0%	100.0%	100.0%	100.0%	99.9%	
		AM Peak	99.0%			100.0%	99.2%	
		AM Reverse Peak	99.0%			100.0%	100.0%	
		PM Peak	99.0%			100.0%	99.8%	
		Total Peak	99.0%			100.0%	99.5%	
		Off Peak Weekday	99.0%	100.0%	100.0%	100.0%	100.0%	
		Weekend	99.0%	100.0%	100.0%	100.0%	100.0%	
		Hudson Line	AM Peak	99.0%			100.0%	99.7%
			PM Peak	99.0%			100.0%	100.0%
		Harlem Line	AM Peak	99.0%			100.0%	99.6%
			PM Peak	99.0%			100.0%	99.7%
		New Haven Line	AM Peak	99.0%			100.0%	98.4%
			PM Peak	99.0%			100.0%	99.7%

SYSTEM Category of Delay

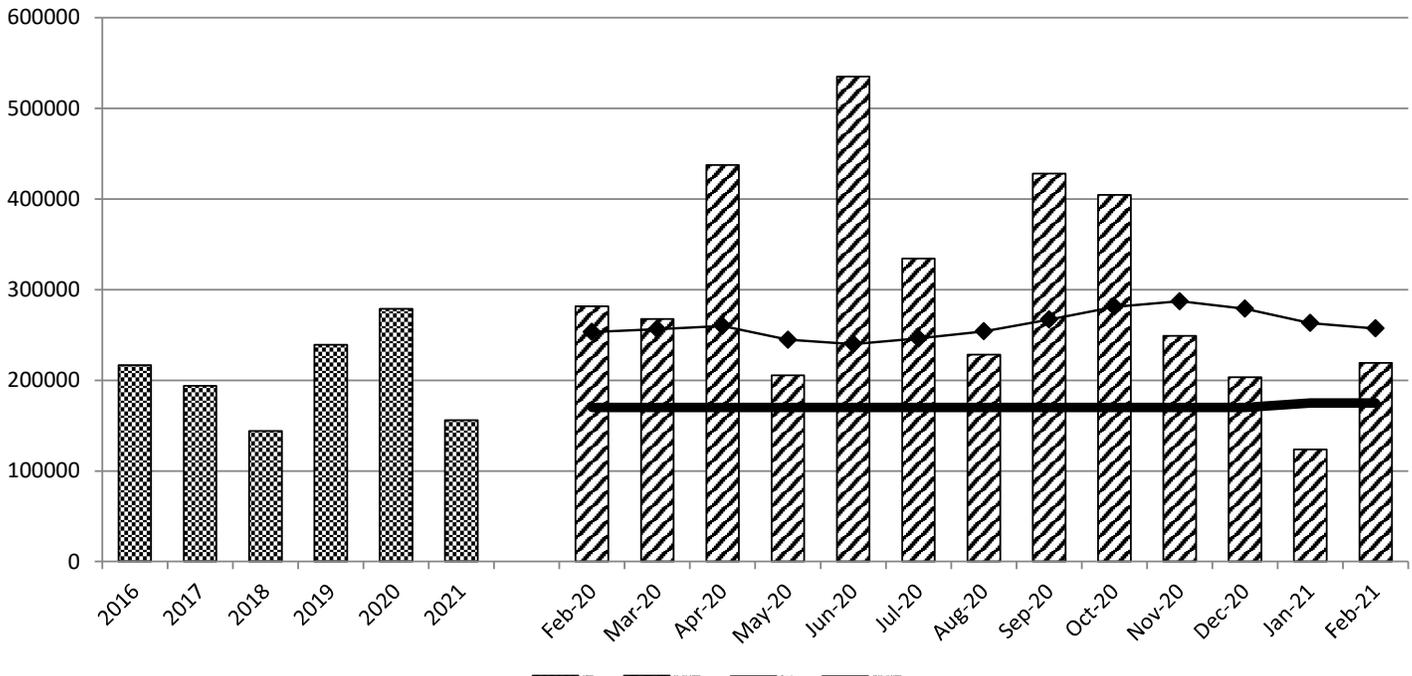
Delay Minutes / Delay Threshold	% Total	February	2021 Data		2020 Data		YTD 2021 Vs 2020
			March	YTD thru March	March	YTD thru March	
Engineering (Scheduled)	4.7%	27	21	90	16	93	-4
Engineering (Unscheduled)	20.0%	78	92	222	91	727	-605
Maintenance of Equipment	42.5%	175	195	597	215	638	-41
Transportation	3.4%	41	16	86	29	109	-23
Capital Projects	1.5%	3	7	13	21	54	-41
Weather and Environmental	8.2%	113	38	152	3	174	-23
Police	11.3%	53	52	168	84	350	-183
Customers	2.9%	7	13	38	6	84	-46
Other	5.5%	52	25	122	77	293	-172
3rd Party Operations	0.0%	0	0	0	0	4	-4
TOTAL	100.0%	549	459	1,487	542	2,526	-1,040
HUDSON LINE							
	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2021 Vs 2020
Engineering (Scheduled)	5.6%	3	4	6	2	12	-6
Engineering (Unscheduled)	33.3%	3	24	43	10	89	-46
Maintenance of Equipment	19.4%	40	14	75	49	167	-92
Transportation	1.4%	0	1	7	12	28	-21
Capital Projects	0.0%	0	0	4	3	20	-16
Weather and Environmental	2.8%	84	2	86	0	35	51
Police	26.4%	27	19	52	23	62	-10
Customers	2.8%	3	2	6	1	27	-21
Other	8.3%	4	6	18	55	102	-84
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	164	72	297	155	542	-245
HARLEM LINE							
	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2021 Vs 2020
Engineering (Scheduled)	3.3%	0	2	4	4	28	-24
Engineering (Unscheduled)	6.6%	8	4	19	37	292	-273
Maintenance of Equipment	32.8%	15	20	63	36	126	-63
Transportation	13.1%	5	8	13	4	47	-34
Capital Projects	3.3%	0	2	2	6	12	-10
Weather and Environmental	8.2%	13	5	18	3	28	-10
Police	11.5%	1	7	26	18	108	-82
Customers	4.9%	0	3	5	0	26	-21
Other	16.4%	15	10	36	3	61	-25
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	57	61	186	111	728	-542
NEW HAVEN LINE							
	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2021 Vs 2020
Engineering (Scheduled)	5.9%	24	14	62	9	54	8
Engineering (Unscheduled)	13.0%	67	31	121	44	346	-225
Maintenance of Equipment	48.1%	109	115	389	126	329	60
Transportation	2.9%	36	7	66	13	34	32
Capital Projects	1.7%	3	4	7	12	22	-15
Weather and Environmental	12.6%	16	30	47	0	111	-64
Police	9.6%	25	23	87	42	179	-92
Customers	2.9%	4	7	20	5	31	-11
Other	3.3%	26	8	54	19	130	-76
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	310	239	853	270	1,236	-383

	2021 Data							2020 Data			
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Feb MDBF (miles)	Primary Failure Goal	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)	12 month MDBF Rolling Avg (miles)	Feb MDBF (miles)	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)
Mean Distance Between Failures	M8	405	290,000	157,108	5	9*	92,359	342,707	411,998	6	319,512
	M3	138	80,000	120,103	2	1	155,003	141,163	145,214	2	123,896
	M7	334	340,000	1,258,028	5	1	1,292,310	542,008	621,679	3	552,397
	Coach	207	210,000	247,559	5	4	297,538	397,806	270,792	5	217,505
	P-32	31	21,000	123,668	6	1	43,869	35,013	35,698	5	41,396
	BL-20	12	13,000	21,500	3	2	20,592	15,127	40,641	1	20,970
	Fleet	1127	175,000	219,389	26	18	156,197	257,107	281,843	22	238,564
	M8		290,000	157,108	5	9	92,359	342,707	411,998	6	319,512
M3/7		235,000	689,065	7	2	723,656	420,822	431,093	5	373,855	
Diesel/Coach		85,000	165,272	14	7	142,844	141,640	143,008	11	126,308	

*6 M8 PTC Software Failures

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 2016 - 2021



West of Hudson Performance Summary			2021 Data			2020 Data		
			Annual Goal	March	YTD thru March	March	YTD thru March	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	94.0%	94.1%	92.9%	97.5%	96.0%	
		AM Peak	94.0%	97.7%	92.7%	97.9%	95.2%	
		PM Peak	94.0%	97.0%	96.8%	99.5%	95.7%	
		Total Peak	94.0%	97.3%	94.8%	98.7%	95.5%	
		Off Peak Weekday	94.0%	91.9%	90.7%	95.8%	95.4%	
		Weekend	94.0%	93.5%	94.5%	98.1%	97.4%	
		Pascack Line	Overall	94.0%	93.6%	92.7%	97.5%	97.0%
		AM Peak	94.0%	96.9%	95.6%	98.1%	96.4%	
		PM Peak	94.0%	99.4%	98.1%	99.0%	96.4%	
		Total Peak	94.0%	98.1%	96.8%	98.6%	96.4%	
		Off Peak Weekday	94.0%	91.1%	89.3%	96.3%	96.5%	
		Weekend	94.0%	91.8%	93.6%	97.9%	98.3%	
		Port Jervis Line	Overall	94.0%	94.8%	93.1%	97.4%	94.6%
		AM Peak	94.0%	98.6%	89.3%	97.8%	93.9%	
		PM Peak	94.0%	94.2%	95.4%	100.0%	94.8%	
		Total Peak	94.0%	96.4%	92.3%	98.9%	94.4%	
		Off Peak Weekday	94.0%	93.0%	92.6%	95.1%	94.1%	
	Weekend	94.0%	96.4%	95.9%	98.3%	95.8%		
Operating Statistics	Trains Scheduled		1,711	4,842	1,540	4,759		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		21.0	18.5	19.0	21.6		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	44	153	15	85		
	Trains Canceled	60	4	13	2	12		
	Trains Terminated	60	2	6	1	19		
	Percent of Scheduled Trips Completed	99.4%	99.6%	99.6%	99.8%	99.3%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	92.2%	90.9%	99.7%	99.6%	
	Pascack Valley - AM		99.0%	95.8%	91.9%	99.9%	99.8%	
	Port Jervis - AM		99.0%	81.4%	89.9%	99.6%	99.4%	

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

WEST OF HUDSON
EVENTS RESULTING IN 5 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
03/29	Mon	TMAC Failure.	0	0	0	4	0	0	3	0	0	0	0	0	7	0	0
TOTAL FOR MONTH			0	0	0	4	0	0	3	0	0	0	0	0	7	0	0
															7		

MARCH 2021 STANDEE REPORT
East of Hudson

			MAR 2020	YTD 2020	MAR 2021	YTD 2021
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	7	0	0
Total Standees			0	8	0	0
AM Peak	Harlem Line	Program Standees	0	21	0	0
		Add'l Standees	0	11	0	0
Total Standees			0	32	0	0
	New Haven Line	Program Standees	0	16	0	0
		Add'l Standees	0	39	0	0
Total Standees			0	55	0	0
EAST OF HUDSON TOTAL - AM PEAK			0	94	0	0
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	0
Total Standees			0	1	0	0
	New Haven Line	Program Standees	0	93	0	0
		Add'l Standees	0	6	0	0
Total Standees			0	99	0	0
EAST OF HUDSON TOTAL - PM PEAK			0	100	0	0

West of Hudson

			MAR 2020	YTD 2020	MAR 2021	YTD 2021
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
AM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
WEST OF HUDSON TOTAL - AM PEAK			0	0	0	0

* Consist compliance and Standee Reporting for the West of Hudson PM Peak trains is currently unavailable .

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

Elevator Availability	2021		2020	
	March	Year to Date	March	Year to Date
Grand Central Terminal	97.77%	99.08%	100.00%	97.46%
Harlem	99.98%	99.98%	99.98%	98.94%
Hudson	99.97%	99.98%	99.47%	99.50%
New Haven	99.96%	99.96%	99.96%	96.58%
Overall Average	99.42%	99.75%	99.85%	98.12%

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) Returned To Service (RTS) on 3/3/21.

Escalator Availability	2021		2020	
	March	Year to Date	March	Year to Date
Grand Central Terminal	100.00%	99.52%	100.00%	99.87%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.76%	100.00%	99.93%

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 upgrade work and are excluded from this report. The estimated Return To Service (RTS) date for escalators #1 & #2 is the end of April 2021.



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	March	YTD	March	YTD
93.0%	98.6%	98.3%	98.5%	97.7%



Short Trains

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

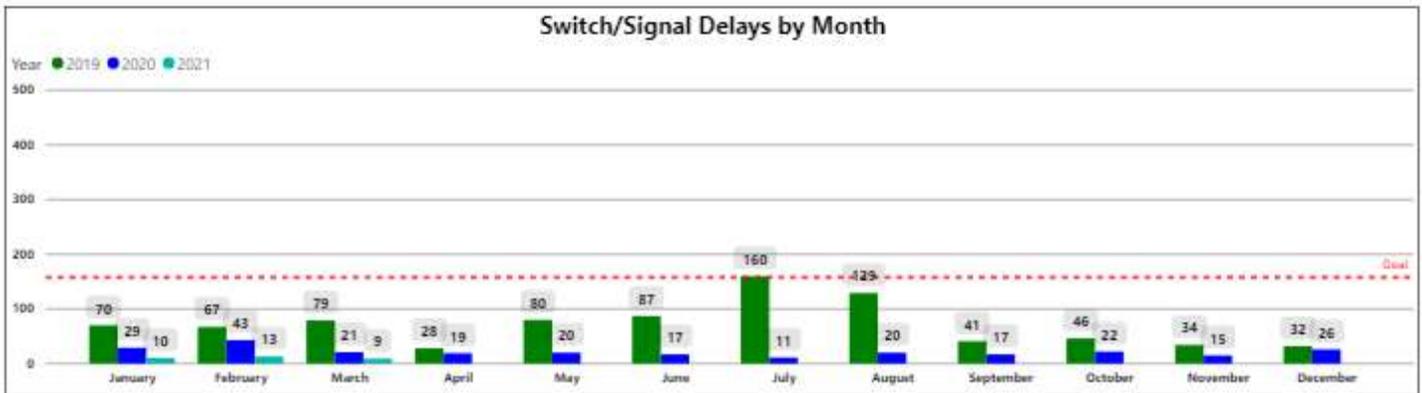
	2021		2020	
Goal	March	YTD	March	YTD
1138	0	0	0	70



Switch/Signal Delays

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

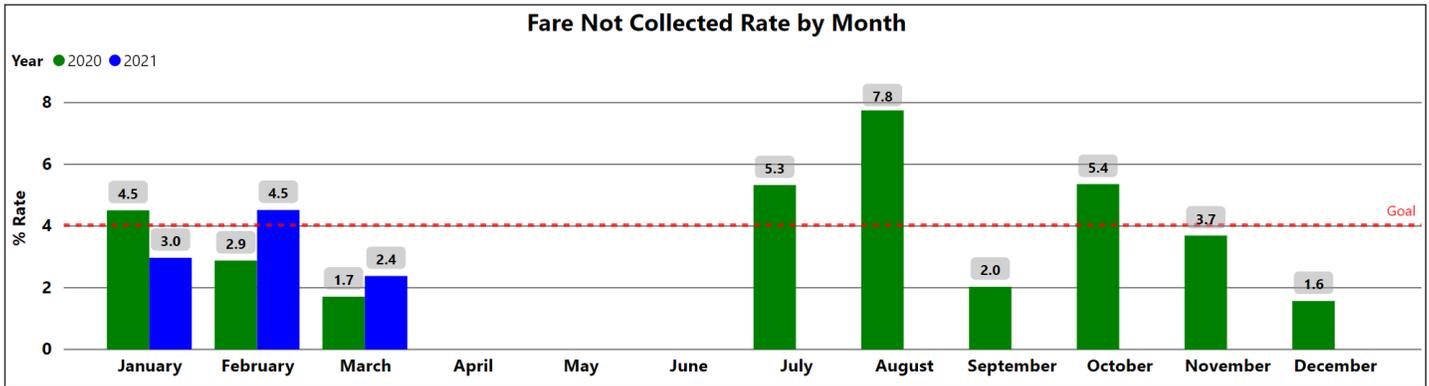
	2021		2020	
Goal	March	YTD	March	YTD
1896	9	32	21	93



Fare Not Collected Rate

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

	2021		2020	
Goal	Mar	YTD	Mar	YTD
4.0%	2.4%	3.2%	1.7%	3.2%

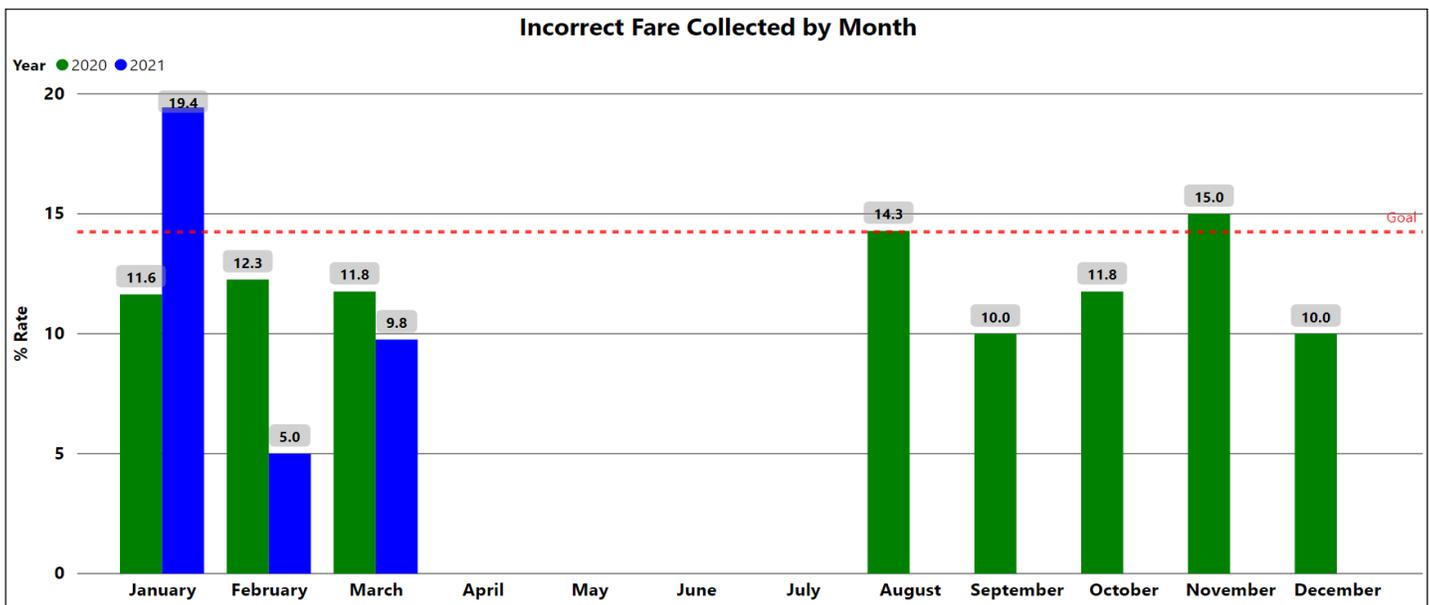


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Fare Not Collected audits in July 2020.

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	Mar	YTD	Mar	YTD
14.3%	9.8%	12.4%	11.8%	11.9%

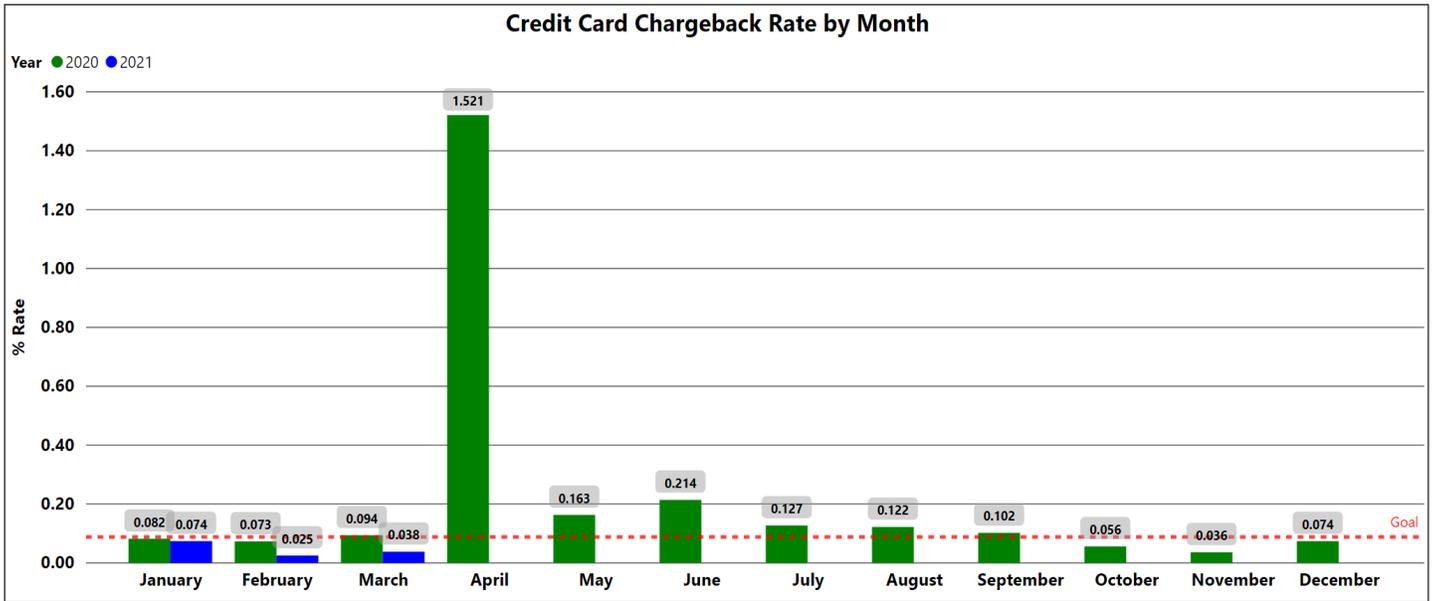


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Incorrect Fare Collected audits in August 2020.

Credit Card Chargeback Rate

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

	2021		2020	
Goal	Mar	YTD	Mar	YTD
0.088%	0.038%	0.045%	0.094%	0.081%



- April 2020 increase is due to a significant decrease in sales relative to chargebacks and the timing of chargebacks processed pertaining to prior periods.



Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



On Jan. 4, Metro-North announced the opening of the Maybrook Trailway, a 23-mile segment of the 750-mile Empire State trail that spans New York City to Canada and Albany to Buffalo. Built by Metro-North with \$42 million in State funds, the trail runs through Dutchess and Putnam Counties alongside our Beacon Line.



Metro-North Railroad

March 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) March 2021 Financial Results

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

- Ridership of 4.4 million, which includes East of Hudson ridership of 4.3 million and West of Hudson ridership of 0.1 million, was 28.5% favorable vs. Budget. Consequently, farebox revenue of \$34.4 million was \$3.9 million higher than Budget.
- Total revenue of \$41.3 million was \$0.2 million or 0.6% lower than Budget primarily due to lower net GCT Retail Income and lower advertising revenue largely offset by higher farebox revenue due to higher East of Hudson non-commutation ridership.
- Total expenses of \$313.4 million were \$7.8 million or 2.4% favorable vs. Budget primarily due to lower contractual costs as well as lower consulting and engineering services.

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
Total Revenue	\$41.5	\$41.3	(\$0.2)	-0.6%
Total Expenses before Non-Cash Liability Adjs.	321.2	313.4	7.8	2.4%
Operating Surplus/(Deficit)	(279.7)	(272.2)	7.5	2.7%
<i>Other Non-Cash Liabilities</i>	63.2	57.0	6.2	9.8%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(342.9)	(329.2)	13.7	4.0%
<i>Cash Adjustments</i>	79.4	8.6	(70.7)	-89.1%
Net Cash Surplus/(Deficit)	(\$263.5)	(\$320.5)	(\$57.0)	-21.7%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

March 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$329.2 million was \$13.7 million or 4.0% favorable vs. the Budget.

Major drivers of the March 2021 YTD favorable result of \$13.7 million include lower Non-Reimbursable Expenses of \$13.9 million mainly due to lower contractual costs as well as lower consulting and engineering services. Non-Reimbursable Revenues were unfavorable by \$0.2 million, primarily driven by lower net GCT Retail Income and lower advertising revenue largely offset by higher farebox revenue due to higher East of Hudson non-commutation ridership.

March 2021 YTD Reimbursable Expenses of \$43.7 million were \$51.0 million favorable vs. the Budget primarily due to the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Connecticut Track Program, Connecticut Positive Train Control, Devon Supply Transformer Replacement, Signal Replacement from Greenwich to South Norwalk, MTA Positive Train Control and other various projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$3.9 million higher vs. the Budget primarily due to higher East of Hudson non-commutation ridership partially offset by East of Hudson commutation ridership.
 - YTD Ridership of 4.4 million was 28.5% favorable vs. the Budget and 71.8% unfavorable vs. YTD 2020.
- **Other Operating Revenue** – YTD was \$4.2 million unfavorable vs. the Budget primarily due to lower net GCT Retail Income as well as lower advertising revenue.
- **Capital and Other Reimbursements** – YTD was \$51.0 million or 53.8% unfavorable vs. the Budget primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$414.2 million were \$64.9 million or 13.6% favorable vs. the Budget.

Labor Expenses (including fringes and overhead recoveries) of \$266.8 million YTD were \$7.9 million favorable vs. the Budget.

- **Payroll** – YTD was \$3.4 million favorable vs. the Budget primarily due to lower train & engine crew payments partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$3.2 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 \$90.3 million YTD were \$50.8 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$0.2 million unfavorable vs. the Budget primarily due to higher rates partially offset by lower usage.
- **Fuel** – YTD expenses were \$0.3 million favorable vs. the Budget primarily due to lower usage partially offset by higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$7.7 million favorable vs. the Budget due to the timing Non-Reimbursable expenses for BL-20 locomotive overhauls, infrastructure maintenance and miscellaneous maintenance and operating contracts as well as the timing of Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk project.
- **Professional Services** – YTD was \$8.8 million favorable vs. the Budget due to the timing of Reimbursable project activity primarily related to the Connecticut Positive Train Control, Sasco

Creek Power Supply Station and Waterbury Branch Cab Signal projects and lower than anticipated Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$33.8 million favorable vs. the Budget primarily due to the timing of Reimbursable project activity for the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement and the Connecticut Track Program.
- **Other Business Expenses** – YTD was \$0.2 million unfavorable vs. the Budget primarily due to higher subsidy payments to New Jersey Transit resulting from year to date revenue true-ups and lower Amtrak recoveries partially offset by lower credit card fees.

Depreciation and Other Non-Cash Liability Adjustments were \$6.2 million favorable vs. the YTD Budget primarily due to lower GASB 68 expense, which reflects adjustments to account for MNR's net pension liability as well as lower environmental remediation and depreciation expenses.

CASH DEFICIT SUMMARY

March YTD Net Cash Deficit of \$320.5 million was \$57.0 million or 21.7% unfavorable to the Budget primarily due to the partial payment of 2020 deferred payroll taxes.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 14.4% was 0.7 percentage points favorable vs. the Budget.
- Adjusted Cost per Passenger of \$67.34 was \$24.52 favorable vs. the Budget.
- Revenue per Passenger of \$7.77 was \$1.07 unfavorable vs. the Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 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
Revenue												
Farebox Revenue	\$10.537	\$13.266	\$2.729	25.9	\$0.000	\$0.000	\$0.000	-	\$10.537	\$13.266	\$2.729	25.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.623	2.258	(1.365)	(37.7)	0.000	0.000	0.000	-	3.623	2.258	(1.365)	(37.7)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	14.404	7.233	(7.170)	(49.8)	14.404	7.233	(7.170)	(49.8)
CDOT	0.000	0.000	0.000	-	20.139	7.589	(12.550)	(62.3)	20.139	7.589	(12.550)	(62.3)
Other	0.000	0.000	0.000	-	1.168	0.924	(0.244)	(20.9)	1.168	0.924	(0.244)	(20.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	35.710	15.746	(19.965)	(55.9)	35.710	15.746	(19.965)	(55.9)
Total Revenue	\$14.159	\$15.524	\$1.365	9.6	\$35.710	\$15.746	(\$19.965)	(55.9)	\$49.870	\$31.270	(\$18.600)	(37.3)
Expenses												
<i>Labor:</i>												
Payroll	\$42.879	\$43.534	(\$0.656)	(1.5)	\$4.684	\$3.542	\$1.142	24.4	\$47.563	\$47.077	\$0.486	1.0
Overtime	6.549	5.385	1.165	17.8	2.502	2.114	0.388	15.5	9.051	7.499	1.552	17.2
Health and Welfare	8.519	11.073	(2.554)	(30.0)	1.608	1.208	0.400	24.9	10.127	12.281	(2.154)	(21.3)
OPEB Current Payment	3.083	3.494	(0.411)	(13.3)	0.000	0.000	0.000	-	3.083	3.494	(0.411)	(13.3)
Pensions	9.869	9.614	0.255	2.6	1.273	1.031	0.243	19.1	11.142	10.644	0.498	4.5
Other Fringe Benefits	10.061	10.345	(0.285)	(2.8)	1.210	0.985	0.225	18.6	11.270	11.330	(0.060)	(0.5)
Reimbursable Overhead	(6.159)	(4.858)	(1.301)	(21.1)	5.994	4.770	1.224	20.4	(0.166)	(0.089)	(0.077)	(46.5)
Total Labor	\$74.800	\$78.587	(\$3.787)	(5.1)	\$17.270	\$13.650	\$3.621	21.0	\$92.071	\$92.237	(\$0.166)	(0.2)
<i>Non-Labor:</i>												
Electric Power	\$4.354	\$6.267	(\$1.913)	(43.9)	\$0.000	\$0.000	\$0.000	-	\$4.354	\$6.267	(\$1.913)	(43.9)
Fuel	1.360	1.608	(0.247)	(18.2)	0.000	0.000	0.000	-	1.360	1.608	(0.247)	(18.2)
Insurance	1.659	1.116	0.543	32.7	0.000	0.127	(0.127)	-	1.659	1.244	0.415	25.0
Claims	0.096	0.009	0.087	90.8	0.000	0.000	0.000	-	0.096	0.009	0.087	90.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.153	8.265	1.887	18.6	1.286	0.549	0.737	57.3	11.439	8.814	2.625	22.9
Professional Service Contracts	3.385	2.783	0.601	17.8	1.562	0.572	0.990	63.4	4.947	3.355	1.591	32.2
Materials & Supplies	8.489	13.594	(5.104)	(60.1)	15.559	0.838	14.721	94.6	24.048	14.432	9.617	40.0
Other Business Expenses	1.457	0.237	1.220	83.7	0.033	0.009	0.023	71.2	1.490	0.247	1.243	83.4
Total Non-Labor	\$30.954	\$33.880	(\$2.926)	(9.5)	\$18.440	\$2.096	\$16.344	88.6	\$49.394	\$35.976	\$13.418	27.2
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$105.754	\$112.467	(\$6.713)	(6.3)	\$35.710	\$15.746	\$19.965	55.9	\$141.464	\$128.212	\$13.252	9.4
Depreciation	20.542	20.174	0.369	1.8	0.000	0.000	0.000	-	20.542	20.174	0.369	1.8
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.568	(3.755)	4.323	*	0.000	0.000	0.000	-	0.568	(3.755)	4.323	*
Environmental Remediation	0.333	(0.417)	0.750	*	0.000	0.000	0.000	-	0.333	(0.417)	0.750	*
GASB75 Adjustment	0.000	0.144	(0.144)	-	0.000	0.000	0.000	-	0.000	0.144	(0.144)	-
Total Expenses	\$127.197	\$128.612	(\$1.415)	(1.1)	\$35.710	\$15.746	\$19.965	55.9	\$162.907	\$144.358	\$18.549	11.4
Net Surplus/(Deficit)	(\$113.038)	(\$113.088)	(\$0.051)	0.0	\$0.000	\$0.000	\$0.000	-	(\$113.038)	(\$113.088)	(\$0.051)	0.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	20.174	(0.369)	(1.8)	0.000	0.000	0.000	-	20.542	20.174	(0.369)	(1.8)
Operating/Capital	(6.317)	(3.235)	3.083	48.8	0.000	0.000	0.000	-	(6.317)	(3.235)	3.083	48.8
Other Cash Adjustments	14.476	4.615	(9.860)	(68.1)	0.000	0.000	0.000	-	14.476	4.615	(9.860)	(68.1)
Total Cash Conversion Adjustments	\$28.701	\$21.554	(\$7.146)	(24.9)	\$0.000	\$0.000	\$0.000	-	\$28.701	\$21.554	(\$7.146)	(24.9)
Net Cash Surplus/(Deficit)	(\$84.337)	(\$91.534)	(\$7.197)	(8.5)	\$0.000	\$0.000	\$0.000	-	(\$84.337)	(\$91.534)	(\$7.197)	(8.5)

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 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	
Revenue													
Farebox Revenue	\$30.462	\$34.402	\$3.940	12.9	\$0.000	\$0.000	\$0.000	-	\$30.462	\$34.402	\$3.940	12.9	
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Other Operating Revenue	11.031	6.855	(4.176)	(37.9)	0.000	0.000	0.000	-	11.031	6.855	(4.176)	(37.9)	
<i>Capital & Other Reimbursements:</i>													
MTA	0.000	0.000	0.000	-	36.604	20.063	(16.541)	(45.2)	36.604	20.063	(16.541)	(45.2)	
CDOT	0.000	0.000	0.000	-	54.915	19.841	(35.074)	(63.9)	54.915	19.841	(35.074)	(63.9)	
Other	0.000	0.000	0.000	-	3.202	3.833	0.631	19.7	3.202	3.833	0.631	19.7	
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	94.721	43.737	(50.984)	(53.8)	94.721	43.737	(50.984)	(53.8)	
Total Revenue/Receipts	\$41.493	\$41.258	(\$0.236)	(0.6)	\$94.721	\$43.737	(\$50.984)	(53.8)	\$136.214	\$84.995	(\$51.219)	(37.6)	
Expenses													
<i>Labor:</i>													
Payroll	\$128.559	\$127.765	\$0.794	0.6	\$12.613	\$10.053	\$2.560	20.3	\$141.172	\$137.817	\$3.354	2.4	
Overtime	21.151	18.924	2.226	10.5	6.569	5.595	0.974	14.8	27.720	24.519	3.200	11.5	
Health and Welfare	25.756	27.043	(1.286)	(5.0)	4.288	3.371	0.917	21.4	30.044	30.413	(0.369)	(1.2)	
OPEB Current Payment	9.250	10.273	(1.023)	(11.1)	0.000	0.000	0.000	-	9.250	10.273	(1.023)	(11.1)	
Pensions	29.799	28.656	1.144	3.8	3.411	2.851	0.560	16.4	33.210	31.507	1.703	5.1	
Other Fringe Benefits	30.624	29.796	0.828	2.7	3.227	2.723	0.503	15.6	33.851	32.520	1.331	3.9	
Reimbursable Overhead	(16.513)	(12.640)	(3.873)	(23.5)	16.029	12.410	3.619	22.6	(0.484)	(0.230)	(0.254)	(52.4)	
Total Labor	\$228.627	\$229.816	(\$1.189)	(0.5)	\$46.136	\$37.003	\$9.134	19.8	\$274.763	\$266.819	\$7.944	2.9	
<i>Non-Labor:</i>													
Electric Power	\$13.748	\$13.836	(\$0.088)	(0.6)	\$0.000	\$0.140	(\$0.140)	-	\$13.748	\$13.976	(\$0.227)	(1.7)	
Fuel	4.336	3.993	0.343	7.9	0.000	0.000	0.000	-	4.336	3.993	0.343	7.9	
Insurance	4.869	4.119	0.750	15.4	0.000	0.361	(0.361)	-	4.869	4.479	0.389	8.0	
Claims	0.287	0.049	0.238	83.0	0.000	0.000	0.000	-	0.287	0.049	0.238	83.0	
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Maintenance and Other Operating Contracts	29.275	24.483	4.793	16.4	4.828	1.905	2.923	60.5	34.103	26.387	7.716	22.6	
Professional Service Contracts	10.597	7.405	3.192	30.1	6.416	0.850	5.566	86.8	17.013	8.255	8.758	51.5	
Materials & Supplies	25.161	25.214	(0.053)	(0.2)	37.243	3.433	33.810	90.8	62.404	28.648	33.756	54.1	
Other Business Expenses	4.262	4.495	(0.232)	(5.5)	0.098	0.046	0.052	52.9	4.360	4.541	(0.181)	(4.1)	
Total Non-Labor	\$92.534	\$83.592	\$8.942	9.7	\$48.585	\$6.734	\$41.850	86.1	\$141.119	\$90.326	\$50.792	36.0	
<i>Other Adjustments</i>													
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	
Total Expenses before Non-Cash Liability Adjs.	\$321.161	\$313.408	\$7.753	2.4	\$94.721	\$43.737	\$50.984	53.8	\$415.882	\$357.145	\$58.736	14.1	
Depreciation	61.627	60.562	1.064	1.7	0.000	0.000	0.000	-	61.627	60.562	1.064	1.7	
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
GASB68 Pension Adjustment	0.568	(3.755)	4.323	*	0.000	0.000	0.000	-	0.568	(3.755)	4.323	*	
Environmental Remediation	1.000	0.060	0.940	94.0	0.000	0.000	0.000	-	1.000	0.060	0.940	94.0	
GASB75 Adjustment	0.000	0.144	(0.144)	-	0.000	0.000	0.000	-	0.000	0.144	(0.144)	-	
Total Expenses	\$384.355	\$370.419	\$13.936	3.6	\$94.721	\$43.737	\$50.984	53.8	\$479.076	\$414.156	\$64.920	13.6	
Net Surplus/(Deficit)	(\$342.862)	(\$329.161)	\$13.700	4.0	\$0.000	\$0.000	\$0.000	-	(\$342.862)	(\$329.161)	\$13.700	4.0	
<i>Cash Conversion Adjustments:</i>													
Depreciation	61.627	60.562	(1.064)	(1.7)	0.000	0.000	0.000	-	61.627	60.562	(1.064)	(1.7)	
Operating/Capital	(13.416)	(4.575)	8.842	65.9	0.000	0.000	0.000	-	(13.416)	(4.575)	8.842	65.9	
Other Cash Adjustments	31.156	(47.371)	(78.527)	*	0.000	0.000	0.000	-	31.156	(47.371)	(78.527)	*	
Total Cash Conversion Adjustments	\$79.366	\$8.616	(\$70.750)	(89.1)	\$0.000	\$0.000	\$0.000	-	\$79.366	\$8.616	(\$70.750)	(89.1)	
Net Cash Surplus/(Deficit)	(\$263.495)	(\$320.545)	(\$57.050)	(21.7)	\$0.000	\$0.000	\$0.000	-	(\$263.495)	(\$320.545)	(\$57.050)	(21.7)	

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
March 2021
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget				Year to Date vs. Adopted Budget			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
FAREBOX REVENUE	Non-Reimb	\$2.729	25.9%	Reflects higher East of Hudson non-commutation ridership partially offset by lower East of Hudson commutation ridership.	\$3.940	12.9%	Reflects higher East of Hudson non-commutation ridership partially offset by lower East of Hudson commutation ridership.		
OTHER OPERATING REVENUE	Non-Reimb	(\$1.365)	(37.7%)	Lower GCT retail and advertising revenues.	(\$4.176)	(37.9%)	Lower GCT retail and advertising revenues.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$19.965)	(55.9%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$50.984)	(53.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Reimb	\$1.142	24.4%	Primarily reflects lower activity on the Positive Train Control (NY) Project and the Connecticut Track Program.	\$2.560	20.3%	Primarily reflects lower activity on the Positive Train Control (NY) and Signal Replacement from Greenwich to South Norwalk Projects as well as the Connecticut Track Program partially offset by the Universal Interlock CP243 Project.		
OVERTIME	Non-Reimb	\$1.165	17.8%	See overtime charts.	\$2.226	10.5%	See overtime charts.		
	Reimb	\$0.388	15.5%	See overtime charts.	\$0.974	14.8%	See overtime charts.		
HEALTH AND WELFARE	Non-Reimb	(\$2.554)	(30.0%)	Primarily reflects a YTD catch-up adjustment for a higher than budgeted Health & Welfare expense.	(\$1.286)	(5.0%)	Reflects higher than budgeted rates partially offset by lower labor costs.		
	Reimb	\$0.400	24.9%	Primarily reflects lower activity on the Positive Train Control (NY) Project and the Connecticut Track Program.	\$0.917	21.4%	Primarily reflects lower activity on the Positive Train Control (NY) and Signal Replacement from Greenwich to South Norwalk Projects as well as the Connecticut Track Program partially offset by the Maybrook Trailway Project.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.411)	(13.3%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(\$1.023)	(11.1%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.		
	Reimb								
PENSIONS	Non-Reimb	\$0.255	2.6%		\$1.144	3.8%	Reflects lower than budgeted labor costs and rates.		
	Reimb	\$0.243	19.1%	Primarily reflects lower activity on the Positive Train Control (NY) Project.	\$0.560	16.4%	Primarily reflects lower activity on the Positive Train Control (NY) and Signal Replacement from Greenwich to South Norwalk Projects as well as the Connecticut Track Program.		
OTHER FRINGE BENEFITS	Reimb	\$0.225	18.6%	Primarily reflects lower activity on the Positive Train Control (NY) Project and the Connecticut Track Program.	\$0.503	15.6%	Primarily reflects lower activity on the Positive Train Control (NY) Project and the Connecticut Track Program.		
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.301)	(21.1%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$3.873)	(23.5%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.		
	Reimb	\$1.224	20.4%		\$3.619	22.6%			

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
ELECTRIC POWER	Non-Reimb	(\$1.913)	(43.9%)	Primarily related to higher than budgeted traction electric rates.	(\$0.088)	(0.6%)	
FUEL	Non-Reimb	(\$0.247)	(18.2%)	Primarily related to higher than budgeted diesel rates.	\$0.343	7.9%	Lower fuel usage partially offset by higher diesel rates.
INSURANCE	Non-Reimb	\$0.543	32.7%	Primarily reflects lower than budgeted premiums.	\$0.750	15.4%	Primarily reflects lower than budgeted premiums.
	Reimb	(\$0.127)	-	Primarily reflects higher activity on the West of Hudson Signal Improvement, Turnouts Replacement and Power Infrastructure Restoration Projects as well as the Connecticut Track Program.	(\$0.361)	-	Primarily reflects higher activity on the Connecticut Track Program, Turnouts Replacement, West of Hudson Signal Improvement and Power Infrastructure Restoration Projects.
CLAIMS	Non-Reimb	\$0.087	90.8%	Reflects a lower passenger claims provision than budgeted.	\$0.238	83.0%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.887	18.6%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts.	\$4.793	16.4%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts.
	Reimb	\$0.737	57.3%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk, Systemwide Lead - Asbestos Abatement and Waterbury Branch Cab Signal Projects along with the Cyclical Track Program.	\$2.923	60.5%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk and Waterbury Branch Cab Signal Projects as well as the Cyclical Track Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.601	17.8%	Lower than anticipated consulting and engineering services.	\$3.192	30.1%	Lower than anticipated consulting and engineering services.
	Reimb	\$0.990	63.4%	Reflects lower activity on the Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects.	\$5.566	86.8%	Reflects lower activity on the Positive Train Control (CT), Sasco Creek Traction Power Supply Station and Waterbury Branch Cab Signal Projects.
MATERIALS AND SUPPLIES	Non-Reimb	(\$5.104)	(60.1%)	Primarily due to the net impact of various inventory adjustments resulting from quarterly true-ups as well as higher infrastructure expense.	(\$0.053)	(0.2%)	
	Reimb	\$14.721	94.6%	Reflects lower activity on the Waterbury Branch Cab Signal, Devon Supply Transformer Replacement, Power Infrastructure Restoration, Positive Train Control (CT) and Harmon Shop Replacement - Phase V Projects.	\$33.810	90.8%	Reflects lower activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement, Harmon Shop Replacement - Phase V and Positive Train Control (CT) Projects as well as the Connecticut Track Program.
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.220	83.7%	Primarily due to lower subsidy payments to New Jersey Transit resulting from year-to-date revenue true-ups.	(\$0.232)	(5.5%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from year-to-date revenue true-ups and lower Amtrak recoveries partially offset by lower credit card fees.
	Reimb	\$0.023	71.2%	Primarily reflects lower activity on the Program Scope Development Project.	\$0.052	52.9%	Primarily reflects lower activity on the Program Scope Development Project.

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
March 2021
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget				Year to Date vs. Adopted Budget			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$4.323	*	Reflects adjustments to account for MNR's net pension liability.	\$4.323	*	Reflects adjustments to account for MNR's net pension liability.		
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.750	*	Reflects timing of projects requiring remediation.	\$0.940	94.0%	Reflects timing of projects requiring remediation.		
GASB75 ADJUSTMENT	Non-Reimb	(\$0.144)	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	(\$0.144)	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.		
OPERATING CAPITAL	Non-Reimb	\$3.083	48.8%	Primarily reflects timing for the following projects: Upper Harlem Pole Replacement, Track Geometry Car, GCT Exhaust Duct Repair, GCT Transformer Houses 1&9 Water Remediation, Renovation of the GCT Training Facility and Design/Reconfiguration of the Station Master's Office.	\$8.842	65.9%	Primarily reflects timing for the following projects: Upper Harlem Pole Replacement, Track Geometry Car, Vehicle Replacement Provision, GCT Exhaust Duct Repair, Design/Reconfiguration of the Station Master's Office, GCT Escalators Replacement, GCT Air Handling Units/Glycol Cooling, Junior's Ductwork Fire Restoration, and GCT Transformer Houses 1&9 Water Remediation.		

* Variance exceeds 100%.

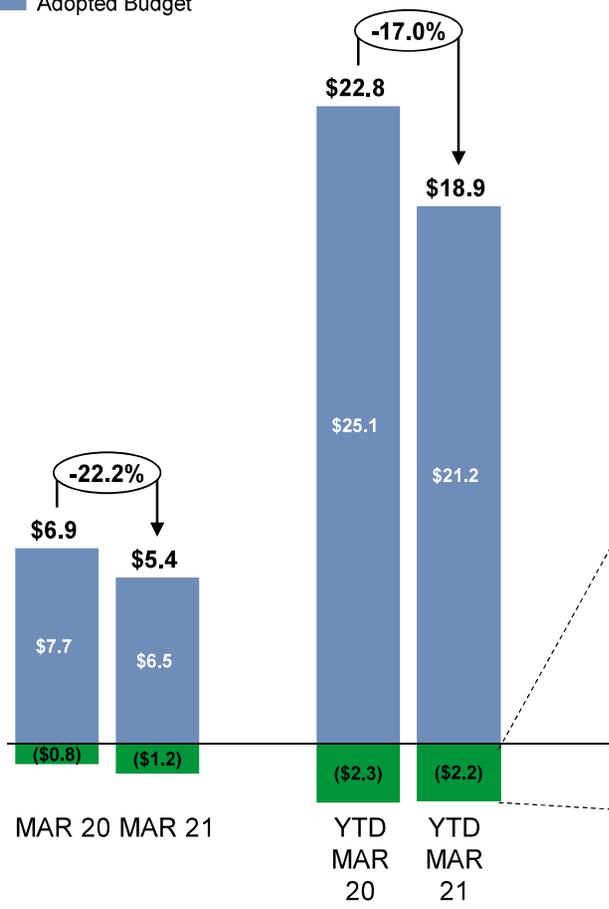
METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

March 2021 and YTD Budget vs. variance

\$M

- Favorable
- Unfavorable
- Adopted Budget

Annual Adopted Budget: \$85.2M

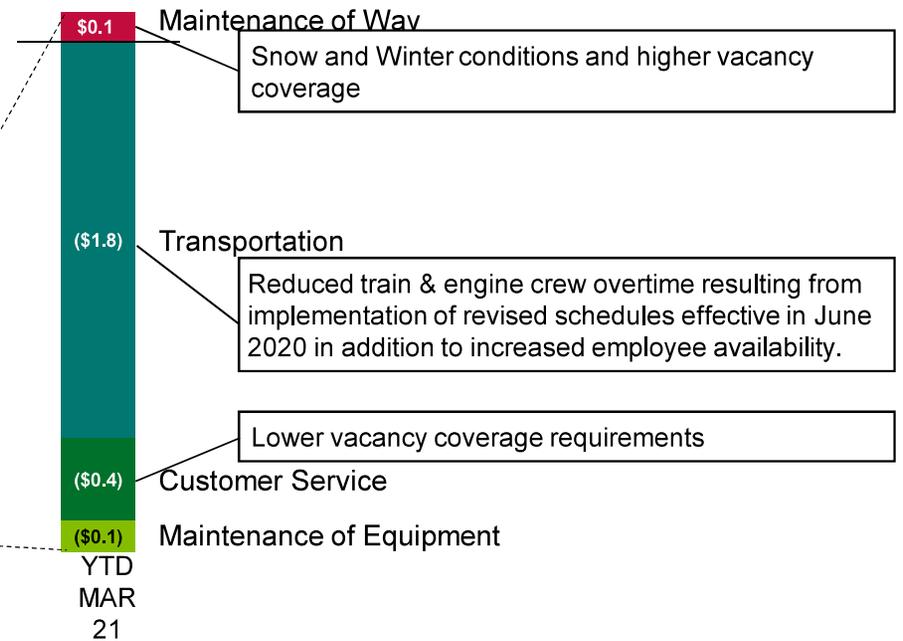


Overview

- Overall decrease of \$3.9M or 17.0% compared to YTD March 2020
- 10.5% below 2021 Adopted Budget
- Snow and Winter conditions response and higher vacancy coverage in Maintenance of Way offset by revised crew needs in Transportation and lower vacancy coverage in Customer Service
- Connecticut paid \$4.8M of total \$18.9M; Connecticut's share of YTD Variance is favorable \$0.9M of the favorable \$2.2M

YTD variance by division

(\$2.2M), (10.5%)



Source: 2021 Adopted Budget. General Ledger actuals for actual overtime spending.

METRO-NORTH RAILROAD –Reimbursable Overtime Variance

March 2021 and YTD Budget vs. variance

\$M

- Favorable
- Unfavorable
- Adopted Budget

Annual Adopted Budget: \$29.8M

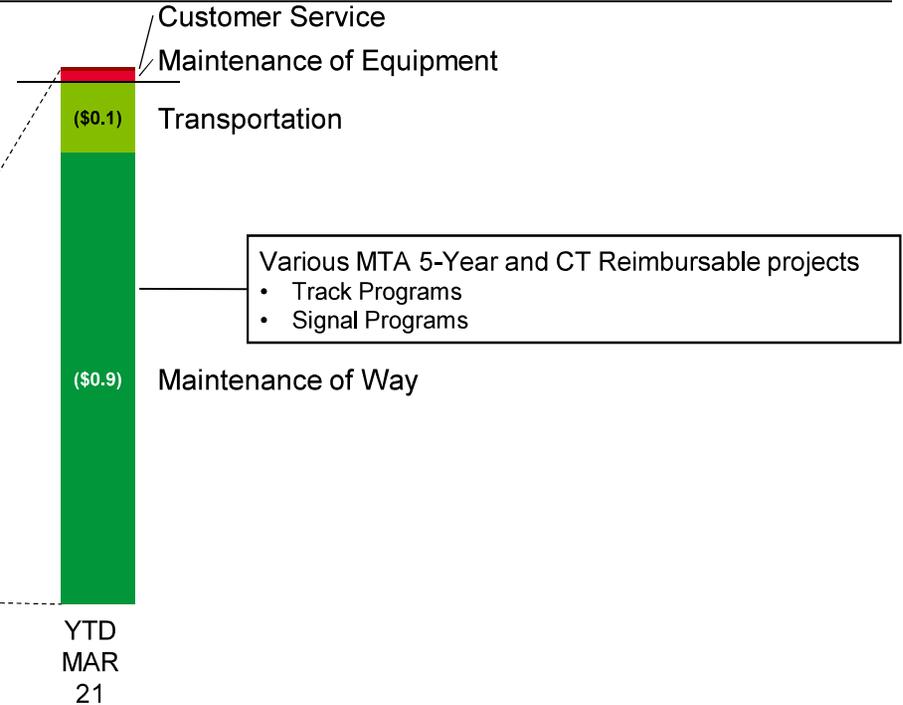


Overview

- Overall decrease of \$1.3M or 19.0% compared to YTD March 2020
- 14.8% 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 \$2.4M of total \$5.6M; Connecticut's share of YTD Variance is favorable \$0.5M of the favorable \$1.0M

YTD variance by division

(\$-1.0M), (-14.8%)



Source: 2021 Adopted Budget. General Ledger actuals for actual overtime spending.

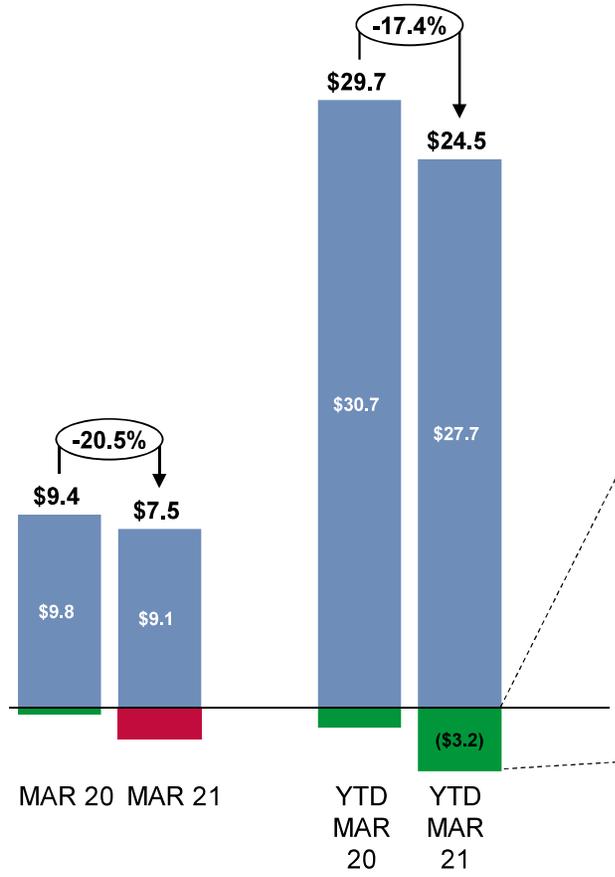
METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

March 2021 and YTD Budget vs. variance

\$M

- Favorable
- Unfavorable
- November Forecast

Annual Adopted Budget: \$114.9M

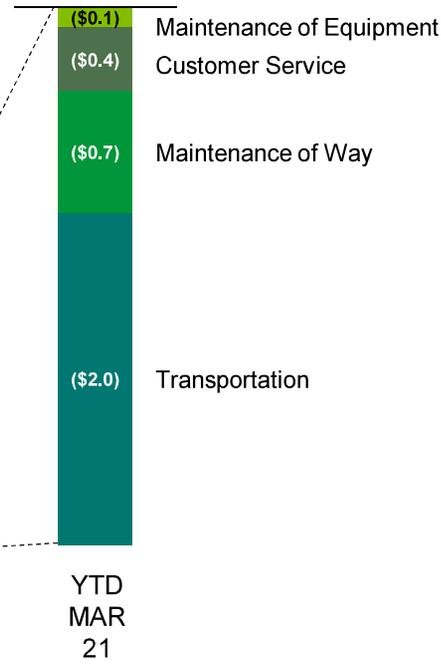


Overview

- Overall decrease of \$5.2M or 17.4% compared to YTD March 2020
- 11.5% below 2021 Adopted Budget
- Revised crew needs in Transportation, lower Reimbursable Project activity in Maintenance of Way and lower vacancy coverage in Customer Service
- Connecticut paid \$7.1M of total \$24.5M; Connecticut's share of YTD Variance is a favorable \$1.4M of the overall favorable \$3.2M

YTD variance by division

(\$3.2M), (11.5%)



Source: 2021 Adopted Budget. General Ledger actuals for actual overtime spending.

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

SCHEDULE III

	MARCH 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$10.171	\$13.717	\$3.546	34.9	\$29.373	\$33.230	\$3.857	13.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.013	7.673	0.660	9.4	19.407	17.550	(1.857)	(9.6)
<i>Capital & Other Reimbursements:</i>								
MTA	11.951	6.681	(5.270)	(44.1)	35.568	14.850	(20.718)	(58.2)
CDOT	20.139	3.132	(17.007)	(84.4)	54.915	23.345	(31.570)	(57.5)
Other	1.168	2.201	1.033	88.5	3.202	4.602	1.400	43.7
Total Capital and Other Reimbursements	33.258	12.014	(21.244)	(63.9)	93.685	42.797	(50.888)	(54.3)
Total Receipts	\$50.443	\$33.404	(\$17.039)	(33.8)	\$142.466	\$93.577	(\$48.889)	(34.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$40.620	\$43.068	(\$2.448)	(6.0)	\$131.373	\$128.718	\$2.655	2.0
Overtime	7.702	7.171	0.531	6.9	25.921	23.807	2.114	8.2
Health and Welfare	11.122	10.787	0.335	3.0	32.997	32.557	0.440	1.3
OPEB Current Payment	3.083	3.419	(0.336)	(10.9)	9.250	10.237	(0.987)	(10.7)
Pensions	11.309	11.423	(0.114)	(1.0)	33.927	34.284	(0.357)	(1.1)
Other Fringe Benefits	9.251	10.403	(1.152)	(12.4)	30.223	77.916	(47.693)	*
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	-
Total Labor	\$83.088	\$86.271	(\$3.183)	(3.8)	\$263.690	\$307.519	(\$43.829)	(16.6)
<i>Non-Labor:</i>								
Electric Power	\$4.514	\$6.398	(\$1.884)	(41.7)	\$14.225	\$15.708	(\$1.483)	(10.4)
Fuel	1.318	2.113	(0.795)	(60.3)	4.208	4.057	0.151	3.6
Insurance	0.000	0.000	0.000	100.0	0.000	0.000	0.000	100.0
Claims	0.599	0.071	0.528	88.2	0.790	0.294	0.496	62.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.645	14.512	(1.867)	(14.8)	33.712	35.600	(1.888)	(5.6)
Professional Service Contracts	3.371	1.165	2.206	65.4	12.241	6.805	5.436	44.4
Materials & Supplies	25.286	10.246	15.040	59.5	65.268	30.554	34.714	53.2
Other Business Expenditures	3.958	4.162	(0.204)	(5.2)	11.826	13.585	(1.759)	(14.9)
Total Non-Labor	\$51.691	\$38.667	\$13.024	25.2	\$142.271	\$106.603	\$35.668	25.1
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$134.780	\$124.938	\$9.842	7.3	\$405.961	\$414.122	(\$8.161)	(2.0)
Net Cash Deficit (excludes Opening Cash Balance)	(\$84.337)	(\$91.534)	(\$7.197)	(8.5)	(\$263.495)	(\$320.545)	(\$57.050)	(21.7)
Subsidies								
MTA	57.952	29.617	(28.335)	(48.9)	185.734	181.035	(4.699)	(2.5)
CDOT	26.385	73.000	46.615	*	77.761	109.569	31.808	40.9
Total Subsidies	\$84.337	\$102.617	\$18.280	21.7	\$263.495	\$290.604	\$27.109	10.3
Cash Timing and Availability Adjustment	\$0.000	(\$4.689)	(\$4.689)	-	\$0.000	\$40.989	\$40.989	-

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

\$ Detail

Generic Receipt or Expense Category	March Month vs Budget			Year-to-Date as of March 31st, 2021 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	3.546	34.9%	Primarily reflects higher than budgeted East of Hudson non-commutation ridership combined with cash in transit.	3.857	13.1%	Primarily reflects higher than budgeted East of Hudson non-commutation ridership.
OTHER OPERATING REVENUE	0.660	9.4%	Primarily reflects a refund of insurance premiums partially offset by lower GCT retail and station revenues due to the COVID-19 pandemic.	(1.857)	(9.6%)	Primarily reflects lower GCT and station revenues due to the COVID-19 pandemic partially offset by a refund of insurance premiums.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(5.270)	(44.1%)	Primarily reflects lower cash receipts combined with lower capital related project activity than budgeted.	(20.718)	(58.2%)	Primarily reflects lower cash receipts than budgeted.
CDOT	(17.007)	(84.4%)	Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted.	(31.570)	(57.5%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	1.033	88.5%	Reflects higher reimbursable related project activity than budgeted.	1.400	43.7%	Reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.
PAYROLL	(2.448)	(6.0%)	Primarily reflects timing of pay periods, inter-agency payroll and the timing of remittance payments for the employee portion of withheld income taxes partially offset by RWA payments.	2.655	2.0%	
OVERTIME	0.531	6.9%	Primarily reflects reduced train & engine crew overtime resulting from the reduced service schedule.	2.114	8.2%	Primarily reflects reduced train & engine crew overtime resulting from the reduced service schedule.
HEALTH & WELFARE	0.335	3.0%	Primarily reflects timing of health insurance premium payments.	0.440	1.3%	
OPEB CURRENT PAYMENT	(0.336)	(10.9%)	Primarily reflects higher number of retirees receiving healthcare premiums than budgeted.	(0.987)	(10.7%)	Primarily reflects higher number of retirees receiving healthcare premiums than budgeted.
OTHER FRINGE BENEFITS	(1.152)	(12.4%)	Reflects timing of payroll taxes partially offset by lower employee claim payments.	(47.693)	*	Primarily due to the partial payment of Railroad Retirement Taxes which were deferred in 2020.
ELECTRIC POWER	(1.884)	(41.7%)	Primarily reflects higher rates than budgeted.	(1.483)	(10.4%)	Primarily reflects timing of payments combined with higher rates than budgeted.
FUEL	(0.795)	(60.3%)	Primarily reflects timing of payments combined with higher rates than budgeted.	0.151	3.6%	

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

\$ Detail

Generic Receipt or Expense Category	March Month vs Budget			Year-to-Date as of March 31st, 2021 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	0.000	0.0%		0.000	0.0%	
CLAIMS	0.528	88.2%	Reflects lower than budgeted passenger injury settlements.	0.496	62.8%	Reflects lower than budgeted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	(1.867)	(14.8%)	Primarily reflects timing of payment for track leases and utilities partially offset by timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and miscellaneous maintenance and operating contracts.	(1.888)	(5.6%)	Primarily reflects timing of payment for track leases and utilities partially offset by lower project activity on the Signal Replacement from Greenwich to South Norwalk and Upper Harlem Pole Replacement projects as well as the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	2.206	65.4%	Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT) and Sasco Creek Traction Power Supply Station) as well as lower than anticipated consulting and other engineering services.	5.436	44.4%	Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT)) and a refund of an overpayment of 2019 New Haven Line share of MTA IT costs.
MATERIALS & SUPPLIES	15.040	59.5%	Primarily reflects lower project activity on the Waterbury Branch Cab Signal, Devon Supply Transformer Replacement, Power Infrastructure Restoration and Track Geometry Car.	34.714	53.2%	Primarily reflects lower project activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement, Track Geometry Car and Connecticut Track Program.
OTHER BUSINESS EXPENSES	(0.204)	(5.2%)	Primarily reflects higher miscellaneous expenses partially offset by lower subsidy payment to New Jersey Transit resulting from year-to-date revenue true-ups.	(1.759)	(14.9%)	Primarily reflects higher miscellaneous expenses partially offset by lower credit card fees.
MTA SUBSIDY RECEIPTS	(28.335)	(48.9%)	Primarily reflects higher CDOT subsidy partially offset by available cash balance and higher cash deficit.	(4.699)	(2.5%)	
CDOT SUBSIDY RECEIPTS	46.615	*	Reflects the timing of the receipt of the March & April's subsidy invoice in March.	31.808	40.9%	Reflects a higher CDOT share of estimated deficits than budgeted.

* Variance exceeds 100%

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

	MARCH 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$0.365)	\$0.451	\$0.816	*	(\$1.089)	(\$1.172)	(\$0.083)	(7.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.391	5.415	2.024	59.7	8.376	10.695	2.318	27.7
<i>Capital & Other Reimbursements:</i>								
MTA	(2.452)	(0.552)	1.900	77.5	(1.036)	(5.213)	(4.177)	*
CDOT	0.000	(4.457)	(4.457)	-	0.000	3.504	3.504	-
Other	0.000	1.277	1.277	-	0.000	0.769	0.769	-
Total Capital and Other Reimbursements	(2.452)	(3.732)	(1.279)	(52.2)	(1.036)	(0.940)	0.096	9.2
Total Revenue/Receipts	\$0.573	\$2.134	\$1.561	*	\$6.251	\$8.582	\$2.331	37.3
Expenditures								
<i>Labor:</i>								
Payroll	\$6.942	\$4.009	(\$2.934)	(42.3)	\$9.799	\$9.099	(\$0.700)	(7.1)
Overtime	1.349	0.328	(1.021)	(75.7)	1.799	0.712	(1.087)	(60.4)
Health and Welfare	(0.994)	1.494	2.488	*	(2.952)	(2.144)	0.809	27.4
OPEB Current Payment	0.000	0.075	0.000		0.000	0.036	0.036	-
Pensions	(0.167)	(0.779)	(0.611)	*	(0.717)	(2.777)	(2.060)	*
Other Fringe Benefits	2.019	0.927	(1.092)	(54.1)	3.629	(45.396)	(49.025)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.166)	(0.089)	0.077	46.5	(0.484)	(0.230)	0.254	52.4
Total Labor	\$8.982	\$5.966	(\$3.017)	(33.6)	\$11.073	(\$40.700)	(\$51.773)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.159)	(\$0.131)	\$0.029	17.9	(\$0.477)	(\$1.732)	(\$1.255)	*
Fuel	0.042	(0.505)	(0.548)	*	0.127	(0.064)	(0.192)	*
Insurance	1.659	1.244	(0.415)	(25.0)	4.869	4.479	(0.389)	(8.0)
Claims	(0.504)	(0.062)	0.442	87.7	(0.504)	(0.245)	0.258	51.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.206)	(5.698)	(4.491)	*	0.391	(9.213)	(9.604)	*
Professional Service Contracts	1.576	2.190	0.615	39.0	4.771	1.450	(3.322)	(69.6)
Materials & Supplies	(1.238)	4.186	5.424	*	(2.864)	(1.906)	0.957	33.4
Other Business Expenses	(2.468)	(3.915)	(1.448)	(58.7)	(7.466)	(9.044)	(1.579)	(21.1)
Total Non-Labor	(\$2.298)	(\$2.691)	(\$0.393)	(17.1)	(\$1.152)	(\$16.277)	(\$15.124)	*
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	\$6.685	\$3.274	(\$3.410)	(51.0)	\$9.921	(\$56.977)	(\$66.897)	*
Depreciation	20.542	20.174	(0.369)	(1.8)	61.627	60.562	(1.064)	(1.7)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.568	(3.755)	(4.323)	*	0.568	(3.755)	(4.323)	*
Environmental Remediation	0.333	(0.417)	(0.750)	*	1.000	0.060	(0.940)	94.0
GASB75 Adjustment	0.000	0.144	0.144	-	0.000	0.144	0.144	-
Total Expenditures Adjustments	\$28.128	\$19.420	(\$8.708)	(31.0)	\$73.115	\$0.034	(\$73.081)	(100.0)
Total Cash Conversion Adjustments	\$28.701	\$21.554	(\$7.146)	(24.9)	\$79.366	\$8.616	(\$70.750)	(89.1)

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
MARCH 2021
(in millions)**

	MONTH			VARIANCE			YTD			VARIANCE				
				Fav/(Unfav)						Fav/(Unfav)				
	ADOPTED BUDGET	2021	2020 ^(A)	ADOPTED BUDGET	2020		ADOPTED BUDGET	2021	2020 ^(A)	ADOPTED BUDGET	2020			
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	1.703	1.108	8.956	(0.595)	-34.9%	(7.847)	-87.6%	5.060	3.115	27.874	(1.945)	-38.4%	(24.759)	-88.8%
<i>Harlem Line - Non-Commutation</i>	1.343	2.689	3.085	1.347	100.3%	(0.395)	-12.8%	3.776	6.782	18.611	3.006	79.6%	(11.829)	-63.6%
TOTAL HARLEM LINE	\$3.046	\$3.798	\$12.040	\$0.752	24.7%	(\$8.243)	-68.5%	\$8.836	\$9.897	\$46.484	\$1.061	12.0%	(\$36.587)	-78.7%
<i>Hudson Line - Commutation</i>	1.178	0.788	6.006	(0.390)	-33.1%	(5.218)	-86.9%	3.515	2.275	18.625	(1.239)	-35.3%	(16.350)	-87.8%
<i>Hudson Line - Non-Commutation</i>	1.155	2.613	2.557	1.457	126.1%	0.056	2.2%	3.202	6.494	15.645	3.292	102.8%	(9.151)	-58.5%
TOTAL HUDSON LINE	\$2.333	\$3.401	\$8.563	\$1.067	45.7%	(\$5.162)	-60.3%	\$6.717	\$8.769	\$34.270	\$2.053	30.6%	(\$25.501)	-74.4%
<i>New Haven Line - Commutation</i>	2.349	1.194	12.087	(1.156)	-49.2%	(10.893)	-90.1%	7.010	3.400	38.089	(3.609)	-51.5%	(34.689)	-91.1%
<i>New Haven Line - Non-Commutation</i>	2.599	4.599	5.739	1.999	76.9%	(1.140)	-19.9%	7.304	11.464	34.667	4.160	57.0%	(23.202)	-66.9%
TOTAL NEW HAVEN LINE	\$4.949	\$5.792	\$17.826	\$0.844	17.1%	(\$12.033)	-67.5%	\$14.314	\$14.865	\$72.756	\$0.551	3.8%	(\$57.891)	-79.6%
<i>All Lines - Commutation</i>	5.231	3.090	27.048	(2.141)	-40.9%	(23.959)	-88.6%	15.584	8.791	84.588	(6.793)	-43.6%	(75.798)	-89.6%
<i>All Lines - Non-Commutation</i>	5.098	9.901	11.381	4.804	94.2%	(1.480)	-13.0%	14.282	24.741	68.922	10.458	73.2%	(44.182)	-64.1%
TOTAL EAST OF HUDSON LINES	\$10.328	\$12.991	\$38.429	\$2.663	25.8%	(\$25.438)	-66.2%	\$29.866	\$33.531	\$153.510	\$3.665	12.3%	(\$119.979)	-78.2%
<i>West of Hudson^(B)</i>	<u>0.208</u>	<u>0.275</u>	<u>0.194</u>	<u>0.067</u>	<u>32.0%</u>	<u>0.082</u>	<u>42.1%</u>	<u>0.596</u>	<u>0.871</u>	<u>2.830</u>	<u>0.275</u>	<u>46.2%</u>	<u>(1.959)</u>	<u>-69.2%</u>
TOTAL FAREBOX REVENUE	\$10.537	\$13.266	\$38.623	\$2.729	25.9%	(\$25.357)	-65.7%	\$30.462	\$34.402	\$156.341	\$3.940	12.9%	(\$121.938)	-78.0%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	0.256	0.214	0.568	(0.042)	-16.6%	(0.354)	-62.4%	0.683	0.548	3.070	(0.135)	-19.7%	(2.522)	-82.1%
<i>Harlem Line - Non-Commutation</i>	0.149	0.352	0.376	0.203	136.6%	(0.024)	-6.4%	0.420	0.890	1.970	0.470	111.9%	(1.080)	-54.8%
TOTAL HARLEM LINE	0.405	0.566	0.944	0.161	39.7%	(0.379)	-40.1%	1.103	1.438	5.040	0.335	30.4%	(3.602)	-71.5%
<i>Hudson Line - Commutation</i>	0.147	0.113	0.328	(0.034)	-22.8%	(0.215)	-65.4%	0.394	0.295	1.764	(0.098)	-25.0%	(1.469)	-83.3%
<i>Hudson Line - Non-Commutation</i>	0.102	0.256	0.249	0.153	149.9%	0.007	2.7%	0.287	0.637	1.325	0.350	121.9%	(0.688)	-51.9%
TOTAL HUDSON LINE	0.250	0.369	0.577	0.120	48.1%	(0.208)	-36.0%	0.681	0.932	3.089	0.252	37.0%	(2.156)	-69.8%
<i>New Haven Line - Commutation</i>	0.336	0.235	0.731	(0.101)	-30.1%	(0.496)	-67.8%	0.902	0.608	4.012	(0.294)	-32.6%	(3.403)	-84.8%
<i>New Haven Line - Non-Commutation</i>	0.242	0.535	0.596	0.293	121.0%	(0.060)	-10.2%	0.692	1.352	3.213	0.660	95.4%	(1.861)	-57.9%
TOTAL NEW HAVEN LINE	0.579	0.771	1.327	0.192	33.2%	(0.556)	-41.9%	1.594	1.960	7.225	0.366	23.0%	(5.265)	-72.9%
Total Ridership East of Hudson	0.740	0.562	1.627	(0.177)	-24.0%	(1.065)	-65.4%	1.979	1.452	8.846	(0.527)	-26.6%	(7.394)	-83.6%
<i>All Lines - Commutation</i>	0.493	1.143	1.221	0.650	131.7%	(0.078)	-6.4%	1.399	2.879	6.508	1.480	105.8%	(3.628)	-55.8%
<i>All Lines - Non-Commutation</i>	1.233	1.706	2.848	0.472	38.3%	(1.143)	-40.1%	3.378	4.331	15.354	0.953	28.2%	(11.023)	-71.8%
TOTAL EAST OF HUDSON LINES	1.233	1.706	2.848	0.472	38.3%	(1.143)	-40.1%	3.378	4.331	15.354	0.953	28.2%	(11.023)	-71.8%
<i>West of Hudson^(B)</i>	<u>0.024</u>	<u>0.033</u>	<u>0.102</u>	<u>0.008</u>	<u>34.3%</u>	<u>(0.069)</u>	<u>-67.8%</u>	<u>0.067</u>	<u>0.096</u>	<u>0.334</u>	<u>0.029</u>	<u>42.7%</u>	<u>(0.238)</u>	<u>-71.2%</u>
TOTAL EAST & WEST OF HUDSON LINES	1.258	1.738	2.950	0.481	38.2%	(1.212)	-41.1%	3.445	4.427	15.687	0.982	28.5%	(11.260)	-71.8%

^(A) 2020 Ridership figures have been restated to simulate the 2021 calendar.

^(B) 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
March 31, 2021**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	2	1	
Labor Relations	10	10	0	
Safety	51	48	3	
Security	18	17	1	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	15	15	-	
Customer Service	48	43	5	
Legal	10	9	1	
Claims	6	5	1	
Human Resources	35	34	1	
Training	78	71	7	
Employee Relations & Diversity	4	4	-	
VP Planning	2	1	1	
Operations Planning & Analysis	19	-	19	B
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	
Total Administration	425	378	47	
Operations				
Operations Support	39	60	(21)	B
Rolling Stock & EAM	15	14	1	
Transportation	1,658	1,593	65	A
Customer Service	369	344	25	A
Metro-North West	29	31	(2)	
Total Operations	2,110	2,041	69	
Maintenance				
Maintenance of Equipment	1,570	1,517	53	A
Maintenance of Way	2,142	2,054	88	A
Procurement & Material Mgmt	112	111	1	
Total Maintenance	3,824	3,682	142	
Engineering/Capital				
Construction Management	19	19	(0)	
Engineering & Design	59	54	5	
Total Engineering/Capital	78	73	5	
Total Positions	6,437	6,174	263	
Non-Reimbursable	5,745	5,538	207	
Reimbursable	692	636	56	
Total Full-Time	6,436	6,173	263	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects higher attrition than planned.

(B) Reflects the transfer of the Operations Planning & Analysis group to Operations Support.

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	148	128	20
Professional, Technical, Clerical	277	250	27
Operational Hourlies	-	-	-
Total Administration	425	378	47
Operations			
Managers/Supervisors	234	234	(0)
Professional, Technical, Clerical	251	251	(0)
Operational Hourlies	1,625	1,556	69
Total Operations	2,110	2,041	69
Maintenance			
Managers/Supervisors	645	630	15
Professional, Technical, Clerical	482	476	6
Operational Hourlies	2,697	2,576	121
Total Maintenance	3,824	3,682	142
Engineering/Capital			
Managers/Supervisors	30	27	3
Professional, Technical, Clerical	48	46	2
Operational Hourlies	-	-	-
Total Engineering/Capital	78	73	5
Total Positions			
Managers/Supervisors	1,057	1,020	37
Professional, Technical, Clerical	1,058	1,023	35
Operational Hourlies	4,322	4,131	191
Total Positions	6,437	6,174	263

**MTA METRO-NORTH RAILROAD
2021 ADOPTED BUDGET VS. ACTUALS
March 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	378	47	Primarily reflects a reclass of MC 16501, Operations Planning & Analysis, to Operations
Operations	2,110	2,041	69	Primarily reflects higher attrition than planned and a reclass of MC 16501, Operations Planning & Analysis, from Administration
Maintenance Engineering / Capital	3,824 78	3,682 73	142 5	Primarily reflects higher attrition than planned
Total Agency-wide Headcount	6,437	6,174	263	
Non-Reimbursable	5,745	5,538	207	
Reimbursable	692	636	56	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
MARCH 2021

	MONTH			VARIANCE	
	Fav/(Unfav)			Fav/(Unfav)	
	BUD	2021	2020*	BUD	2020
Farebox Operating Ratio					
Standard ^(B)	9.7%	11.8%	34.9%	2.1%	-23.0%
Adjusted ^(C)	13.9%	14.8%	40.9%	0.9%	-26.1%
Cost per Passenger					
Standard ^(B)	\$86.17	\$64.40	\$39.58	\$21.77	(\$24.82)
Adjusted ^(C)	\$84.26	\$62.68	\$38.72	\$21.58	(\$23.97)
Passenger Revenue/Passenger	\$8.38	\$7.63	\$13.80	(\$0.75)	(\$6.17)
	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)			Fav/(Unfav)	
	BUD	2021	2020*	BUD	2020
Farebox Operating Ratio					
Standard ^(B)	9.4%	11.2%	50.2%	1.8%	-39.0%
Adjusted ^(C)	13.7%	14.4%	58.3%	0.7%	-43.9%
Cost per Passenger					
Standard ^(B)	\$93.90	\$69.29	\$19.47	\$24.61	(\$49.82)
Adjusted ^(C)	\$91.86	\$67.34	\$18.93	\$24.52	(\$48.41)
Passenger Revenue/Passenger	\$8.84	\$7.77	\$9.78	(\$1.07)	(\$2.01)

(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.

*2020 YTD results include a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital.

Monthly Ridership Report

Ben Cornelius

Director – Operations Planning & Analysis



March 2021

Metro North Railroad at East 153rd Street-Yankee Stadium.

Image courtesy of Luis Rodriguez





Metro-North Railroad

March 2021 Highlights: Ridership Report

(Note: March West of Hudson ridership is preliminary)

March 2021 vs. 2020

The decrease in March 2021 ridership is attributed to the COVID-19 pandemic. The decrease is smaller this month than in previous months because COVID-19 began to significantly affect the railroad's ridership in March 2020.

- East of Hudson ridership decreased 40.1% vs. March 2020 and was 38.3% above the forecast.
- East of Hudson Commutation ridership decreased by 65.4%.
- East of Hudson Non-Commutation ridership decreased by 6.4%.

East of Hudson Ridership by Line:

- Hudson Line Ridership decreased by 40.1%.
- Harlem Line Ridership decreased by 36.0%.
- New Haven Line Ridership decreased by 41.9%.

Note:

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

Ben Cornelius

Director – Operations Planning & Analysis

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

RIDERSHIP SUMMARY

March Ridership and Revenue (millions)

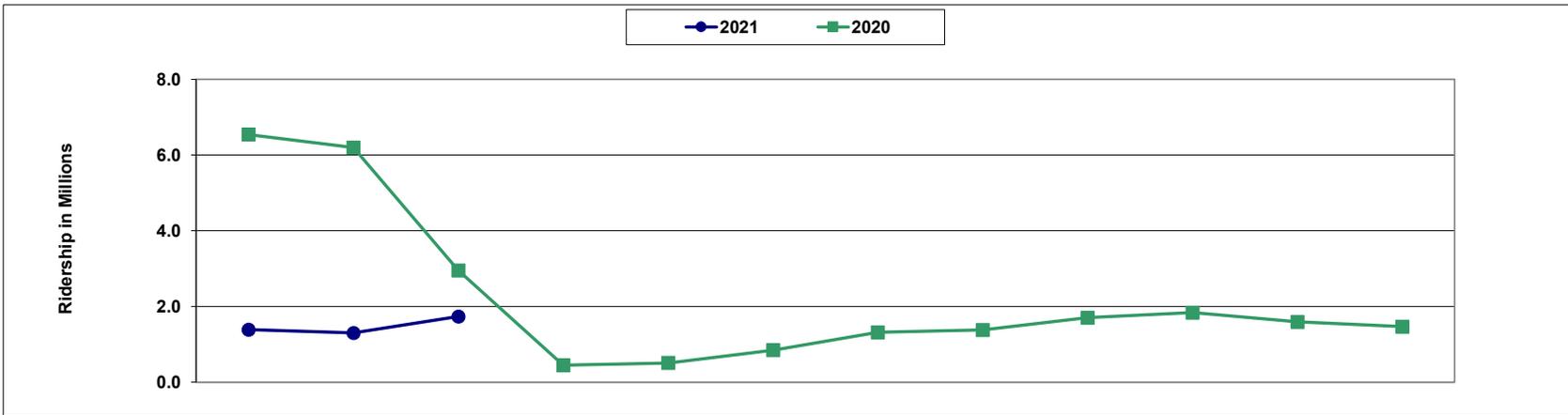
	March 2021	% Change vs. 2020
Total Rail Ridership	1.738	▼ -41.07%
Commutation Ridership	0.579	▼ -65.99%
Non-Commutation Ridership	1.159	▼ -7.06%
Connecting Service Ridership	0.006	▼ -66.25%
Total MNR System Ridership	1.744	▼ -41.21%
Rail Revenue	\$13.27	▼ -65.65%

Year-to-Date to March Ridership and Revenue (millions)

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	4.427	▼ -71.78%	▲ 28.50%
Commutation Ridership	1.504	▼ -83.39%	▼ -25.44%
Non-Commutation Ridership	2.923	▼ -55.95%	▲ 104.64%
Connecting Service Ridership	0.014	▼ -81.89%	▼ -1.49%
Total MNR System Ridership	4.441	▼ -71.83%	▲ 28.37%
Rail Revenue	\$34.40	▼ -78.00%	▲ 12.93%

MARCH 2021 RAIL RIDERSHIP (1)

• March's Total Rail Ridership was -41.1% below 2020 and 38.2% above forecast.

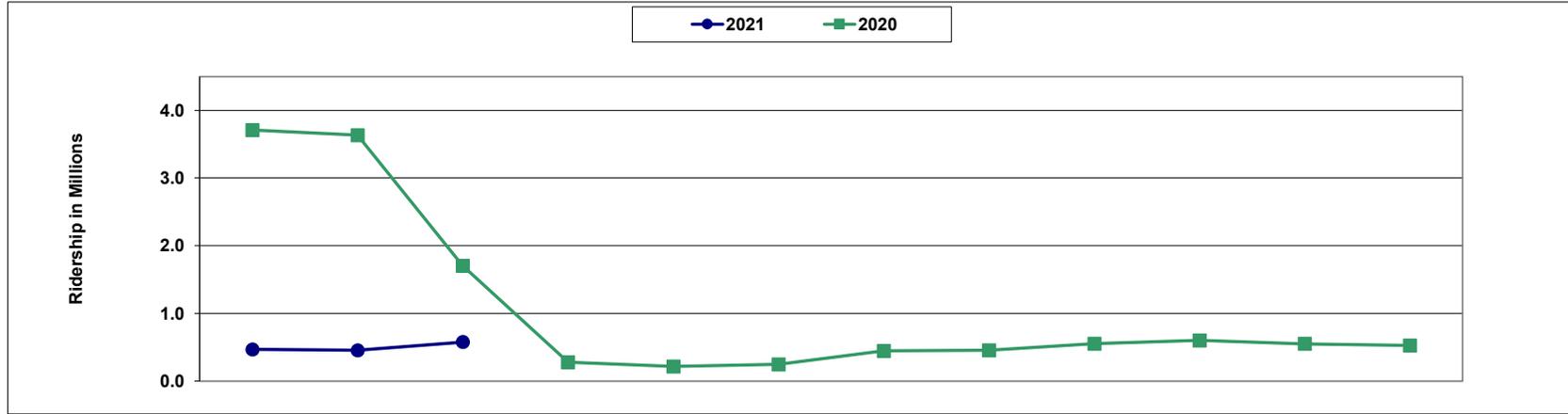


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.4	1.3	1.7										4.4
2020	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	15.7
PCT CHG.	-78.8%	-79.0%	-41.1%										-71.8%

1) Includes East and West of Hudson.

MARCH 2021 RAIL COMMUTATION RIDERSHIP (1)

- March's Rail Commutation Ridership was -66.0% below 2020 and -23.1% below forecast.

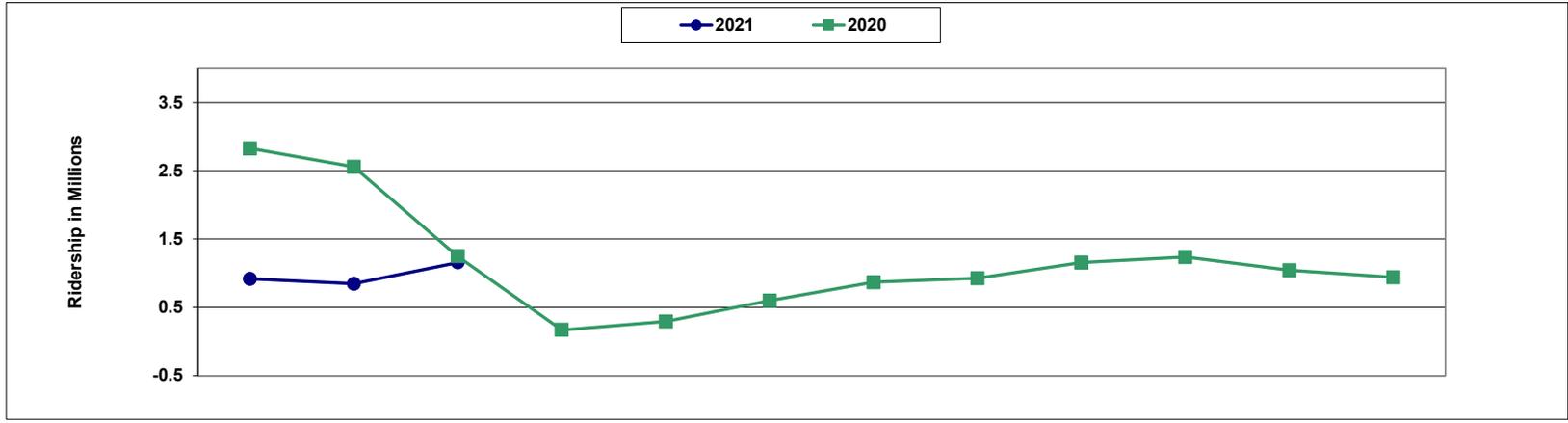


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.5	0.5	0.6										1.5
2020	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	9.1
PCT CHG.	-87.4%	-87.5%	-66.0%										-83.4%

1) Includes East and West of Hudson.

MARCH 2021 RAIL NON-COMMUTATION RIDERSHIP (1)

- March's Rail Non-Commutation Ridership was -7.1% below 2020 and 129.9% above forecast.

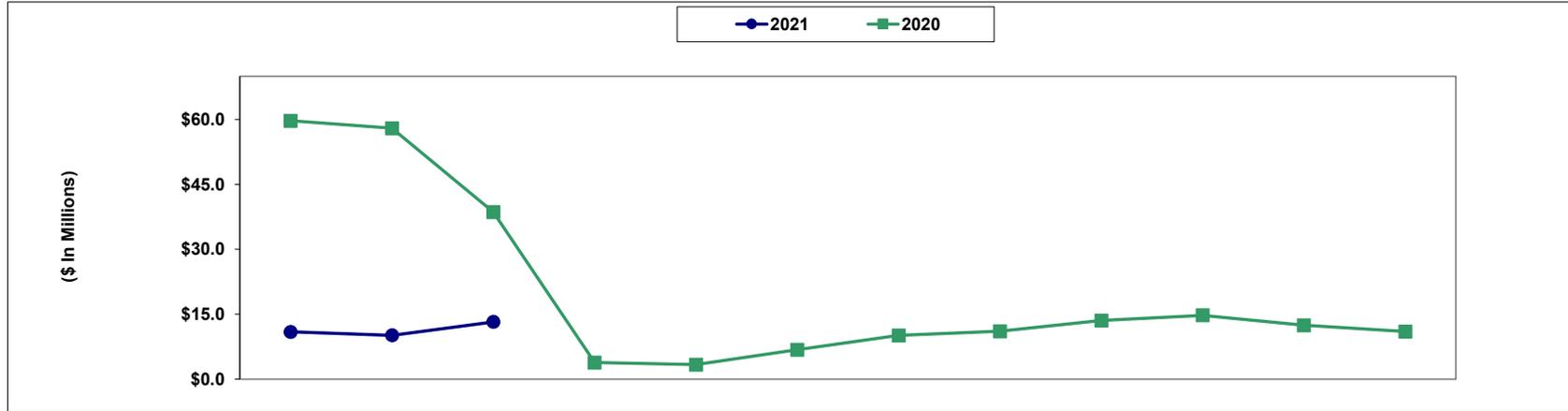


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.9	0.8	1.2										2.9
2020	2.8	2.6	1.2	0.2	0.3	0.6	0.9	0.9	1.2	1.2	1.0	0.9	6.6
PCT CHG.	-67.6%	-66.9%	-7.1%										-56.0%

1) Includes East and West of Hudson.

MARCH 2021 RAIL REVENUE (1)

- March's Total Rail Revenue was -65.7% below 2020 and 25.9% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$11.0	\$10.2	\$13.3										\$34.4
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$156.3
PCT CHG.	-81.6%	-82.5%	-65.7%										-78.0%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MARCH 2021

TICKET TYPE/SERVICE	MARCH 2021	MARCH 2021	VARIANCE VS. FORECAST		MARCH 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	562,391	739,726	(177,335)	-24.0%	1,627,110	(1,064,719)	-65.4%
West of Hudson	16,724	13,571	3,153	23.2%	75,659	(58,935)	-77.9%
Total Rail Commutation Ridership	579,115	753,297	(174,182)	-23.1%	1,702,769	(1,123,654)	-66.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	1,143,215	493,453	649,762	131.7%	1,221,198	(77,983)	-6.4%
West of Hudson	16,145	10,895	5,250	48.2%	26,277	(10,132)	-38.6%
Total Rail Non-Commutation Ridership	1,159,360	504,348	655,012	129.9%	1,247,475	(88,115)	-7.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	1,705,606	1,233,179	472,427	38.3%	2,848,308	(1,142,702)	-40.1%
West of Hudson (2)	32,869	24,466	8,403	34.3%	101,936	(69,067)	-67.8%
TOTAL RAIL RIDERSHIP	1,738,475	1,257,645	480,830	38.2%	2,950,244	(1,211,769)	-41.1%
CONNECTING SERVICES RIDERSHIP	5,605	4,948	657	13.3%	16,608	(11,003)	-66.3%
TOTAL MNR SYSTEM RIDERSHIP	1,744,080	1,262,593	481,487	38.1%	2,966,852	(1,222,772)	-41.2%

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 SUMMARY
2021 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2021	2021	VARIANCE VS.		2020	CHANGE FROM 2020	
	YTD ACTUAL	YTD FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	1,451,787	1,978,529	(526,742)	-26.6%	8,846,173	(7,394,386)	-83.6%
West of Hudson	51,747	37,983	13,764	36.2%	204,216	(152,469)	-74.7%
Total Rail Commutation Ridership	1,503,534	2,016,512	(512,978)	-25.4%	9,050,389	(7,546,855)	-83.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,879,180	1,399,287	1,479,893	105.8%	6,507,503	(3,628,323)	-55.8%
West of Hudson	44,247	29,279	14,968	51.1%	129,532	(85,285)	-65.8%
Total Rail Non-Commutation Ridership	2,923,427	1,428,566	1,494,861	104.6%	6,637,035	(3,713,608)	-56.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	4,330,967	3,377,816	953,151	28.2%	15,353,676	(11,022,709)	-71.8%
West of Hudson	95,994	67,262	28,732	42.7%	333,748	(237,754)	-71.2%
TOTAL RAIL RIDERSHIP	4,426,961	3,445,078	981,883	28.5%	15,687,424	(11,260,463)	-71.8%
CONNECTING SERVICES RIDERSHIP	14,386	14,604	(218)	-1.5%	79,426	(65,040)	-81.9%
TOTAL MNR SYSTEM RIDERSHIP	4,441,347	3,459,682	981,665	28.4%	15,766,850	(11,325,503)	-71.8%

Notes:

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

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
MARCH 2021**

LINE	MARCH 2021 ACTUAL	MARCH 2020 RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	565,594	944,109	(378,515)	-40.1%
Hudson Line	369,388	577,241	(207,853)	-36.0%
New Haven Line	770,624	1,326,958	(556,334)	-41.9%
Total East of Hudson	1,705,606	2,848,308	(1,142,702)	-40.1%
WEST OF HUDSON				
Port Jervis Line	21,160	59,580	(38,420)	-64.5%
Pascack Valley Line	11,709	42,356	(30,647)	-72.4%
Total West of Hudson (2)	32,869	101,936	(69,067)	-67.8%
TOTAL RAIL RIDERSHIP	1,738,475	2,950,244	(1,211,769)	-41.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	5,605	16,608	(11,003)	-66.3%
Haverstraw-Ossining Ferry	NA	NA	NA	NA
Newburgh-Beacon Ferry	NA	NA	NA	NA
Total Connecting Services	5,605	16,608	(11,003)	-66.3%
TOTAL MNR SYSTEM	1,744,080	2,966,852	(1,222,772)	-41.2%

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	2021 YTD ACTUAL	2020 YTD RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	1,438,439	5,040,355	(3,601,916)	-71.5%
Hudson Line	932,453	3,088,722	(2,156,269)	-69.8%
New Haven Line	1,960,076	7,224,599	(5,264,523)	-72.9%
Total East of Hudson	4,330,967	15,353,676	(11,022,709)	-71.8%
WEST OF HUDSON				
Port Jervis Line	63,017	193,184	(130,167)	-67.4%
Pascack Valley Line	32,977	140,564	(107,587)	-76.5%
Total West of Hudson	95,994	333,748	(237,754)	-71.2%
TOTAL RAIL RIDERSHIP	4,426,961	15,687,424	(11,260,463)	-71.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	14,386	79,426	(65,040)	-81.9%
Haverstraw-Ossining Ferry	NA	NA	NA	NA
Newburgh-Beacon Ferry	NA	NA	NA	NA
Total Connecting Services	14,386	79,426	(65,040)	-81.9%
TOTAL MNR SYSTEM	4,441,347	15,766,850	(11,325,503)	-71.8%

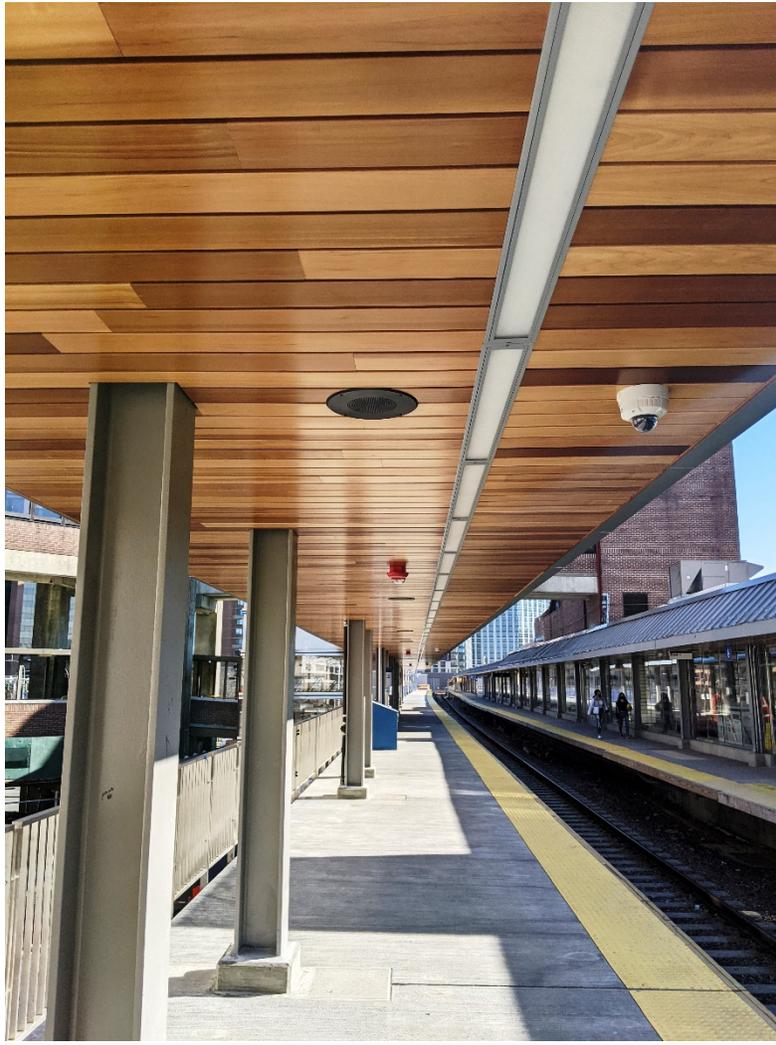
Notes:

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



Metro-North Railroad

March 2021 Highlights: Capital Program Status Report



Station Improvements Initiatives (ESI)

White Plains Station Ceiling, Side Platform Camera and Speaker

Ziona Rubin

Acting Vice President
Capital Programs



Metro-North Railroad

March 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.

During the month of March, Metro-North committed task totaling \$3 million including the Force Account Rehabilitation of Laura Lane Undergrade Bridge in Central Valley. Metro-North had completions totaling \$136 million including the Enhanced Station Initiative project in White Plains. Metro-North had contract closeouts totaling \$33 million including the Positive Train Control Antenna Installation project.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 3/31</u>	<u>Achieved thru 3/31</u>	<u>% thru 3/31</u>
Design Awards*	\$25.1	\$4.12	\$0	0%
Construction Awards*	\$49.6	\$0	\$0	0%
Substantial Completions	\$963	\$213.3	\$180.2	84%
Closeouts*	\$278	\$4.3	\$36.3	844%

*Does not include support costs

Ziona Rubin
Acting Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

March 2021

CONTRACT AWARDS:

No contract awards in March 2021.

PROJECT COMPLETIONS:

M7020210 & M7020213 Station Improvements Initiatives, 5 Stations

Milestone: Substantial Completion

Project Budget: \$135,560,000

This project designed and built enhancements at five (5) passenger stations on the Hudson, Harlem, and New Haven Lines. The stations are White Plains, Riverdale, Port Chester, Crestwood, and Harlem-125th St. The intent is to enhance these stations by improving the customer experience and public perception of the stations.

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-125th 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-125th Street, Harrison, Melrose, New Rochelle, Ossining, Tremont, Spuyten Duyvil, Rye and Port Chester stations. Site work continues at Poughkeepsie, Harriman and Nanuet Stations. Electrical, BMS integration, fire suppression system, HVAC and communication testing and commissioning work at North White Plains Room 217 are substantially complete. Final punch list completion 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 supporting equipment testing at various stations and 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-125th Street and Crestwood stations are complete.

- White Plains Station – Continued installation of customer amenities at the main entrance. Continued installation of the elevator at the main entrance. Completed installation of new heated stairs and fall protection of the side platform. Provided full beneficial use of the side platform. This project has achieved substantial completion by March 31, 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) - Continued installation of precast duct bank; conduit for C&S; transformers; fiber; snow melters and sectionalizing switches. Continued installation of conduits for track crossing/lateral in different areas; splicing and pulling signal power cables and replacing positive feeders. Continued pulling secondary cables for reactors at platform; terminating and pulling control cables for snow melters and sectionalizing switches at interlocking area; performing jumper work, soil removal and site survey.

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

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – Completed disconnection of the temporary feeder from the substation and substation energization. Short circuit testing and train test have been scheduled for the first week of April. 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 – Completed water line connection at the Crew Quarters and started demolition of electrical equipment as well as the track feeders of the existing substation. Con Edison completed the disconnection of the 2nd feeder from the substation. 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) – Continued testing of the substation's rectifier relays. Substation energization; short circuit testing and disconnection of the temporary feeder from the substation are upcoming. This substation is scheduled for completion in June 2021.

M6040101 Positive Train Control (PTC)

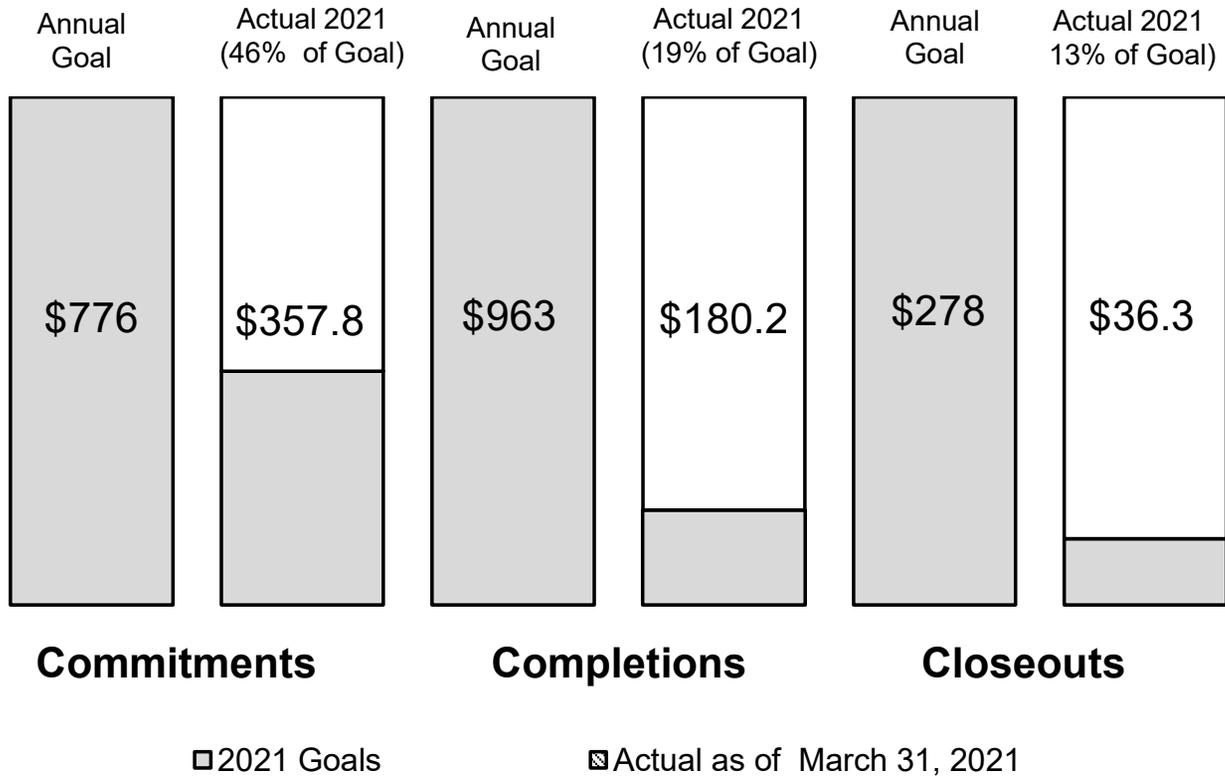
- MNR met the Federal Railroad Administration (FRA) PTC mandate on August 15, 2020.
- Subsystem designs have been finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.8.6 have been completed.
- All communication 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. New on-board software release targeted for variances on M8 fleet is targeted for release in April 2021.
- 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.
- 244.3 miles (100% East of Hudson) of track are in full PTC protection while other contractual work continues. Continued extended RSD (ERSD) on all east and west of Hudson lines with the exception of Waterbury branch currently covered by Main Line Track Exemption. 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.
- 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, fences and SCADA equipment and continued with the installation of cable, electric equipment and startup testing 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, beams, car hoist pits, caissons and utilities in the Running Repair and Support Shop area. Continued demolition of tracks in available portion of north yard.

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





Long Island Rail Road

March 2021 Performance Summary

Robert Free, Senior Vice President – Operations



March 24, 2021: The Long Island Rail Road unveiled improvements to real time seating availability and trip accessibility information through enhancements to platform screens, audio announcements, and the Train Time application.



Long Island Rail Road

March 2021 Performance Summary

Highlights

On-Time Performance (OTP) for the month of March closed at **95.1%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is also **96.0%**, which is an increase of **1.7** percentage points as compared to last year.

Branch Performances

Nine out of eleven branches on the Long Island Rail Road operated above goal for the month of March. All eleven all branches are above goal year to date.

Delays

There were ten incidents this month that resulted in ten or more late/cancelled/terminated trains.

The most impactful, was caused by the extension of track work that took place the weekend of February 28, 2021. Residual delays were sustained on March 1st and 2nd, negatively impacting our March Total OTP by 0.9%. Customers were delayed on average, 11.0 minutes.

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated at 214,432 in February and exceeded the goal. It also performed better, year to date, than the same period last year.



**OPERATING REPORT
FOR MONTH OF MARCH 2021**

Performance Summary			2021 Data			2020 Data	
			Annual	YTD thru		YTD thru	
			Goal	March	March	March	March
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	95.1%	96.0%	95.3%	94.3%
		AM Peak		95.0%	95.4%	92.3%	92.2%
		PM Peak		95.3%	97.4%	94.5%	92.1%
		Total Peak		95.2%	96.4%	93.3%	92.2%
		Off Peak Weekday		94.6%	95.2%	95.6%	94.8%
		Weekend		96.2%	97.4%	96.9%	95.5%
	Babylon Branch	Overall	93.9%	97.7%	96.6%	95.6%	94.5%
		AM Peak		98.1%	94.9%	88.8%	92.5%
		PM Peak		98.6%	98.3%	96.3%	92.7%
		Total Peak		98.4%	96.5%	92.3%	92.6%
	Off Peak Weekday		98.1%	96.5%	97.1%	95.9%	
	Weekend		95.8%	97.0%	97.1%	94.0%	
Far Rockaway Branch	Overall	96.6%	98.1%	98.0%	98.2%	97.2%	
	AM Peak		98.1%	98.2%	96.1%	94.8%	
	PM Peak		99.1%	99.5%	98.8%	96.7%	
	Total Peak		98.6%	98.8%	97.3%	95.7%	
	Off Peak Weekday		97.4%	97.3%	98.3%	97.4%	
	Weekend		99.4%	99.1%	98.5%	98.2%	
Huntington Branch	Overall	92.5%	93.4%	95.2%	93.6%	92.5%	
	AM Peak		92.1%	94.6%	92.6%	92.1%	
	PM Peak		94.1%	96.7%	90.8%	84.8%	
	Total Peak		93.1%	95.7%	91.8%	88.7%	
	Off Peak Weekday		93.2%	93.9%	93.4%	93.2%	
	Weekend		94.4%	97.4%	95.4%	94.7%	
Hempstead Branch	Overall	96.5%	97.6%	97.2%	95.6%	94.2%	
	AM Peak		97.4%	97.5%	95.8%	94.7%	
	PM Peak		99.2%	99.2%	90.6%	85.6%	
	Total Peak		98.3%	98.3%	93.4%	90.4%	
	Off Peak Weekday		96.8%	95.9%	95.4%	94.4%	
	Weekend		99.0%	98.4%	98.2%	96.8%	
Long Beach Branch	Overall	95.9%	97.2%	97.3%	94.7%	93.9%	
	AM Peak		98.7%	97.6%	94.3%	93.6%	
	PM Peak		97.8%	98.7%	91.4%	92.0%	
	Total Peak		98.3%	98.1%	92.9%	92.8%	
	Off Peak Weekday		96.2%	96.4%	95.1%	93.8%	
	Weekend		98.5%	98.5%	95.5%	95.2%	
Montauk Branch	Overall	90.8%	94.4%	94.2%	95.9%	93.1%	
	AM Peak		97.7%	94.9%	90.8%	87.9%	
	PM Peak		96.0%	96.8%	97.1%	94.9%	
	Total Peak		97.1%	95.7%	93.8%	91.2%	
	Off Peak Weekday		92.6%	93.0%	96.0%	95.7%	
	Weekend		96.8%	95.1%	97.6%	89.9%	
Oyster Bay Branch	Overall	94.1%	91.5%	95.1%	96.4%	95.3%	
	AM Peak		95.3%	95.8%	96.2%	92.9%	
	PM Peak		98.7%	99.1%	95.6%	92.8%	
	Total Peak		96.9%	97.3%	96.0%	92.8%	
	Off Peak Weekday		87.7%	93.3%	96.0%	95.7%	
	Weekend		94.5%	97.1%	98.1%	97.8%	

Performance Summary		2021 Data			2020 Data	
		Annual	YTD thru		YTD thru	
		Goal	March	March	March	March
Port Jefferson Branch	Overall	90.9%	91.7%	93.6%	91.3%	89.6%
	AM Peak		92.2%	93.1%	92.8%	89.4%
	PM Peak		93.1%	95.2%	89.5%	87.1%
	Total Peak		92.7%	94.1%	91.2%	88.3%
	Off Peak Weekday		93.2%	93.1%	89.0%	87.1%
	Weekend		86.6%	94.1%	96.0%	96.3%
Port Washington Branch	Overall	95.3%	90.8%	96.2%	97.0%	96.9%
	AM Peak		87.0%	94.3%	95.0%	94.4%
	PM Peak		82.9%	95.2%	96.3%	95.8%
	Total Peak		84.9%	94.8%	95.7%	95.1%
	Off Peak Weekday		91.1%	95.8%	97.6%	97.0%
	Weekend		95.6%	98.0%	97.3%	98.6%
Ronkonkoma Branch	Overall	91.6%	92.8%	94.1%	92.5%	92.3%
	AM Peak		92.2%	94.2%	88.9%	89.1%
	PM Peak		95.7%	96.5%	94.0%	93.2%
	Total Peak		93.8%	95.2%	91.2%	90.9%
	Off Peak Weekday		91.6%	92.4%	92.2%	91.9%
	Weekend		95.1%	96.7%	95.1%	95.4%
West Hempstead Branch	Overall	95.8%	99.1%	98.2%	97.8%	96.9%
	AM Peak		96.1%	97.8%	93.7%	92.3%
	PM Peak		98.8%	97.4%	96.5%	95.6%
	Total Peak		97.5%	97.6%	95.2%	94.1%
	Off Peak Weekday		99.4%	98.0%	98.6%	98.2%
	Weekend		100.0%	99.4%	99.4%	97.7%
Operating Statistics	Trains Scheduled		16,645	52,719	20,316	61,115
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.0	-12.7	-13.0	-11.0
	Trains Over 15 min. Late excluding trains canceled or terminated		106	330	208	458
	Trains Canceled		61	153	39	123
	Trains Terminated		58	145	25	81
	Percent of Scheduled Trips Completed		99.3%	99.4%	99.7%	99.7%
Consist Compliance <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%			
	Total Peak		100.0%			

System Categories Of Delay	% Total	2021	2021 Data		2020 Data		YTD 2021 Vs 2020
		Feb	Mar	YTD Thru Mar	Mar	YTD Thru Mar	
Engineering (Scheduled)	5.2%	34	43	103	37	192	(89)
Engineering (Unscheduled)	14.1%	97	116	359	165	567	(208)
Maintenance of Equipment	8.5%	61	70	213	73	331	(118)
Transportation	2.6%	14	21	49	42	157	(108)
Capital Projects	35.3%	47	290	378	70	321	57
Weather and Environmental	3.2%	260	26	302	12	144	158
Police	5.5%	57	45	182	145	357	(175)
Customers	6.8%	37	56	120	115	786	(666)
Special Events	0.1%	-	1	1	7	30	(29)
Other	12.9%	34	106	165	101	285	(120)
3rd Party Operations	5.7%	83	47	224	189	330	(106)
Total	100.0%	724	821	2,096	956	3,500	(1,404)

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
1-Mar	Mon	Extension of track work - Main Line Expansion Project	17	5		5	7	1	38	20	16	60	32	17
2-Mar	Tue	Extension of track work - Main Line Expansion Project							13	11	10	13	11	10
4-Mar	Thu	Trespasser strike at Kew Gardens Station							9	1		9	1	
9-Mar	Tue	Debris on tracks east of Mineola Station							14			14		
14-Mar	Sun	Amtrak related power issues							10			10		
17-Mar	Wed	Crossing gate malfunctions between Oakdale and Sayville							16			16		
26-Mar	Fri	Unable to close Lead Bridge				2		2		1	8	2	1	10
29-Mar	Mon	Scheduled track work on the Port Washington Branch	7			6	1		10			23	1	
30-Mar	Tue	Scheduled track work on the Port Washington Branch	2			7			14			23		
31-Mar	Wed	Scheduled track work on the Port Washington Branch	4			2			9			15		
TOTAL FOR MONTH			30	5	0	22	8	3	133	33	34	185	46	37
												268		

Long Island Rail Road

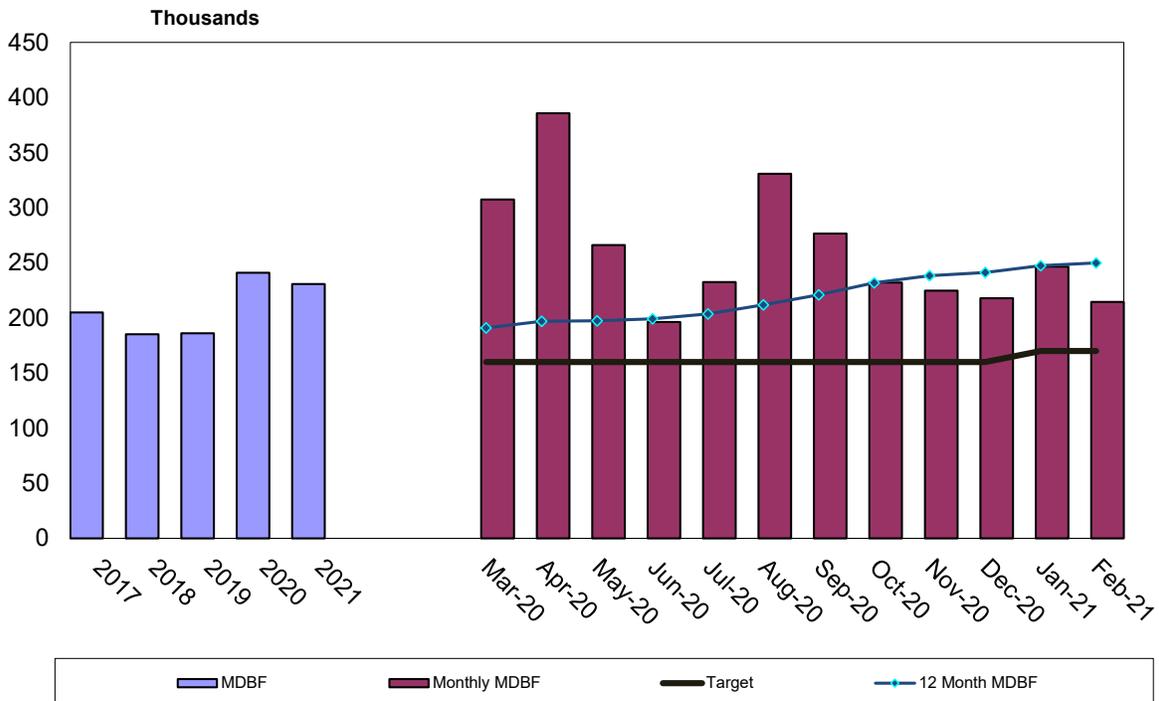
MEAN DISTANCE BETWEEN FAILURES - FEBRUARY 2021

	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)	12 month Rolling Avg MDBF (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)
Mean Distance Between Failures	M-3	142	60,000	0	0	0	110,484	162,170	3	64,416
	M-7	836	360,000	302,113	13	348,802	459,503	315,246	15	368,714
	M-9	70	180,000	156,013	2	218,363	289,605	154,652	0	142,835
	C-3	134	103,000	280,943	2	199,107	118,938	339,248	2	237,874
	DE	24	19,000	19,145	4	19,965	22,120	10,122	9	18,122
	DM	21	19,000	26,984	2	24,078	25,725	33,325	2	27,491
	Diesel	179	51,000	86,554	8	77,618	67,831	64,327	13	83,139
	Fleet	1,227	170,000	214,432	23	230,849	249,924	200,197	31	197,235

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: M3 was not in service in Feb-21. M9 had no mechanical primary failures in Feb-20.

ALL FLEETS Mean Distance Between Failure 2017 - 2021





Standee Report

East Of Jamaica

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

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		
		March		
Daily Average			AM Peak	PM Peak
Babylon Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Far Rockaway Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Huntington Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Long Beach Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Montauk Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Oyster Bay Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Port Jefferson Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Port Washington Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Ronkonkoma Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
West Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
System Wide PEAK			0	0

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 INJURY/ENTRAPMENT REPORT
FOR THE MONTH OF MARCH 2021**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
No Elevator incidents reported in the month of March 2021			

Escalators	Mechanical Injury	Human Factor Injury
Penn Station Escalator 2MG	0	1

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, slip/trip/fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined as when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.

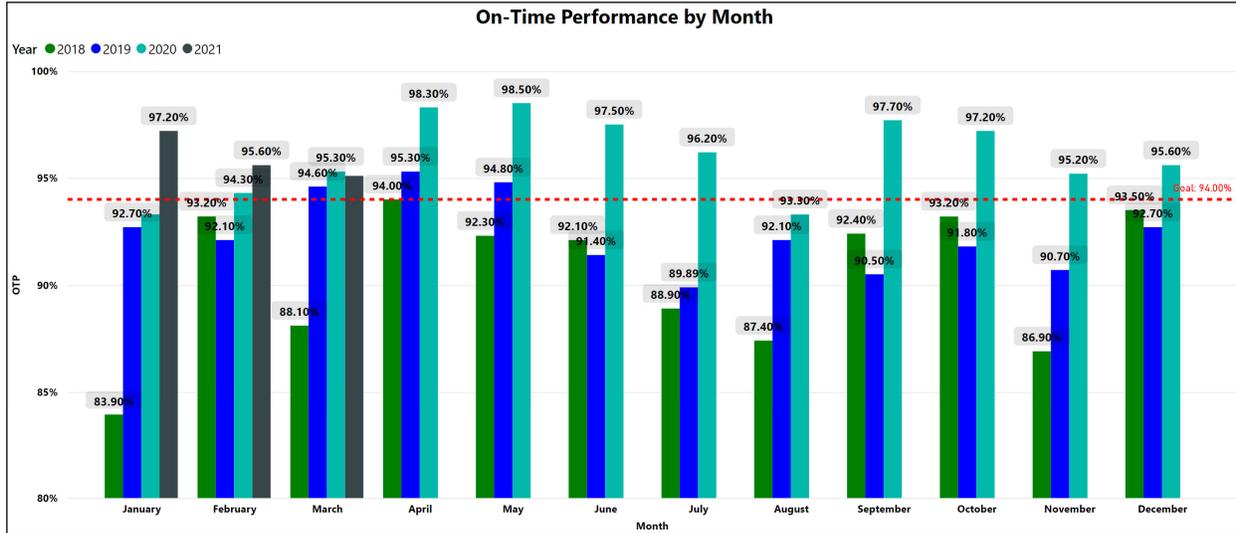
Long Island Rail Road Performance Metrics Report



On Time Performance

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

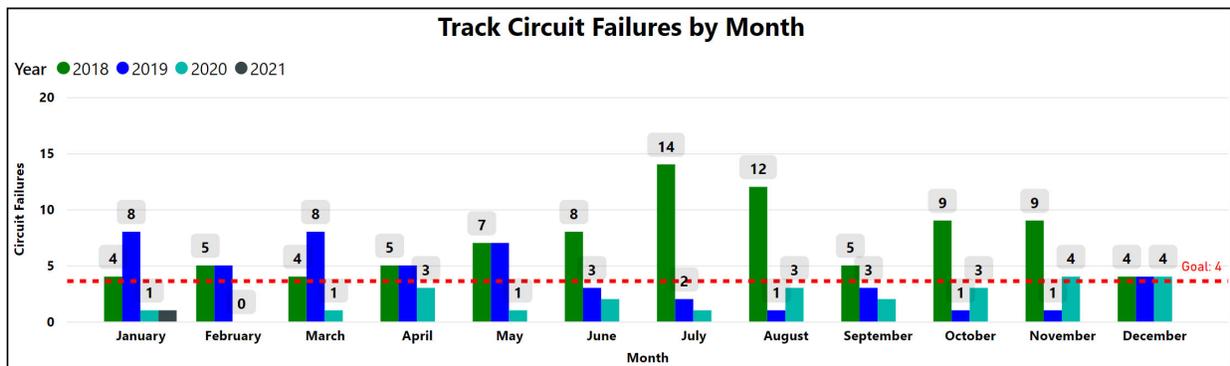
	2021		2020	
Goal	March	YTD	March	YTD
94.0%	95.1%	96.2%	95.3%	94.3%



Number of Track Circuit Failures

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

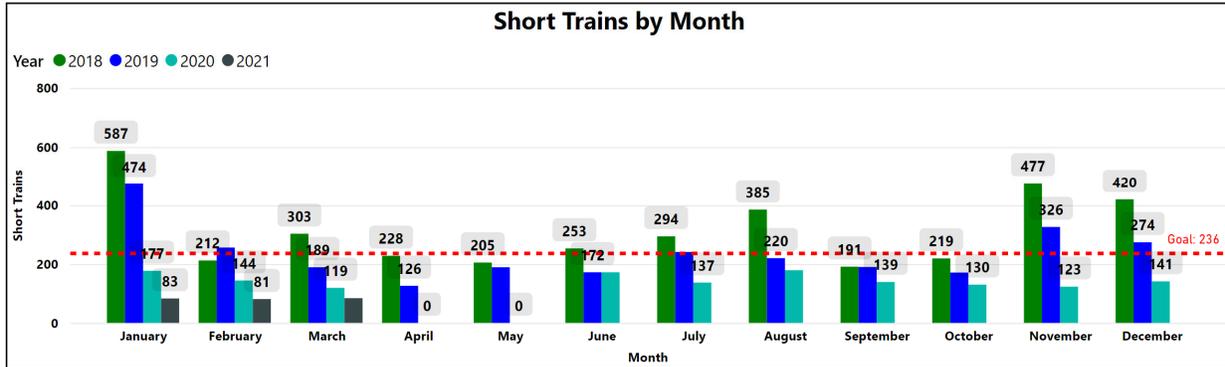
	2021		2020	
Goal	March	YTD	March	YTD
44	0	1	1	2



Number of Short Trains*

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

Goal	2021		2020	
	March	YTD	March	YTD
2,828 annually	84	248	119	440

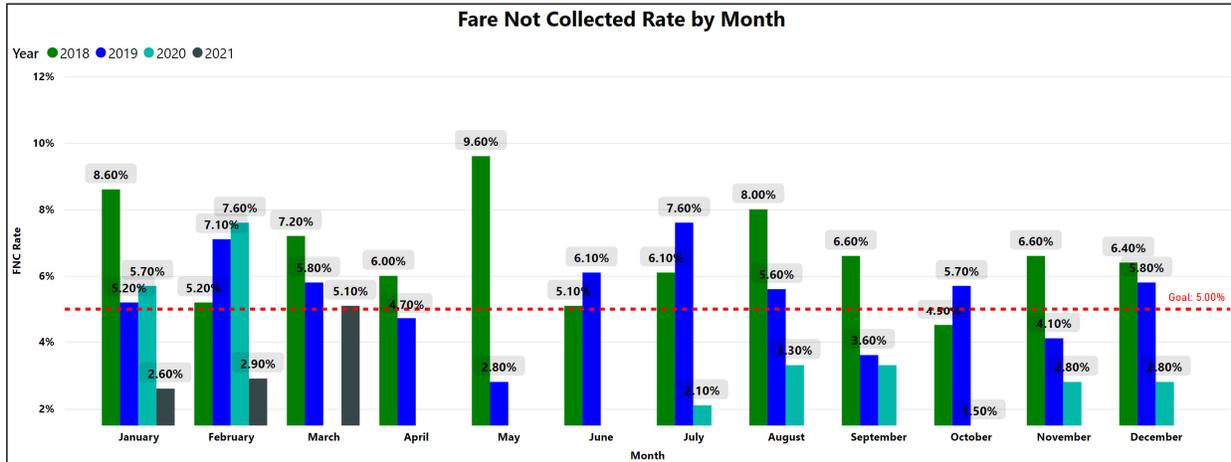


* The LIRR did not record any short trains in April or May 2020 (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic. This renders the 2019, 2020 and 2021 YTD comparisons less meaningful.

Fare Not Collected Rate

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

	2021		2020	
Goal	March	YTD	March	YTD
5.0%	5.1%	3.7%	-	6.8%

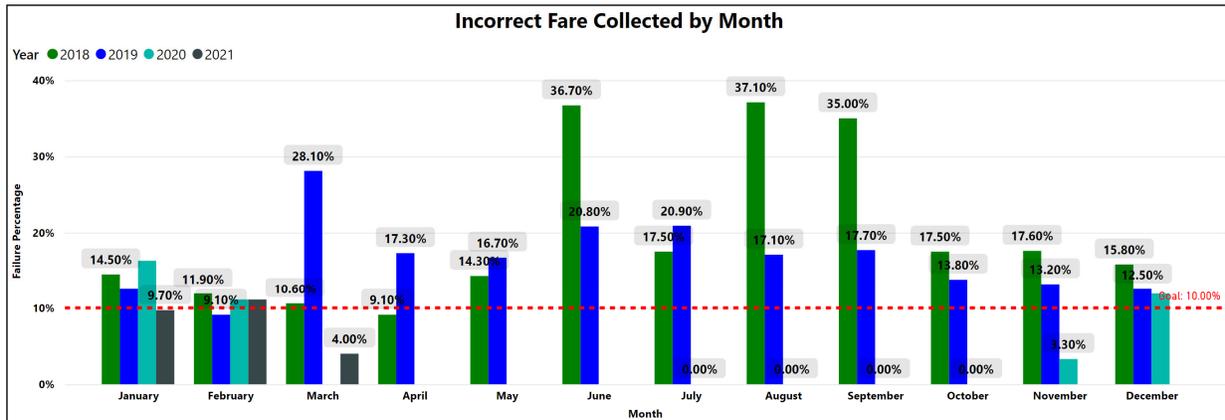


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In March 2021, the LIRR reported a Fare Not Collected Rate of 5.1%. There is no available data to compare this to from March 2020 as the onboard revenue compliance program was suspended in March 2020.
- Since Auditor observations were suspended between March and June, the comparisons between 2019, 2020 and 2021 YTD are therefore less meaningful.

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	March	YTD	March	YTD
10.0%	4.0%	8.4%	-	13.7%

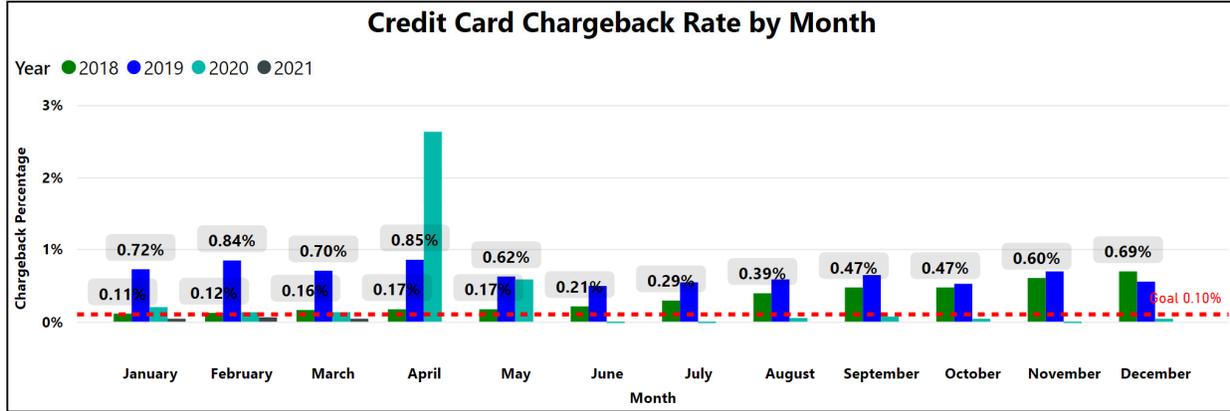


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In March 2021, the LIRR reported an Incorrect Fare Collected Rate of 4.0%. There is no available data to compare this to from March 2020 as the onboard revenue compliance program was suspended in March 2020.
- 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.

Credit Card Chargeback Rate

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

	2021		2020	
Goal	March	YTD	March	YTD
0.10%	0.04%	0.05%	0.13%	0.16%



- In March 2021, the LIRR reported a Chargeback rate of 0.04%, which is an improvement over its March 2020 rate of 0.13%.



Long Island Rail Road

Financial Report Highlights

March 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.

March 2021 Highlights

- Total revenue of \$143.6 million was \$17.5 million higher than the budget. This was primarily due to higher farebox revenue and the timing of reimbursements for capital activity.
- Through March 2021 ridership was 5.4 million, which was (67.7)% below 2020 (adjusted for the same number of work days) and 45.3% above the budget. Commutation ridership of 1.8 million was (81.0)% below 2020 and (15.9)% below the budget. Non-Commutation ridership of 3.6 million was (49.7)% below 2020 and 131.9% above the budget. Consequently, farebox revenue of \$44.3 million was \$12.5 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$441.3 million were \$64.6 million or 12.8% favorable to the budget. The primary drivers of this favorable variance are the timing of expenses for material usage, maintenance and professional services, vacant positions and associated fringe costs, and lower OPEB current, other business expenses, overtime and electric expenses.

Financial results for Year-to-Date (YTD) March 2021 are presented in the table below and compared to the budget.

Category (\$ in Millions)	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$126.1	\$143.6	\$17.5
Total Expenses Before Non-Cash Liabilities	505.9	441.3	64.6
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$379.8)	(\$297.7)	\$82.1
Other Non-Cash Liabilities	111.4	116.3	(4.9)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$491.1)	(\$414.0)	\$77.2
Cash Adjustments	99.3	78.2	(21.1)
Net Cash Surplus/(Deficit)	(\$391.8)	(\$335.8)	\$56.1

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

March YTD operating results were favorable by \$77.2 or 15.7% lower than the budget.

Non-Reimbursable revenues through March were \$13.9 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yield per passenger. Other Operating Revenues were favorable to budget due to the timing of rental and miscellaneous revenues, partially offset by the timing of advertising revenue. Total Non-Reimbursable expenses were \$63.3 favorable due to the timing of materials, maintenance and professional services, vacant positions and associated fringe costs, and lower OPEB current, other business expenses and electric expenses.

YTD capital and other reimbursable expenditures (and reimbursements) were \$3.7 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$143.6 were \$17.5 or 13.9% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$12.5 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through March was 5.4 million. This was (67.7)% lower than 2020 (adjusted for same number of calendar work days) and 45.3% higher than the budget.
- **Y-T-D Other Operating Revenues** were \$1.4 favorable to the budget due to the timing of rental and miscellaneous revenues, partially offset by the timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$3.7 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to Date **Total Expenses** (including depreciation and other) of \$557.6 were favorable to the budget by \$59.7 or 9.7%.

Labor Expenses, \$23.9 favorable Y-T-D.

- **Payroll**, \$11.1 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$2.2 favorable Y-T-D (primarily lower maintenance overtime, capital project activity and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage and weather-related overtime).
- **Health & Welfare**, \$3.6 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$4.0 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$2.5 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by higher Railroad Unemployment Insurance and the timing of FELA indemnity reserves).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$40.7 favorable Y-T-D.

- **Electric Power**, \$2.1 favorable Y-T-D (lower usage and rates).
- **Insurance**, \$1.7 favorable Y-T-D (lower liability and force account insurance).
- **Maintenance and Other Operating Contracts**, \$5.7 favorable Y-T-D (primarily the timing of invoices for joint facilities and other maintenance services and vehicle purchases, partially offset by the timing of Moynihan Train Hall expenses).
- **Professional Services**, \$2.7 favorable Y-T-D (primarily the timing of inspections, MTA Chargebacks and rolling stock decommissioning).
- **Materials and Supplies**, \$25.1 favorable Y-T-D (primarily timing of fleet maintenance and modifications, right of way initiatives and capital project material).
- **Other Business Expenses**, \$3.3 favorable Y-T-D (primarily due to a reduction in bad debt reserves and lower credit/debit card fees and miscellaneous expenses).

Depreciation and Other, \$(4.9) unfavorable Y-T-D depreciation and environmental remediation.

CASH DEFICIT SUMMARY

The Cash Deficit through March of \$(335.8) was \$56.1 favorable to the budget due to the timing of capital and other reimbursements, higher farebox revenue and lower expenditures, partially offset by prior year Railroad Retirement tax payments and the timing of other operating revenue.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date March Farebox Operating Ratio was 12.6%, 5.1 percentage points above the budget resulting from higher farebox revenue and lower expenses.
- The March Adjusted Farebox Operating Ratio was 16.3%, which is above the budget due to higher farebox revenue and lower expenses.
- The March Adjusted Cost per Passenger was \$59.25, which is lower than the budget due to higher ridership and lower expenses.
- The March Revenue per Passenger was \$8.19, which was \$(0.35) below the budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$11.060	\$16.690	\$5.630	50.9	\$0.000	\$0.000	\$0.000	-	\$11.060	\$16.690	\$5.630	50.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.786	3.825	1.040	37.3	0.000	0.000	0.000	-	2.786	3.825	1.040	37.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	35.778	40.650	4.872	13.6	35.778	40.650	4.872	13.6
Total Revenue	\$13.846	\$20.515	\$6.670	48.2	\$35.778	\$40.650	\$4.872	13.6	\$49.623	\$61.165	\$11.542	23.3
Expenses												
<i>Labor:</i>												
Payroll	\$46.605	\$39.833	\$6.772	14.5	\$13.173	\$14.773	(\$1.600)	(12.1)	\$59.778	\$54.606	\$5.171	8.7
Overtime	10.882	9.593	1.289	11.8	4.825	5.442	(0.617)	(12.8)	15.707	15.035	0.672	4.3
Health and Welfare	10.474	8.956	1.517	14.5	3.042	3.416	(0.373)	(12.3)	13.516	12.372	1.144	8.5
OPEB Current Payment	6.521	5.158	1.363	20.9	0.000	0.000	0.000	-	6.521	5.158	1.363	20.9
Pensions	13.354	13.692	(0.338)	(2.5)	4.943	4.090	0.853	17.3	18.297	17.782	0.515	2.8
Other Fringe Benefits	14.779	12.696	2.083	14.1	3.111	3.716	(0.605)	(19.4)	17.890	16.411	1.478	8.3
Reimbursable Overhead	(1.205)	(4.114)	2.909	*	1.205	4.114	(2.909)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$101.409	\$85.814	\$15.595	15.4	\$30.300	\$35.551	(\$5.251)	(17.3)	\$131.708	\$121.365	\$10.344	7.9
<i>Non-Labor:</i>												
Electric Power	\$8.086	\$7.416	\$0.671	8.3	\$0.020	(\$0.521)	\$0.541	*	\$8.106	\$6.895	\$1.212	14.9
Fuel	1.182	1.484	(0.302)	(25.6)	0.000	0.000	0.000	-	1.182	1.484	(0.302)	(25.6)
Insurance	2.019	1.582	0.437	21.6	0.706	0.576	0.130	18.4	2.725	2.158	0.567	20.8
Claims	0.384	(0.097)	0.482	*	0.000	0.000	0.000	-	0.384	(0.097)	0.482	*
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	7.658	(0.644)	8.302	*	1.355	1.777	(0.422)	(31.1)	9.014	1.133	7.880	87.4
Professional Service Contracts	3.479	2.069	1.410	40.5	0.062	0.132	(0.070)	*	3.541	2.201	1.340	37.8
Materials & Supplies	12.383	11.848	0.535	4.3	3.293	3.063	0.230	7.0	15.676	14.911	0.765	4.9
Other Business Expenses	1.269	(0.887)	2.156	*	0.042	0.072	(0.029)	(69.8)	1.311	(0.815)	2.127	*
Total Non-Labor Expenses	\$36.461	\$22.771	\$13.690	37.5	\$5.478	\$5.099	\$0.379	6.9	\$41.939	\$27.870	\$14.069	33.5
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$137.870	\$108.585	\$29.285	21.2	\$35.778	\$40.650	(\$4.872)	(13.6)	\$173.648	\$149.235	\$24.413	14.1
Depreciation	\$41.292	\$45.309	(\$4.018)	(9.7)	\$0.000	\$0.000	\$0.000	-	\$41.292	\$45.309	(\$4.018)	(9.7)
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	0.893	(0.727)	*	0.000	0.000	0.000	-	0.167	0.893	(0.727)	*
Total Expenses	\$179.328	\$154.787	\$24.541	13.7	\$35.778	\$40.650	(\$4.872)	(13.6)	\$215.106	\$195.437	\$19.669	9.1
Net Surplus/(Deficit)	(\$165.483)	(\$134.272)	\$31.211	18.9	\$0.000	\$0.000	\$0.000	-	(\$165.483)	(\$134.272)	\$31.211	18.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$41.292	\$45.309	\$4.018	9.7	\$0.000	\$0.000	\$0.000	-	41.292	\$45.309	\$4.018	9.7
Operating/Capital	(1.151)	(0.798)	0.353	30.7	0.000	0.000	0.000	-	(1.151)	(0.798)	0.353	30.7
Other Cash Adjustments	(3.840)	0.048	3.888	*	0.000	0.000	0.000	-	(3.840)	0.048	3.888	*
Total Cash Conversion Adjustments	\$36.301	\$44.559	\$8.258	22.7	0.000	\$0.000	\$0.000	-	\$36.301	\$44.559	\$8.258	22.7
Net Cash Surplus/(Deficit)	(\$129.182)	(\$89.713)	\$39.469	30.6	\$0.000	\$0.000	\$0.000	-	(\$129.182)	(\$89.713)	\$39.469	30.6

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

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$31.802	\$44.287	\$12.486	39.3	\$0.000	\$0.000	\$0.000	-	\$31.802	\$44.287	\$12.486	39.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.601	7.975	1.374	20.8	0.000	0.000	0.000	-	6.601	7.975	1.374	20.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	87.689	91.346	3.657	4.2	87.689	91.346	3.657	4.2
Total Revenue	\$38.402	\$52.262	\$13.859	36.1	\$87.689	\$91.346	\$3.657	4.2	\$126.092	\$143.608	\$17.517	13.9
Expenses												
<i>Labor:</i>												
Payroll	\$146.471	\$133.093	\$13.378	9.1	\$31.719	\$33.994	(\$2.275)	(7.2)	\$178.189	\$167.086	\$11.103	6.2
Overtime	32.336	31.336	1.000	3.1	11.954	10.779	1.175	9.8	44.290	42.115	2.175	4.9
Health and Welfare	33.503	29.436	4.068	12.1	7.365	7.789	(0.425)	(5.8)	40.868	37.225	3.643	8.9
OPEB Current Payment	19.564	15.589	3.974	20.3	0.000	0.000	0.000	-	19.564	15.589	3.974	20.3
Pensions	42.925	45.065	(2.139)	(5.0)	11.966	9.311	2.655	22.2	54.891	54.376	0.515	0.9
Other Fringe Benefits	41.283	37.871	3.412	8.3	7.531	8.447	(0.916)	(12.2)	48.814	46.319	2.495	5.1
Reimbursable Overhead	(3.258)	(9.229)	5.971	*	3.258	9.229	(5.971)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$312.824	\$283.161	\$29.664	9.5	\$73.792	\$79.550	(\$5.758)	(7.8)	\$386.616	\$362.711	\$23.906	6.2
<i>Non-Labor:</i>												
Electric Power	\$21.527	\$19.398	\$2.129	9.9	\$0.062	\$0.062	\$0.000	0.2	\$21.589	\$19.460	\$2.129	9.9
Fuel	4.270	4.646	(0.375)	(8.8)	0.000	0.000	0.000	-	4.270	\$4.646	(0.375)	(8.8)
Insurance	5.987	4.629	1.358	22.7	1.638	1.249	0.389	23.8	7.625	\$5.877	1.748	22.9
Claims	1.153	0.772	0.381	33.0	0.000	0.000	0.000	-	1.153	\$0.772	0.381	33.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	22.961	17.474	5.488	23.9	3.529	3.354	0.175	5.0	26.490	\$20.827	5.663	21.4
Professional Service Contracts	9.994	7.043	2.951	29.5	0.159	0.458	(0.299)	*	10.153	\$7.501	2.652	26.1
Materials & Supplies	36.101	12.861	23.240	64.4	8.408	6.517	1.891	22.5	44.509	\$19.379	25.130	56.5
Other Business Expenses	3.354	(0.050)	3.404	*	0.102	0.158	(0.056)	(54.4)	3.456	\$0.107	3.349	96.9
Total Non-Labor Expenses	\$105.348	\$66.773	\$38.575	36.6	\$13.897	\$11.797	\$2.101	15.1	\$119.245	\$78.569	\$40.676	34.1
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$418.172	\$349.933	\$68.239	16.3	\$87.689	\$91.346	(\$3.657)	(4.2)	\$505.861	\$441.280	\$64.582	12.8
Depreciation	\$110.875	\$115.057	(4.182)	(3.8)	\$0.000	\$0.000	\$0.000	-	\$110.875	\$115.057	(\$4.182)	(3.8)
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	0.500	1.227	(0.727)	*	0.000	0.000	0.000	-	0.500	1.227	(0.727)	*
Total Expenses	\$529.547	\$466.217	\$63.331	12.0	\$87.689	\$91.346	(\$3.657)	(4.2)	\$617.237	\$557.563	\$59.673	9.7
Net Surplus/(Deficit)	(\$491.145)	(\$413.955)	\$77.190	15.7	\$0.000	\$0.000	\$0.000	-	(\$491.145)	(\$413.955)	\$77.190	15.7
<i>Cash Conversion Adjustments</i>												
Depreciation	\$110.875	\$115.057	\$4.182	3.8	\$0.000	\$0.000	\$0.000	-	110.875	\$115.057	\$4.182	3.8
Operating/Capital	(3.253)	(1.173)	2.079	63.9	0.000	0.000	0.000	-	(3.253)	(1.173)	2.079	63.9
Other Cash Adjustments	(8.310)	(35.706)	(27.396)	*	0.000	0.000	0.000	-	(8.310)	(35.706)	(27.396)	*
Total Cash Conversion Adjustments	\$99.313	\$78.178	(\$21.135)	(21.3)	\$0.000	\$0.000	\$0.000	-	\$99.313	\$78.178	(\$21.135)	(21.3)
Net Cash Surplus/(Deficit)	(\$391.832)	(\$335.777)	\$56.055	14.3	\$0.000	\$0.000	\$0.000	-	(\$391.832)	(\$335.777)	\$56.055	14.3

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

**MTA LONG ISLAND RAIL ROAD
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.	March 2021		Reason for Variance	Year-to-Date March 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	5.630	50.9	Higher ridership \$5.768, partially offset by lower yield per passenger \$(0.138).	12.486	39.3	Higher ridership \$14.416, partially offset by lower yield per passenger \$(1.930).
Other Operating Revenue	Non Reimb.	1.040	37.3	Primarily due to higher rentals and the timing of miscellaneous revenue, partially offset by timing of advertising revenue.	1.374	20.8	Primarily due to higher rental and the timing of miscellaneous revenue, partially offset by the timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	4.872	13.6	Timing of capital project activity and interagency reimbursements.	3.657	4.2	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	6.772	14.5	Primarily vacant positions.	13.378	9.1	Primarily vacant positions.
	Reimb.	(1.600)	(12.1)	Primarily due to timing of project activity.	(2.275)	(7.2)	Primarily due to timing of project activity.
Overtime	Non Reimb.	1.289	11.8	Lower programmatic/routine maintenance and weather-related overtime, partially offset by vacancy/absentee coverage.	1.000	3.1	Lower programmatic/routine maintenance and scheduled/ unscheduled service, partially offset by vacancy/absentee coverage, weather-related overtime and unscheduled maintenance.
	Reimb.	(0.617)	(12.8)	Higher capital reimbursable activity.	1.175	9.8	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	1.517	14.5	Vacant positions.	4.068	12.1	Vacant positions.
	Reimb.	(0.373)	(12.3)	Primarily due to timing of project activity.	(0.425)	(5.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.363	20.9	Fewer retirees/beneficiaries.	3.974	20.3	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(0.338)	(2.5)	The estimated percentage of pension allocated to reimbursable was over-estimated, partially offset by the timing of payments.	(2.139)	(5.0)	The estimated percentage of pension allocated to reimbursable was over-estimated, partially offset by the timing of payments.
	Reimb.	0.853	17.3	The estimated percentage of pension allocated to reimbursable was over-estimated.	2.655	22.2	The estimated percentage of pension allocated to reimbursable was over-estimated.

**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.	March 2021		Reason for Variance	Year-to-Date March 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	2.083	14.1	Lower Railroad Retirement Taxes, partially offset by higher Railroad Unemployment Insurance.	3.412	8.3	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves and higher Railroad Unemployment Insurance.
	Reimb.	(0.605)	(19.4)	Primarily due to timing of project activity.	(0.916)	(12.2)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.909	*	Primarily due to timing of project activity.	5.971	*	Primarily due to timing of project activity.
	Reimb.	(2.909)	*	Primarily due to timing of project activity.	(5.971)	*	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.671	8.3	Primarily due to lower usage and rates, partially offset by the reclassification of prior month's expenses which were misclassified as reimbursable.	2.129	9.9	Primarily due to lower usage and rates.
	Reimb.	0.541	*	Reclassification of prior month's expenses which were misclassified as reimbursable.	0.000	0.2	
Fuel	Non Reimb.	(0.302)	(25.6)	Primarily due to higher rates.	(0.375)	(8.8)	Primarily due to higher rates, partially offset by lower usage.
Insurance	Non Reimb.	0.437	21.6	Lower liability insurance.	1.358	22.7	Lower liability insurance.
	Reimb.	0.130	18.4	Force Account Insurance associated with project activity.	0.389	23.8	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.482	*	Primarily decrease in Corporate Reserves.	0.381	33.0	Primarily decrease in Corporate Reserves.

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.	March 2021		Reason for Variance	Year-to-Date March 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	8.302	*	Primarily due to the timing of accrual reversals for joint facilities, elevator & escalator, janitorial and hazardous waste services and the timing of invoices for facility and maintenance & repair services.	5.488	23.9	Primarily due to timing of invoices for joint facility and other maintenance services and delayed vehicle purchases, partially offset by the timing of Moynihan Train Hall expenses.
	Reimb.	(0.422)	(31.1)		0.175	5.0	
Professional Service Contracts	Non Reimb.	1.410	40.5	Primarily the timing of rail inspections, MTA Chargebacks, and rolling stock decommissioning.	2.951	29.5	Primarily the timing of rail inspections, MTA Chargebacks, and rolling stock decommissioning.
	Reimb.	(0.070)	*		(0.299)	*	
Materials & Supplies	Non Reimb.	0.535	4.3	Timing of modifications and RCM/RR activity for revenue fleet, partially offset by miscellaneous inventory adjustments.	23.240	64.4	Primarily timing of reclaims into inventory, modifications and RCM activity for revenue fleet and right of way material.
	Reimb.	0.230	7.0		1.891	22.5	
Other Business Expenses	Non Reimb.	2.156	*	Primarily reduction of bad debt, lower credit/debit card fees, and the timing of miscellaneous expenses.	3.404	*	Primarily reduction of bad debt, lower credit/debit card fees, higher restitution of property damages and the timing of miscellaneous expenses.
	Reimb.	(0.029)	(69.8)		(0.056)	(54.4)	
Depreciation	Non Reimb.	(4.018)	(9.7)	Based on certain capital assets being fully depreciated.	(4.182)	(3.8)	

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
March 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$11.486	\$17.879	\$6.393	55.7	\$33.026	\$44.935	\$11.909	36.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.121	1.641	0.520	46.4	10.282	4.513	(5.769)	(56.1)
Capital & Other Reimbursements	21.813	35.222	13.409	61.5	67.900	103.041	35.141	51.8
Total Receipts	\$34.420	\$54.741	\$20.322	59.0	\$111.207	\$152.489	\$41.281	37.1
Expenditures								
<i>Labor:</i>								
Payroll	\$54.657	\$51.098	\$3.559	6.5	\$169.123	\$155.097	\$14.025	8.3
Overtime	12.000	12.105	(0.105)	(0.9)	43.224	37.420	5.804	13.4
Health and Welfare	13.516	11.659	1.857	13.7	40.868	35.560	5.309	13.0
OPEB Current Payment	6.521	4.915	1.606	24.6	19.564	15.064	4.500	23.0
Pensions	18.297	18.087	0.210	1.1	54.891	54.154	0.737	1.3
Other Fringe Benefits	14.166	16.347	(2.182)	(15.4)	49.996	97.985	(47.989)	(96.0)
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$119.158	\$114.212	\$4.946	4.2	\$377.666	\$395.281	(\$17.615)	(4.7)
<i>Non-Labor:</i>								
Electric Power	\$8.106	\$5.921	\$2.185	27.0	\$21.589	\$18.280	\$3.309	15.3
Fuel	1.182	2.403	(1.222)	*	4.270	4.632	(0.362)	(8.5)
Insurance	0.000	(6.468)	6.468	-	11.083	(4.748)	15.831	*
Claims	0.153	0.089	0.064	41.7	0.459	0.456	0.003	0.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.014	12.429	(3.416)	(37.9)	26.490	23.713	2.777	10.5
Professional Service Contracts	4.212	2.025	2.187	51.9	6.740	5.335	1.405	20.8
Materials & Supplies	19.940	12.672	7.267	36.4	49.402	42.132	7.271	14.7
Other Business Expenses	1.412	0.977	0.435	30.8	4.115	2.550	1.565	38.0
Total Non-Labor Expenditures	\$44.018	\$30.049	\$13.969	31.7	\$124.149	\$92.350	\$31.799	25.6
<i>Other Expenditure Adjustments:</i>								
Other	\$0.426	\$0.193	\$0.233	54.6	\$1.224	\$0.635	\$0.590	48.2
Total Other Expenditure Adjustments	\$0.426	\$0.193	\$0.233	54.6	\$1.224	\$0.635	\$0.590	48.2
Total Expenditures	\$163.602	\$144.454	\$19.148	11.7	\$503.039	\$488.266	\$14.773	2.9
Net Cash Surplus/(Deficit)	(\$129.182)	(\$89.713)	\$39.469	30.6	(\$391.832)	(\$335.777)	\$56.055	14.3
MTA Subsidy	129.182	64.041	(65.141)	(50.4)	391.832	265.121	(126.711)	(32.3)
Cash Timing and Availability Adjustment	0.000	(0.007)	(0.007)	-	0.000	52.331	52.331	-

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	March 2021			Year-to-Date as of March 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	6.393	55.7	Higher ridership \$5.768 and higher advance sales impact \$0.937, partially offset by lower MetroCard/AirTrain sales \$(0.174) and lower yields \$(0.138).	11.909	36.1	Higher ridership \$14.416, partially offset by lower yields \$(1.930), lower MetroCard/AirTrain sales \$(0.564) and lower advance sales impact \$(0.013).
Other Operating Revenue	0.520	46.4	Primarily due to the timing of miscellaneous and rental revenue.	(5.769)	(56.1)	Primarily due to the timing of an annual rental payment, partially offset by the timing of miscellaneous revenue.
Capital and Other Reimbursements	13.409	61.5	Timing of activity and reimbursement for capital and other reimbursements.	35.141	51.8	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.559	6.5	Primarily due to vacant positions and rates, partially offset by the timing of intercompany reimbursements.	14.025	8.3	Primarily due to vacant positions and rates.
Overtime	(0.105)	(0.9)	Primarily due to higher vacancy/absentee coverage and project overtime, partially offset by lower programmatic/routine maintenance and lower weather-related overtime.	5.804	13.4	Primarily due to lower programmatic/routine maintenance, project overtime and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage, weather-related overtime and unscheduled maintenance.
Health and Welfare	1.857	13.7	Primarily due to vacant positions, the timing of payments and intercompany reimbursements.	5.309	13.0	Primarily due to vacant positions, intercompany reimbursements and the timing of payments.

**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	March 2021			Year-to-Date as of March 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
OPEB Current Payment	1.606	24.6	Primarily due to fewer retirees/beneficiaries.	4.500	23.0	Primarily due to fewer retirees/beneficiaries.
Pensions	0.210	1.1	Due to intercompany reimbursements.	0.737	1.3	Due to intercompany reimbursements.
Other Fringe Benefits	(2.182)	(15.4)	Primarily due to the timing of FELA payments, partially offset by Railroad Retirement Tax payments.	(47.989)	(96.0)	Primarily due to the payment of Railroad Retirement Taxes which were deferred in 2020 and the timing of FELA payments, partially offset by lower Railroad Retirement Tax payments for 2021.
Non-Labor:						
Electric Power	2.185	27.0	Lower usage and rates and the timing of payments.	3.309	15.3	Lower usage and rates and the timing of payments.
Fuel	(1.222)	*	Primarily due to the timing of payments and higher rates.	(0.362)	(8.5)	Primarily due to higher rates, partially offset by lower usage.
Insurance	6.468	-	Primarily prior year audit credits for Station Liability and Force Account insurance.	15.831	*	Timing of insurance premium payments and prior year audit credits.
Claims	0.064	41.7	Timing of payments for claims.	0.003	0.7	Timing of payments for claims.
Maintenance and Other Operating Contracts	(3.416)	(37.9)	Timing of payments.	2.777	10.5	Timing of payments.
Professional Service Contracts	2.187	51.9	Timing of MTA Chargeback service payments.	1.405	20.8	Timing of payments.
Materials and Supplies	7.267	36.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.	7.271	14.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.

**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	March 2021			Year-to-Date as of March 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	0.435	30.8	Primarily lower credit/debit fees and the timing of miscellaneous expense payments.	1.565	38.0	Primarily lower credit/debit fees, higher restitution of property damages and the timing of miscellaneous expenses.
Other Expenditure Adjustments	0.233	54.6	Lower MetroCard/AirTrain pass through payments.	0.590	48.2	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
March 2021
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.426	\$1.189	\$0.763	*	\$1.224	\$0.648	(\$0.576)	(47.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.665)	(2.184)	(0.520)	(31.2)	3.681	(3.462)	(7.142)	*
Capital & Other Reimbursements	(13.965)	(5.428)	8.536	61.1	(19.789)	11.694	31.483	*
Total Receipts	(\$15.203)	(\$6.424)	\$8.779	57.7	(\$14.884)	\$8.880	\$23.765	*
Expenditures								
<i>Labor:</i>								
Payroll	\$5.120	\$3.508	(\$1.612)	(31.5)	\$9.067	\$11.989	\$2.922	32.2
Overtime	3.706	2.930	(0.777)	(21.0)	1.066	4.695	3.629	*
Health and Welfare	0.000	0.713	0.713	-	0.000	1.665	1.665	-
OPEB Current Payment	0.000	0.244	0.244	-	0.000	0.526	0.526	-
Pensions	0.000	(0.306)	(0.306)	-	0.000	0.222	0.222	-
Other Fringe Benefits	3.724	0.064	(3.660)	(98.3)	(1.182)	(51.667)	(50.485)	*
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$12.550	\$7.152	(\$5.398)	(43.0)	\$8.951	(\$32.571)	(\$41.521)	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.974	\$0.974	-	\$0.000	\$1.180	\$1.180	*
Fuel	0.000	(0.919)	(0.919)	*	0.000	0.013	0.013	*
Insurance	2.725	8.626	5.901	*	(3.458)	10.626	14.084	*
Claims	0.231	(0.187)	(0.418)	*	0.694	0.316	(0.378)	(54.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(11.296)	(11.296)	-	(0.000)	(2.886)	(2.886)	*
Professional Service Contracts	(0.671)	0.176	0.847	*	3.413	2.166	(1.247)	(36.5)
Materials & Supplies	(4.264)	2.239	6.503	*	(4.893)	(22.753)	(17.860)	*
Other Business Expenses	(0.101)	(1.792)	(1.691)	*	(0.659)	(2.443)	(1.784)	*
Total Non-Labor Expenditures	(\$2.079)	(\$2.179)	(\$0.100)	(4.8)	(\$4.904)	(\$13.781)	(\$8.877)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.426)	(\$0.193)	\$0.233	54.6	(\$1.224)	(\$0.635)	\$0.590	48.2
Total Other Expenditure Adjustments	(\$0.426)	(\$0.193)	\$0.233	54.6	(\$1.224)	(\$0.635)	\$0.590	48.2
Total Expenditures	\$10.046	\$4.780	(\$5.265)	(52.4)	\$2.822	(\$46.986)	(\$49.808)	*
Depreciation Adjustment	\$41.292	\$45.309	\$4.018	9.7	\$110.875	\$115.057	\$4.182	3.8
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	0.893	0.727	*	0.500	1.227	0.727	*
Total Expenditures After Non-Cash Liabilities	\$51.504	\$50.983	(\$0.521)	(1.0)	\$114.197	\$69.297	(\$44.900)	(39.3)
Total Cash Conversion Adjustments	\$36.301	\$44.559	\$8.258	22.7	\$99.313	\$78.178	(\$21.135)	(21.3)

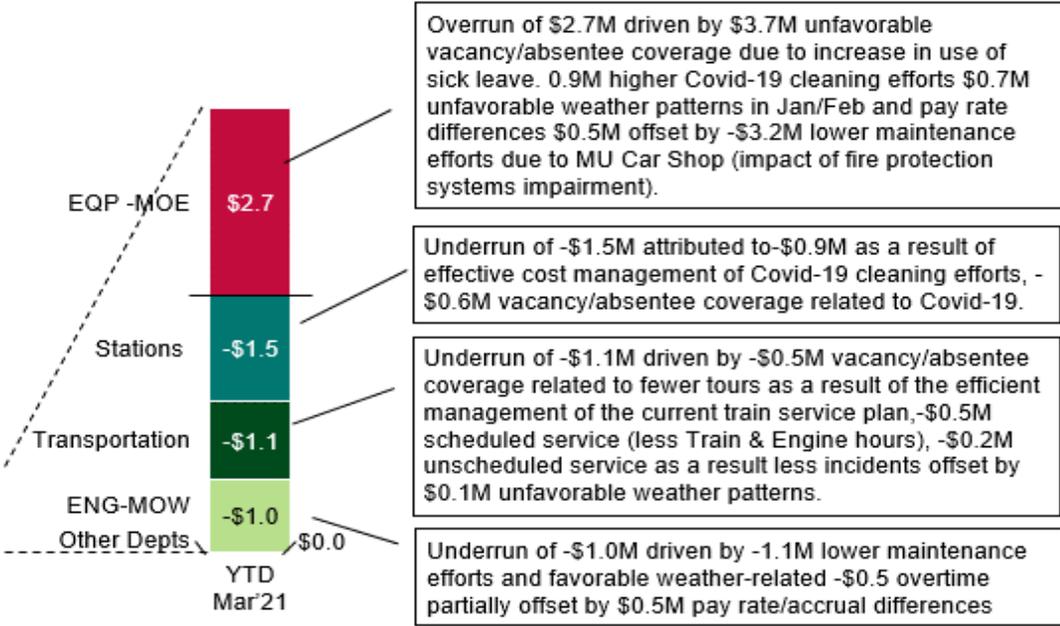
LIRR – Non-Reimbursable Overtime Variance

March 2021 and 2021 Adopted Budget vs. variance



Overview

- Overall decrease of -\$5M or -12% compared to March 2020
- -\$1M below the 2021 Adopted Budget mainly driven by lower Maintenance partially offset by Vacancy/Absentee Coverage and Weather-related overtime.
- 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.



LIRR – Reimbursable Overtime Variance

March 2021 and 2021 Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- 2021 Adopted Budget

2021 Adopted Budget FY \$56M

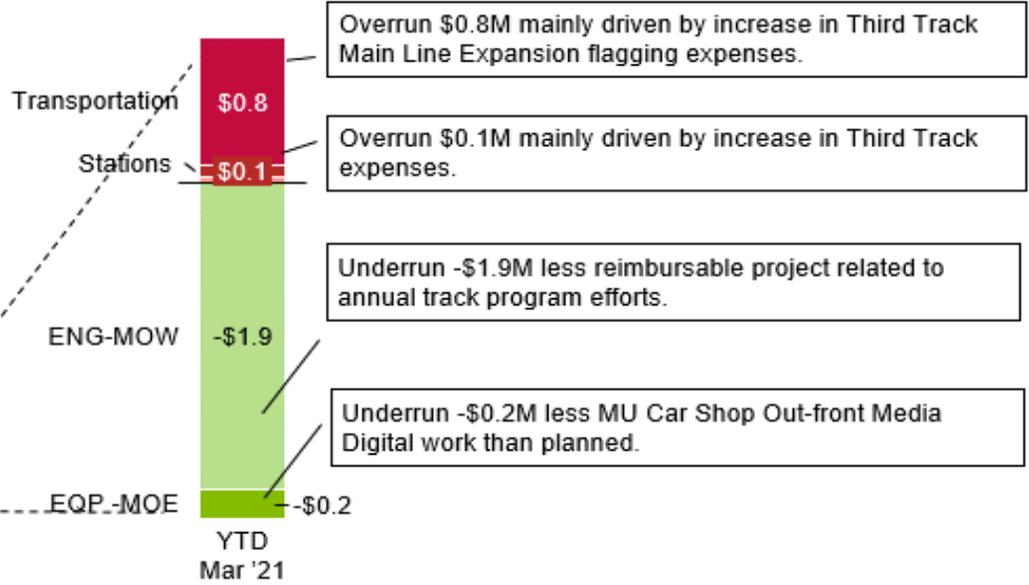
Overview

- Overall decrease of -\$4M or -26% compared to March 2020
- -\$1M or -10% below 2021 Adopted Budget.



YTD variance by division

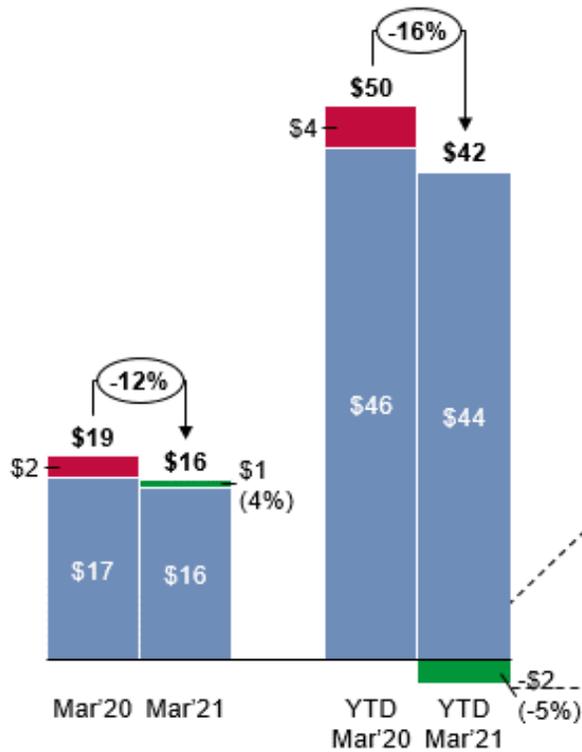
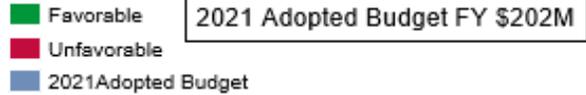
\$M



LIRR – Total Overtime Variance

March 2021 and 2021 Adopted Budget vs. variance

\$M

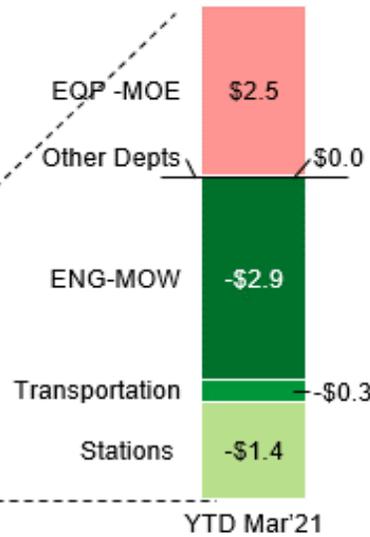


Overview

- Overall decrease of -\$8M or -16% compared to March 2020
- -\$2M or -5% below 2021 Adopted Budget
- Non-Reimbursable underrun of -\$1M
- Reimbursable underrun 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 MARCH 2021

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
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	50	12
Human Resources	35	32	3
Sr VP Administration	2	2	0
Strategic Investments	12	13	(1)
President	8	6	2
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	27	1
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	478	431	47
Operations			
Transportation Services - Train Operations	2,345	2,271	74
Customer Services	384	308	76
Total Operations	2,729	2,579	150
Maintenance			
Engineering	1,955	1,928	27
Equipment	2,209	2,041	168
Procurement (Stores)	95	98	(3)
Total Maintenance	4,259	4,067	192
Engineering/Capital			
Department of Program Management	144	116	28
Special Projects	59	47	12
Positive Train Control	2	13	(11)
Total Engineering/Capital	205	176	29
Baseline Total Positions	7,671	7,253	418
<i>Non-Reimbursable</i>	6,411	6,084	327
<i>Reimbursable</i>	1,259	1,169	91
Total Full-Time	7,671	7,253	418
Total Full-Time-Equivalents			

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 MARCH 2021

Explanation of Variances
<p>NON-REIMBURSABLE POSITIONS - Favorable 327 positions due to vacancies in Maintenance of Equipment, Stations, Train Operations and other administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.</p>
<p>REIMBURSABLE POSITIONS - Favorable 91 positions primarily due to reduced project activity in Engineering; and vacant positions in Project Management, Procurement & Logistics, Special Projects and other administrative departments.</p>

**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 MARCH 2021**

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	258	236	22
Professional, Technical, Clerical	116	87	29
Operational Hourlies	104	108	(4)
Total Administration	478	431	47
Operations			
Managers/Supervisors	341	299	42
Professional, Technical, Clerical	114	94	20
Operational Hourlies	2,274	2,186	88
Total Operations	2,729	2,579	150
Maintenance			
Managers/Supervisors	881	771	110
Professional, Technical, Clerical	294	223	71
Operational Hourlies	3,084	3,073	11
Total Maintenance	4,259	4,067	192
Engineering/Capital			
Managers/Supervisors	145	133	12
Professional, Technical, Clerical	60	43	17
Operational Hourlies	0	0	0
Total Engineering/Capital	205	176	29
Total Positions			
Managers/Supervisors	1,625	1,439	186
Professional, Technical, Clerical	584	447	137
Operational Hourlies	5,462	5,367	95
Total Positions	7,671	7,253	418

Note: Totals may not add due to rounding

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

	MARCH 2021								MARCH YEAR TO DATE 2021								
	Month			Variance					YTD			Variance					
	Adopted Budget	Actual 2021	Adjusted* 2020	Adopted Budget		Adjusted* 2020			Adopted Budget	Actual 2021	Adjusted* 2020	Adopted Budget		Adjusted* 2020			
			#	%	#	%	#	%	#	%	#	%	#	%	#	%	
RIDERSHIP																	
Monthly	0.795	0.670	1.876	(0.125)	-15.7%	(1.206)	-64.3%		2.094	1.723	9.170	(0.371)	-17.7%	(7.447)	-81.2%		
Weekly	0.030	0.043	0.053	0.013	44.1%	(0.009)	-17.9%		0.087	0.112	0.468	0.025	28.9%	(0.356)	-76.1%		
Total Commutation	0.825	0.713	1.929	(0.112)	-13.5%	(1.216)	-63.0%		2.181	1.835	9.638	(0.346)	-15.9%	(7.803)	-81.0%		
One-Way Full Fare	0.137	0.144	0.373	0.007	5.4%	(0.229)	-61.4%		0.376	0.380	1.884	0.004	1.1%	(1.505)	-79.9%		
One-Way Off-Peak	0.253	0.708	0.591	0.455	179.7%	0.116	19.7%		0.715	1.811	3.200	1.096	153.2%	(1.389)	-43.4%		
All Other	0.160	0.527	0.381	0.367	228.6%	0.147	38.5%		0.451	1.384	2.021	0.933	207.1%	(0.638)	-31.6%		
Total Non-Commutation	0.550	1.379	1.345	0.829	150.6%	0.034	2.5%		1.541	3.574	7.105	2.033	131.9%	(3.531)	-49.7%		
Total	1.375	2.092	3.274	0.717	52.2%	(1.182)	-36.1%		3.722	5.409	16.743	1.687	45.3%	(11.334)	-67.7%		

*Prior year adjusted to reflect current year calendar.

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

	MONTH			VARIANCE	
	Actual 2021	Budget 2021	Actual 2020	vs. Budget	vs. 2020
Farebox Operating Ratio					
Standard ⁽¹⁾	15.3%	8.0%	37.8%	7.3%	-22.5%
Adjusted ⁽²⁾	20.6%	10.8%	44.2%	9.8%	-23.6%
Cost Per Passenger					
Standard ⁽¹⁾	\$52.28	\$101.11	\$35.26	\$48.83	(\$17.02)
Adjusted ⁽²⁾	\$47.64	\$93.13	\$32.25	\$45.49	(\$15.39)
Passenger Revenue/Passenger ⁽³⁾	\$7.98	\$8.04	\$13.31	(\$0.06)	(\$5.33)
	YEAR-TO-DATE			VARIANCE	
	Actual 2021	Budget 2020	Actual 2020	vs. Budget	vs. 2020
Farebox Operating Ratio					
Standard ⁽¹⁾	12.6%	7.5%	42.3%	5.1%	-29.7%
Adjusted ⁽²⁾	16.3%	9.9%	47.7%	6.4%	-31.4%
Cost Per Passenger					
Standard ⁽¹⁾	\$64.91	\$113.23	\$22.44	\$48.32	(\$42.47)
Adjusted ⁽²⁾	\$59.25	\$104.13	\$20.77	\$44.88	(\$38.48)
Passenger Revenue/Passenger ⁽³⁾	\$8.19	\$8.54	\$9.50	(\$0.35)	(\$1.31)

(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

Ridership Report Highlights

March 2021 vs. 2020

- Total ridership decreased -36.1% compared to March 2020 (2,092,132 passengers in March 2021 vs. 3,274,069 passengers in March 2020).
- Commutation ridership decreased -63.0% compared to March 2020
- Non-Commutation ridership increased +2.5% compared to March 2020
- The March 2021 ridership loss is attributed to the impact of COVID-19 (even though part of March 2020 reflected the start of the pandemic lockdown).

2021 vs. 2020 YTD

- Total YTD ridership is -67.7% below 2020 and +45.3% above Budget
- YTD Commutation ridership is -81.0% below 2020
- YTD Non-Commutation ridership is -49.7% below 2020

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

March 2021

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

EXECUTIVE SUMMARY

March Ridership and Revenue (millions)

	March 2021	% Change vs. 2020
Total Rail Ridership	2.092	-36.1% ▼
Commutation Ridership	0.713	-63.0% ▼
Non-Commutation Ridership	1.379	2.5% ▲
Rail Revenue	\$16.7	-61.7% ▼

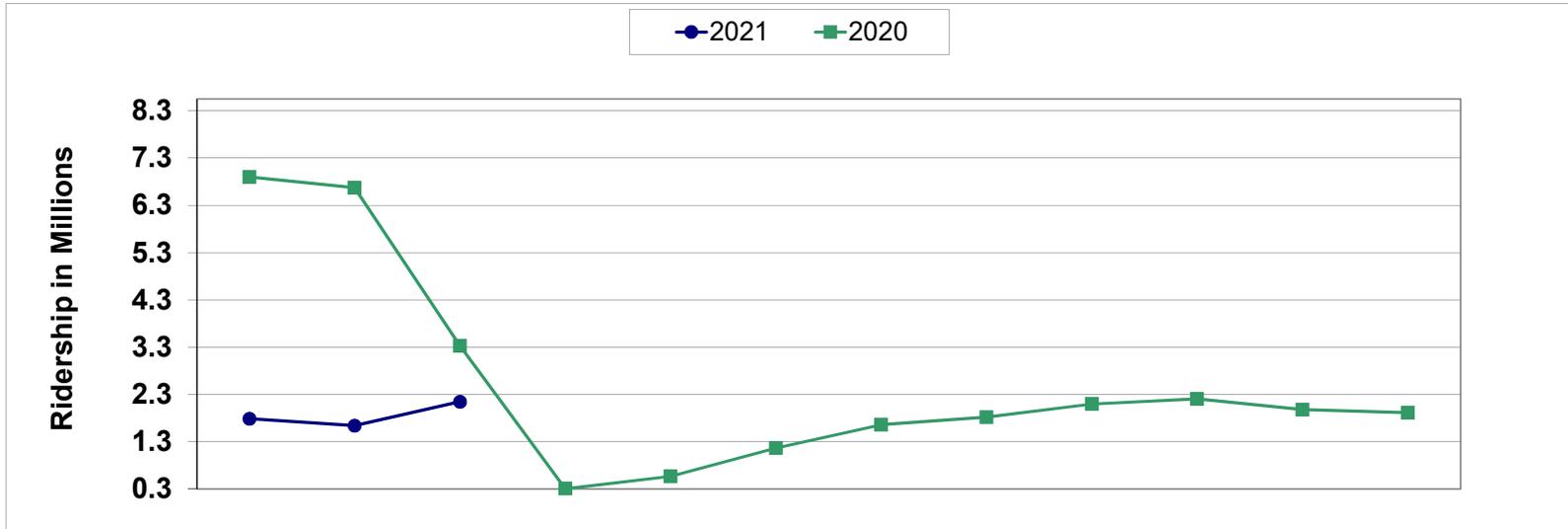
Year-to-Date through March Prelim. Ridership and Revenue (millions)

	March 2021	% Change vs. 2020	Comparison to Budget
Total Rail Ridership	5.409	-67.7% ▼	45.3% ▲
Commutation Ridership	1.835	-81.0% ▼	-15.9% ▼
Non-Commutation Ridership	3.574	-49.7% ▼	131.9% ▲
Rail Revenue	\$44.3	-72.7% ▼	39.3% ▲

Please Note: Ridership is based on ticket sales data.

March RIDERSHIP

- March Total Ridership was -36.1% below '20 and 52.2% above 2021 Budget.

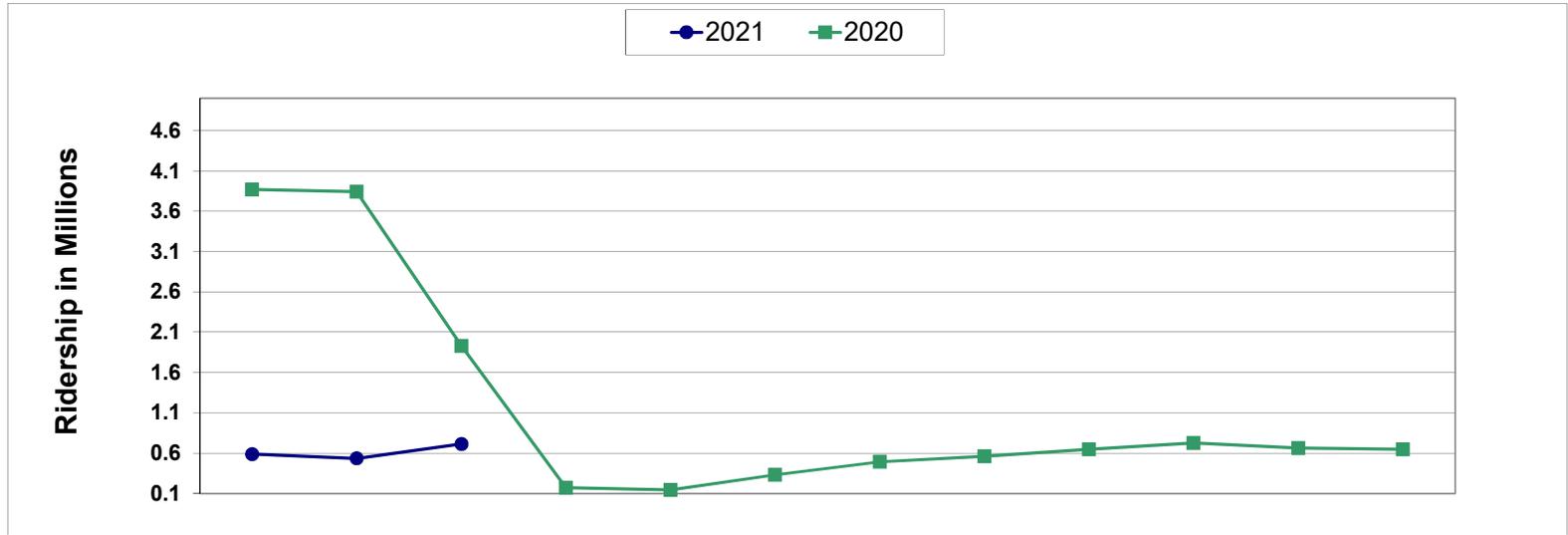


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.7	1.6	2.1										5.4
2020	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	16.7
PCT CHG.	-74.7%	-76.0%	-36.1%										-67.7%

Please Note: Ridership is based on ticket sales data.

March COMMUTATION RIDERSHIP

- March Commutation Ridership was -63.0% below '20 and -13.5% below 2021 Budget.

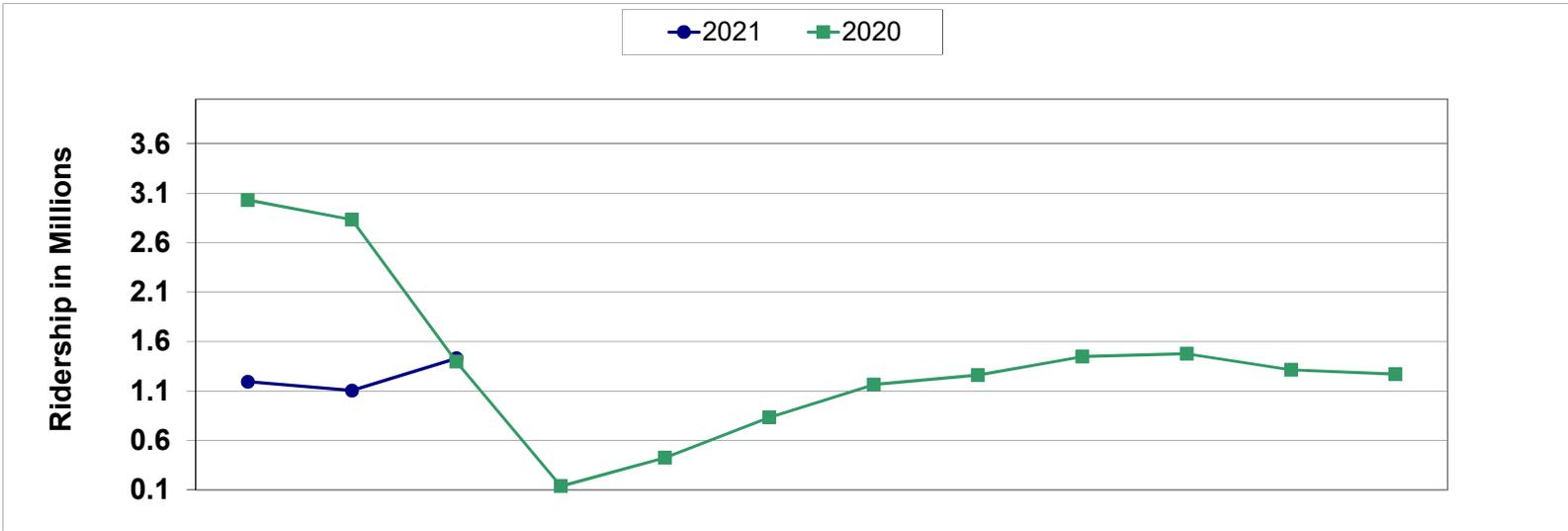


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.6	0.5	0.7										1.8
2020	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	9.6
PCT CHG.	-84.8%	-86.1%	-63.0%										-81.0%

Please Note: Ridership is based on ticket sales data.

March NON-COMMUTATION RIDERSHIP

- March Non-Commutation Ridership was 2.5% above '20 and 150.6% above 2021 Budget.

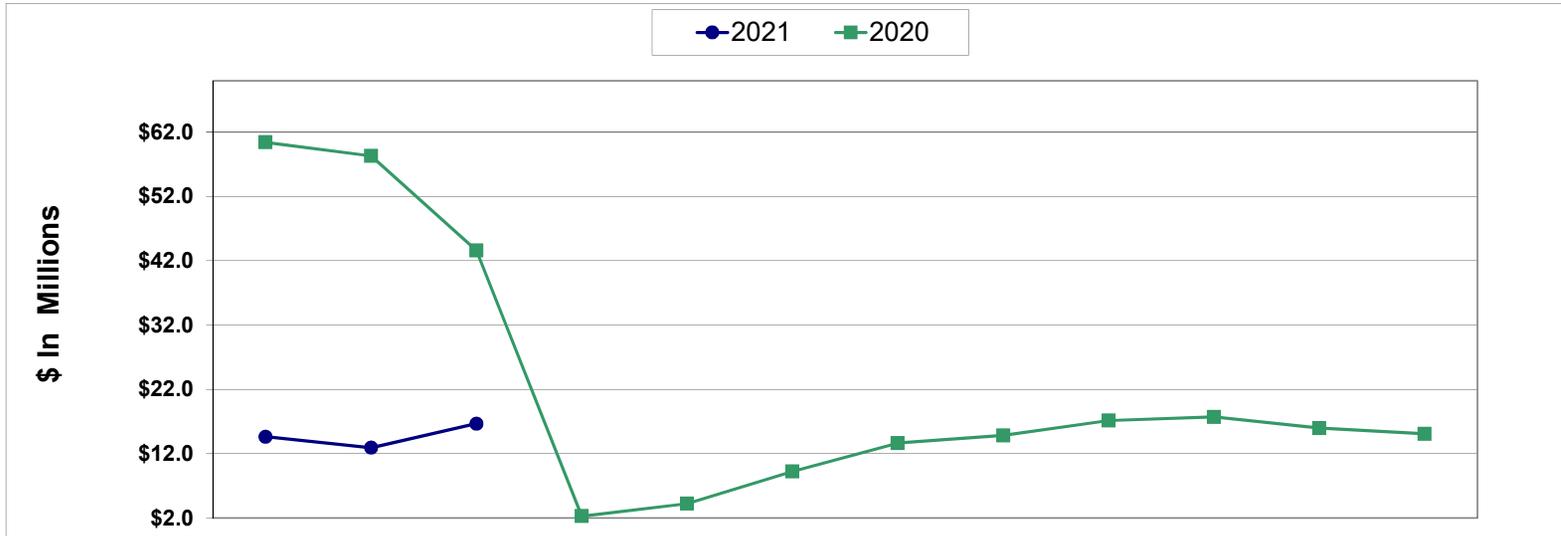


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.1	1.1	1.4										3.6
2020	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	7.1
PCT CHG.	-61.7%	-62.1%	2.5%										-49.7%

Please Note: Ridership is based on ticket sales data.

March REVENUE

- March Total Revenue was -61.7% below '20 and 50.9% above 2021 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$14.7	\$12.9	\$16.7										\$44.3
2020	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	\$162.3
PCT CHG.	-75.7%	-77.8%	-61.7%										-72.7%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	March 2021	*March 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	713,074	1,928,778	(1,215,704)	-63.0%
NON-COMMUTATION RIDERSHIP	1,379,058	1,345,291	33,767	2.5%
TOTAL RIDERSHIP	2,092,132	3,274,069	(1,181,937)	-36.1%

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

TICKET TYPE/SERVICE	March 2021	*March 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,835,065	9,637,866	(7,802,801)	-81.0%
NON-COMMUTATION RIDERSHIP	3,573,946	7,105,163	(3,531,217)	-49.7%
TOTAL RIDERSHIP	5,409,011	16,743,029	(11,334,018)	-67.7%

* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	March 2021	March 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,030,530	\$31,057,485	(\$26,026,955)	-83.8%
NON-COMMUTATION REVENUE	\$11,659,732	\$12,524,486	(\$864,755)	-6.9%
TOTAL REVENUE	\$16,690,262	\$43,581,971	(\$26,891,710)	-61.7%

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

REVENUE	March 2021	March 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$14,365,300	\$94,919,418	(\$80,554,118)	-84.9%
NON-COMMUTATION REVENUE	\$29,922,017	\$67,387,367	(\$37,465,349)	-55.6%
TOTAL REVENUE	\$44,287,317	\$162,306,785	(\$118,019,467)	-72.7%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

L70501/SJ LIRR PUBLIC ADDRESS SYSTEM

Milestone: Beneficial Use

Project Budget: \$5.00M

The replacement of the Audio-Visual Paging System [AVPS] head-end System and Redundant head-end, and replacement of AVPS back-end computers at 121 LIRR stations is complete.

L60304/TU: JAMAICA CAPACITY IMPROVEMENTS PHASE 1 – BEAVER SIGNAL PLATFORMS [SBDP]

Milestone: Contract Award \$2,569,919

Project Budget: \$301.65M

A contract for the Beaver Signal Platforms portion of the Jamaica Capacity Improvements - Phase 1 project was awarded to BLH Construction, Inc. for \$2,569,919. The project includes the installation of structural platforms to allow the installation of new signal infrastructure. There will be a total of three platforms constructed and an employee access stairs at the Central Instrument Location (CIL) platform.

SMALL BUSINESS DEVELOPMENT PROGRAM

One contract awarded this month:

- Beaver Signal Platforms for \$2,569,919 [see above for details].

No contracts completed this month.

2021 LIRR Capital Program Goals

