



Metropolitan Transportation Authority

# Joint Long Island and Metro-North Committees Meeting

## July 2021

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### **Members**

K. Law (Co-Chair)

R. Herman (Co-Chair)

F. Borelli

G. Bringmann

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

H. Porr, III

V. Tessitore

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Monday, 7/19/2021  
10:00 - 11:00 AM ET

## 1. PUBLIC COMMENTS PERIOD

## 2. SUMMARY OF ACTIONS

**LIRR Summary of Actions - None**

**MNR Summary of Actions - None**

**MTA C&D Summary of Actions**

*MTA C&D Summary of Actions - Page 4*

## 3. APPROVAL OF MINUTES - June 23, 2021

*Minutes - Page 5*

## 4. 2021 WORK PLANS

**LIRR Work Plan**

*LIRR Work Plan - Page 6*

**MNR Work Plan**

*MNR Work Plan - Page 11*

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

**LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 17*

**MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 20*

**MTA C&D Report - None**

**MTA Police Report**

*MTA Police Report - Page 23*

## 6. AGENCY INFORMATION ITEMS

**LIRR Information Items**

- **September Timetable Change & Trackwork Programs**

*Summer Trackwork Programs & September Timetable - Page 32*

## **MNR Information Items**

*MNR Information Items - Page 37*

- **Track Program Quarterly Update**  
*Track Program Quarterly Update - Page 38*
- **Grand Central Terminal Retail Development**  
*Grand Central Retail Development - Page 51*

## **7. PROCUREMENTS**

**LIRR Procurements - None**

**MNR Procurements - None**

**MTA C&D Procurements**

*MTA C&D Procurements - Page 71*

- **MTA C&D Non-Competitive - None**
- **MTA C&D Competitive**  
*MTA C&D Competitive - Page 75*
- **MTA C&D Ratifications - None**

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

**LIRR Reports**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 85*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 95*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 101*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 123*
- **LIRR Capital Program Report**  
*LIRR Capital Program Report - Page 131*

**MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 134*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 143*
- **MNR Finance Report**  
*MNR Finance Report - Page 148*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 169*
- **MNR Capital Program Report**  
*MNR Capital Program Report - Page 180*

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Not Applicable	Not Applicable	MTA Construction & Development requests that the Board adopt a resolution declaring that pursuant to Public Authorities Law Section 1265-a and Article IIIB (6) of the All Agency General Procurement Guidelines it is in the public interest to utilize the competitive Request for Proposal process, rather than a competitive bid process, for the upgrade and replacement of the Metro-North Railroad digital audio call recording system for phones and radios located at fifteen sites.
Contracts	Railroad-Michels Joint Venture, LLC	\$148,499,000 – Award \$300,000 - Stipends	MTA Construction and Development requests that the Board approve the award of a competitively solicited and negotiated design-build contract for the construction of a new grade-separated crossing and associated approach structures in support of the Harold Interlocking program for the East Side Access project and approve the payment of stipends to each of the two unsuccessful proposers.
Contracts	Paul J. Scariano Group	\$30,987,000	MTA Construction and Development requests Board approval to award a competitively solicited and negotiated design-build contract, for passenger experience enhancements and finish detailing of the Grand Central Terminal Concourse and Caverns for the East Side Access project.
Contracts	L3Harris Technologies, Inc.	\$ 8,408,807	MTA Construction & Development is requesting Board approval to provide for additional and enhanced software and equipment and, the relocation of some existing equipment.

Minutes of the Joint MNR/LIRR Committee Meeting  
June 23, 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, hybrid virtual/in-person Board and Committee meeting session on June 23, 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;

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the June 23, 2021 Board minutes in the July Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/June-2021>

## Long Island Rail Road Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<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
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<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 <sup>nd</sup> 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
<u>November 2021</u>	
East Side Access Support Projects Update	President/Sr. Staff
Year-End Trackwork Programs	Service Planning
<u>December 2021</u>	
2022 Final Proposed Budget	Management & Budget
2022 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 <sup>rd</sup> Q 2021	Administration/Diversity
Winter Trackwork Program	Service Planning
Review of Committee Charter	Committee Chair & Members
<u>January 2022</u>	
Winter Trackwork Programs & Schedule Adjustments	Service Planning

## February 2022

Adopted Budget/Financial Plan 2022  
2021 Annual Operating Results  
Diversity/EEO Report – 4<sup>th</sup> 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

## April 2022

Final Review of 2021 Operating Budget Results  
2021 Annual Ridership Report  
Spring Trackwork Programs

Management & Budget  
Finance/Marketing  
Service Planning

## May 2022

June Timetable Change & Trackwork Programs  
Diversity/EEO Report – 1<sup>st</sup> Q 2022  
PTC Status Report

Service Planning  
Administration/Diversity  
President

## June 2022

Summer Track Work Programs

Service Planning

# **LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN**

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## **DETAILED SUMMARY**

### **I. RECURRING AGENDA ITEMS**

#### **Approval of Minutes**

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

#### **2021 Work Plan**

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

#### **President's Report**

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

#### **Safety Report**

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

#### **Capital Construction Report**

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

#### **Police Report**

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

#### **Action Items (if any)**

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

### **Information Items (if any)**

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

### **Procurements**

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

### **Police Activity Report**

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

## **PERFORMANCE SUMMARIES**

### **Operations Report**

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

### **Financial Report**

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

### **Ridership Report**

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

### **Capital Program Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **JULY 2021**

#### **Summer Trackwork Programs & Summer Service**

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

### **SEPTEMBER 2021**

#### **2021 Preliminary Budget**

Public comment will be accepted on the 2020 Budget.

#### **2020 Mid-Year Forecast**

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

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

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

## **OCTOBER 2021**

### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

### Project Update on PTC

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

## **NOVEMBER 2021**

### East Side Access Support Projects Update

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

### Year-End Schedule

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

## **DECEMBER 2021**

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

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as

composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

### 2022 Final Proposed Budget

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

### Proposed 2022 Committee Work Plan

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

### Review Committee Charter

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

## **JANUARY 2022**

## **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– 4<sup>th</sup> Quarter 2021

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as

composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

#### 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.

### **APRIL 2022**

#### Final Review of 2021 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.

#### 2021 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 2022.

### **MAY 2022**

#### June Timetable Change & Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2022.

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2022

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 2022**

#### Summer 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

## 2021 Metro-North Railroad Committee Work Plan

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<b><u>I. RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2021 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	
<b><u>II. SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>July 2021</u>	
Grand Central Terminal Retail Development Track Program Quarterly Update	MTA Real Estate Engineering
<u>September 2021</u>	
2022 Preliminary Budget (Public Comment)	Finance
2021 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 <sup>nd</sup> 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
<u>November 2021</u>	
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>December 2021</u>	
2022 Final Proposed Budget	Finance
2022 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2021	Diversity and EEO
Review of Committee Charter	Committee Chair & Members
<u>January 2022</u>	
Approval of 2022 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	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

April 2022

Final Review of 2021 Operating Budget Results  
2021 Annual Ridership Report

Finance  
Operations Planning & Analysis

May 2022

Track Program Quarterly Update  
LIRR/MNR PTC Implementation Update  
Diversity/EEO Report – 1<sup>st</sup> Quarter 2022

Engineering  
President  
Diversity and EEO

June 2022

Progress on Way Ahead Strategic Plan

Strategic Initiatives

# METRO-NORTH RAILROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

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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.

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#### **Information Items (if any)**

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#### **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

### JULY 2021

#### Grand Central Terminal Retail Development

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

#### Track Program Quarterly Update

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

### SEPTEMBER 2021

#### 2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

#### 2021 Mid-Year Forecast

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

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

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

### OCTOBER 2021

#### 2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

#### LIRR/MNR PTC Project Update

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

#### Track Program Quarterly Update

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

### NOVEMBER 2021

#### Progress on Way Ahead Strategic Plan

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

### DECEMBER 2021

#### 2022 Final Proposed Budget

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

#### 2022 Proposed Committee Work Plan

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

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

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

#### Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

### **JANUARY 2022**

#### Approval of 2022 Committee Work Plan

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

#### Track Program Quarterly Update

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

### **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– 4<sup>th</sup> Quarter 2021

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

### **MARCH 2022**

#### Annual Elevator/Escalator Report

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

### **APRIL 2022**

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

#### 2021 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2021 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

### **MAY 2022**

#### 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.

#### 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.

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2022

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 2022**

#### 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.



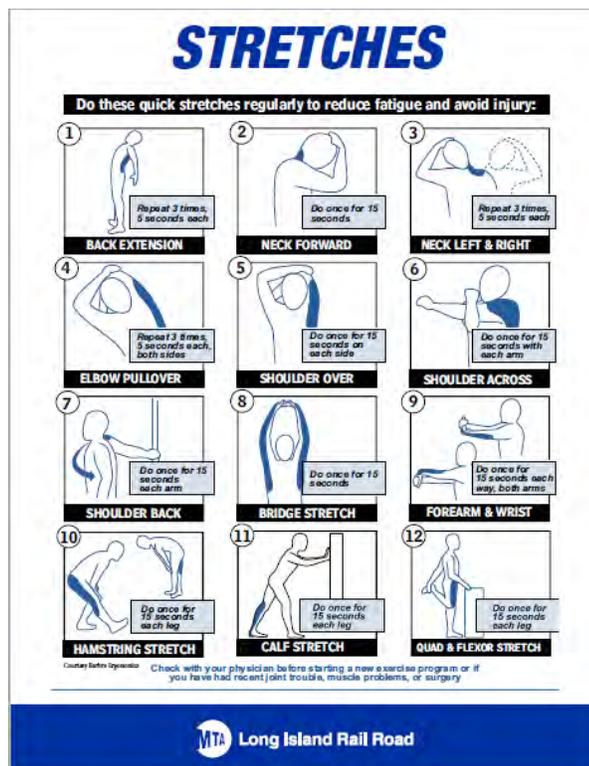
# Long Island Rail Road

## Safety Report Highlights

### Customer Safety



### Safety FOCUS Day





# Long Island Rail Road

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We continue to reinforce the importance of wearing face coverings when riding the Long Island Rail Road. Face coverings are required by federal and state mandates regardless of vaccination status. For the safety and well-being of our customers, adherence to this mandate is critical as ridership increases and employers welcome their employees back to offices.

Every Friday, our TRACKS program partnership engages with customers at stations. Our dedicated Community Relations Specialist and two dedicated MTA Police Officers are available to deliver free in person and virtual railroad safety classes for schools, youth groups, libraries, driver education programs, camps, and community groups – including travel training for groups with special needs. To learn more about this free program, visit our website at [T.R.A.C.K.S. - Together Railroads And Communities Keeping Safe | MTA](https://www.lirr.org/tracks) or contact us via email at [tracks@lirr.org](mailto:tracks@lirr.org). Through the end of May, 156 individual classes have been conducted reaching over 7,000 participants.

On Tuesday June 22nd, we conducted our second quarter Safety FOCUS Day. In addition to investing time discussing specific safety concerns, supervisors and managers emphasized the importance of complying with the wearing of face coverings on trains and indoors at stations, as well as by unvaccinated individuals when social distancing cannot be achieved. Seasonal precautions were reviewed. The OSHA/NIOSH Heat Index planning app were provided for supervisors and managers to discuss with all employees as a tool to mitigate risk when working in higher temperatures. This app is not only beneficial for planning to perform tasks at work but can be used for planning work at home and personal activities like sporting events and outdoor gatherings. Since sprains and strains are the largest category of injuries sustained by our employees, the importance of preparing to physically perform tasks using stretching was emphasized.

For the reporting period ending May 2021, the average Reportable Customer Injury Rate was 3.60 injuries per million customers as compared to 4.35 injuries per million customers over the same period last year. This is a seventeen percent decrease. Over this period, ridership was down sixty-nine percent while injuries were down fifty-three percent. Slips, trips, and falls continue to result in the most injuries. The type of injury the majority of customers sustain are bruises and contusions followed closely by lacerations and abrasions.

During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 3.28 injuries per 200,000 hours worked to 3.66 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

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





# Metro-North Railroad



**International Level Crossing Awareness Day (ILCAD) Thursday, June 10, 2021  
Hudson Avenue Crossing, Peekskill, New York**

**Clyde Armstrong**  
Vice President  
Office of System Safety



# Metro-North Railroad

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## 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
- Provide enhanced cleaning at Metro-North stations, on trains and in employee facilities
- Distributed personal protective equipment to employees (masks/face coverings, face shields, gloves, personal thermometers, hand sanitizer, etc.)
- Offer free onsite Polymerase Chain Reaction (PCR) COVID-19 testing to employees
- All MNR employees are being offered the opportunity to receive the COVID-19 vaccination under Phase 1b of distribution.

On June 10, Metro-North's (MNR) TRACKS (Together Railroads and Communities Keeping Safe) team participated in International Level Crossing Awareness Day (ILCAD), a global initiative to promote safe behaviors at grade crossings. ILCAD is an annual event in which members of MNR's Office of System Safety (OSS), with support from the MTA Police Department, Operation Lifesaver, CT Department of Transportation, and the Federal Railroad Administration, conduct grade crossing safety outreach at various MNR crossings throughout CT and NY.

This year, with COVID-19 safety protocols in place, TRACKS transitioned to a "touchless" outreach program by creating an ILCAD QR code. OSS representatives secured large poster boards with the ILCAD QR code near the crossings and encouraged individuals to scan the code which brought them to the MNR ILCAD website to learn more about how to stay safe at crossings. The TRACKS team conducted outreach at 3 MNR grade crossings; Taylor Avenue (Danbury Branch) Brewster Station Crossing (Harlem Line), and Hudson Avenue in (Hudson Line) where TRACKS ambassador, Metro-Man, also made an appearance to help spread grade crossing safety awareness.

In addition, MNR Station Ambassadors helped with ILCAD outreach by handing out material to customers on the Emergency Notification System (ENS) sign and promoting the ILCAD QR code at 10 MNR stations. TRACKS also launched an ILCAD social media campaign and posted grade crossing safety messages throughout the day on MNR's Facebook, Twitter and Instagram platforms utilizing prominent hashtags #MNRTRACKS and #ILCAD. TRACKS reached over 14,500 individuals through all these ILCAD efforts this year.

For the current 12-month period (June 2020 – May 2021) versus the previous 12-month period (June 2019 – May 2020), employee lost time injuries per 200,000 working hours were increased by 6.7%.

For the current 12-month period (June 2020 – May 2021) versus the previous 12-month period (June 2019 – May 2020), customer reportable injury rate per one million customers were increased by 121.8%.

Clyde Armstrong  
Vice President  
Office of System Safety

## May 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	June 2018 -May 2019	June 2019 -May 2020	June 2020 -May 2021	
FRA Reportable Customer Accident Rate per Million Customers	0.96	1.01	2.24	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.21	1.93	2.06	
	2020		2021	
	May	Year to Date	May	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	1	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2020		2021	
	May	Year to Date	May	Year to Date
First Responders Trained	0	815	148	498
Employee Safety Training Courses	43	233	135	210
Employees Trained	299	3,031	1,288	3,738
Employee Safety Training Hours	2,458	82,470	14,790	69,225
Customer and Community: Focus on Grade Crossings	2020		2021	
	May	Year to Date	May	Year to Date
Broken Gates	2	8	1	4
MTA Police Details	21	136	28	127
Summons	50	270	88	295
Warnings	32	75	33	99
Community Education and Outreach*	136	21,958	10,125	30,255
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.



# **POLICE REPORT**



# Long Island Rail Road

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

- Long Island Rail Road experienced an increase in the amount of major felonies (5 vs 1) for the month of June compared to the same period last year.
- Year to date Long Island Rail Road is up 4 crimes (32 vs 28).11.0

**Joseph P. McGrann**  
Chief of Police



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
Long Island Rail Road**

**June 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>300%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>400%</b>

**Year to Date 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>4</b>	<b>8</b>	<b>-4</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>125%</b>
<b>Burglary</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>12</b>	<b>13</b>	<b>-1</b>	<b>-8%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>32</b>	<b>28</b>	<b>4</b>	<b>14%</b>



# Metro-North Railroad

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## June 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (6 vs 7) for the month of June compared to the same period last year.
- Year to date Metro-North Railroad is down 1 crime (29 vs 30).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of June.

**Joseph P. McGrann**  
Chief of Police



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Metro North Railroad**

**June 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Burglary</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>25%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>6</b>	<b>7</b>	<b>-1</b>	<b>-14%</b>

**Year to Date 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>4</b>	<b>7</b>	<b>-3</b>	<b>-43%</b>
<b>Felony Assault</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>50%</b>
<b>Burglary</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>10</b>	<b>15</b>	<b>-5</b>	<b>-33%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>29</b>	<b>30</b>	<b>-1</b>	<b>-3%</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**June 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Burglary</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>80%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>22%</b>

**Year to Date 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>8</b>	<b>16</b>	<b>-8</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>67%</b>
<b>Burglary</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>22</b>	<b>28</b>	<b>-6</b>	<b>-21%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>61</b>	<b>60</b>	<b>1</b>	<b>2%</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 6/30/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	7	14
Felony Assault	16	11
Burglary	6	3
Grand Larceny	13	10
Grand Larceny Auto	2	0
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	3	3
Assault-Misdemeanor	29	13
Breach of Peace	2	4
Child Endangerment	2	2
Criminal Contempt	3	6
Criminal Impersonation	1	1
Criminal Mischief	24	21
Criminal Possession Stolen Property	2	6
Criminal Tampering	2	1
Criminal Trespass	12	20
Disorderly Conduct	0	1
Drug Offenses	9	31
DUI Offenses	4	2
Falsely Reporting an Incident	1	2
Forgery	5	13
Graffiti	40	17
Harassment	1	0
Identity Theft	1	0
Menacing	10	3
Obstruct Government	3	2
Petit Larceny	22	29
Public Lewdness	16	6
Reckless Endangerment	4	4
Resisting Arrest	9	12
Sex Offenses	3	4
Stalking	0	1
Theft of Services	15	49
VTL Offenses	0	1
Warrant Arrest	13	17
Weapons Offenses	5	2
<b>Total Arrests</b>	<b>288</b>	<b>314</b>

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

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	1	1	0	0
<b>Fel. Assault</b>	0	0	0	0
<b>Burglary</b>	1	0	1	0
<b>Grand Larceny</b>	9	4	5	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.37</b>	<b>0.17</b>	<b>0.20</b>	<b>0.00</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - June 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	3	2	1	50 %
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	3	5	-2	-40 %
Sexual Orientation	0	0	0	0 %
White	1	1	0	0 %
<b>Motivation Total</b>	<b>7</b>	<b>8</b>	<b>-1</b>	<b>-12 %</b>

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	1	0	1	0 %
Felony Assault	0	1	-1	-100 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	6	7	-1	-14 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	<b>7</b>	<b>8</b>	<b>-1</b>	<b>-12 %</b>



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

# Staff Summary



<b>Subject</b> SEPTEMBER TIMETABLE CHANGE & TRACKWORK PROGRAMS						<b>Date</b> July 1, 2021			
<b>Departments</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Names</b> R. FREE						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	MTA Joint & Committee Board	7/21/21				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 beginning September 7, 2021, through November 14, 2021.

Projects supported during this timetable include Main Line Expansion, Third Rail Maintenance on the Montauk Branch, Beaver Interlocking Construction on the Atlantic Branch, DOT Atlantic Avenue repairs on the Atlantic Branch, East Side Access work in Harold Interlocking, Mid-Suffolk Yard Construction, Elmont Station Construction, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements.

Additionally, schedules will be temporarily adjusted to support a Rail Drop on the Atlantic Branch between Jamaica and Valley Stream, and Special Programs will support a series of Switch Installations at Park Interlocking as well as a series of Switch Removals at Nassau Interlocking as part of Main Line Third Track Expansion.

## SEPTEMBER 7 TIMETABLE CHANGE

### *Construction Activities*

- **Main Line, Nassau 3-Divide – Main Line Expansion** – One of two main tracks will be out of service midday/weekdays on the Main Line between Nassau 3 Interlocking in Carle Place and Divide Interlocking in Hicksville for work related to the Main Line Expansion Project.
  - **Temporary Service Adjustments:** With one of two main tracks out of service on midday/weekdays between Nassau 3 and Divide, trains serving the Main Line Corridor will be adjusted as follows: Westbound Ronkonkoma Branch trains will be adjusted up to 21 minutes later, with connecting Greenport service adjusted accordingly. Westbound Huntington trains will be adjusted up to 20 minutes later, with connecting

Port Jefferson service adjusted accordingly. Westbound Oyster Bay Branch trains will be adjusted up to 10 minutes earlier.

- **Main Line, Queens-Nassau 1 – Main Line Expansion** – One of two main tracks will be out of service weekday overnights on the Main Line between Queens Interlocking in Queens Village and Nassau 1 Interlocking near Merillon Avenue Station for work related to the Main Line Expansion Project.
  - **Temporary Service Adjustments:** With one of two main tracks out of service on weekday overnights between Queens and Nassau 1, trains serving the Main Line Corridor will be adjusted as follows: Eastbound Ronkonkoma Branch trains are adjusted up to 7 minutes later. Eastbound Huntington trains are adjusted up to 9 minutes later. Westbound Huntington trains are adjusted up to 10 minutes earlier and 26 minutes later.
  
- **Main Line, Nassau 1-Nassau 3 – Main Line Expansion** – One of two main tracks will be out of service on weekends on the Main Line between Nassau 1 Interlocking near Merillon Avenue Station and Nassau 3 Interlocking in Carle Place for work related to the Main Line Expansion Project.
  - **Temporary Service Adjustments:** With one of two main tracks out of service on weekends between Nassau 1 and Nassau 3, trains serving the Main Line Corridor will be adjusted as follows: Most Eastbound Huntington trains will be adjusted between 7 minutes and 15 minutes earlier, with connecting Port Jefferson Branch service adjusted accordingly. Eastbound Oyster Bay Branch trains will be adjusted up to 12 minutes earlier. Westbound Oyster Bay Branch trains will be adjusted up to 14 minutes earlier.

## **TRACKWORK PROGRAMS**

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

- **Main Line Expansion Project – Park Interlocking Switch Installations** – On the weekends of July 24-25, July 31-August 1, August 7-8 and August 14-15, both main tracks on the Hempstead Branch east of Floral Park will be out of service while new switches are installed as part of the Main Line Expansion Project.
  - **Temporary Service Adjustments:** On the weekends of July 24-25, July 31-August 1, August 7-8 and August 14-15, buses will replace train service at Bellerose Station and also between Stewart Manor and Hempstead on the Hempstead Branch. Regularly scheduled Hempstead Branch Trains will depart Atlantic Terminal making stops at Nostrand Avenue, East New York, Jamaica, Hollis, Queens Village, Floral Park and then will proceed via the Main Line to Mineola Station where customers will detrain for bus service to all stations between Stewart Manor and Hempstead. Customers at Bellerose Station will be accommodated by buses to/from Queens Village Station for train service.
  
- **Main Line Expansion Project – Switch Removals** – On the weekends of September 11-12 and September 18-19, both main tracks on the Main Line will be out of service for 48 hours between New Hyde Park and Hicksville for a series of Switch removals at Nassau 1 Interlocking as part of the Main Line Expansion Project.

○ **Temporary Service Adjustments:**

- Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
  - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
  - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
  - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
  - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
  - *Bus service will also be provided between Mineola and Hicksville.*
  - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between Mineola and Hempstead for connections to and from points west.*
  - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*
- **Atlantic Branch Rail Drop between Jamaica and Valley Stream** – On Saturday, August 21<sup>st</sup> and Saturday, August 28<sup>th</sup>, one of the two main tracks between Jamaica and Valley Stream on the Atlantic Branch will be out of service to support a rail drop between Jamaica and Valley Stream.

- **Temporary Service Adjustments:** With one of the two main tracks out of service between Jamaica and Valley Stream, bus service will replace train service on the Far Rockaway Branch between Valley Stream and Far Rockaway.

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

### **IMPACT ON FUNDING**

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



**Metro-North Railroad**

# **Information Items**



# **2021 2<sup>nd</sup> Quarter Maintenance of Way Division**

**Track, Structures, Stations and Facilities  
Metro-North Railroad**

June 30, 2021



## Track Projects Systemwide

### ■ Production Tie Replacement – 1,758,250 systemwide wood ties (67,500 ties planned)

▫	Hudson	13,500	ties planned	0	installed	0%	
▫	Harlem	17,200	ties planned	7,506	installed	44%	
▫	New Haven	2,000	ties planned	0	installed	0%	
▫	Waterbury	13,000	ties planned	4,976	installed	38%	
▫	Port Jervis	11,600	ties planned	0	installed	0%	
		<b>57,300</b>	<b>ties planned</b>	<b>12,482</b>	<b>installed</b>	<b>22%</b>	<b>of goal</b>
▫	Hudson (SmarTrack)	5,000	ties planned	0	installed	0%	
▫	New Haven (SmarTrack)	5,200	ties planned	5,348	installed	103%	
		<b>10,200</b>	<b>ties planned</b>	<b>5,348</b>	<b>installed</b>	<b>52%</b>	<b>of goal</b>
	<b>Total 2021</b>	<b>67,500</b>	<b>ties planned</b>	<b>17,830</b>	<b>installed</b>	<b>26%</b>	<b>of goal</b>

\* All subject to change due to current events



**▣ Rail Vac (Wood Ties) – 4,000 ties planned**

▣	GCT	0	ties installed		
▣	Hudson	1,087	ties installed		
▣	Harlem	204	ties installed		
▣	New Haven	921	ties installed		
▣	Danbury	0	ties installed		
▣	Waterbury	0	ties installed		
	<b>Total 2021</b>	<b>2,212</b>	<b>ties installed</b>	<b>55%</b>	<b>of goal</b>

**▣ Rail Replacement – 1,508 rail miles systemwide (8.3 miles planned)**

▣	Hudson	3	miles planned	1.2	installed	40%	complete
▣	New Haven	5.3	miles planned	5.0	installed	94%	complete
	<b>Total 2021</b>	<b>8.3</b>	<b>miles planned</b>	<b>6.2</b>	<b>installed</b>	<b>75%</b>	<b>of goal</b>

\* All subject to change due to current events



▣ **Welds (2,000 joints planned)**

▫	GCT	4	joints completed		
▫	Hudson	135	joints completed		
▫	Harlem	188	joints completed		
▫	New Haven	186	joints completed		
▫	West Of Hudson	2	joints completed		
▫	Port Jervis	0	joints completed		
	<b>Total 2021</b>	<b>515</b>	<b>joints completed</b>	<b>26%</b>	<b>of goal</b>

▣ **Loram Rail Grinder (82 miles planned)**

▫	Hudson	13.4	miles planned	0	miles complete	0%
▫	Harlem	7.5	miles planned	19	miles complete	250%
▫	New Haven	61.5	miles planned	54	miles complete	88%
	<b>Total 2021</b>	<b>82.4</b>	<b>miles planned</b>	<b>73</b>	<b>miles complete</b>	<b>89% of goal</b>

\* All subject to change due to current events



■ **Switch Renewal - 1,500 Switches systemwide (35 switches planned)**

▣	GCT	8	switches	planned	8	switches	completed	100%	complete
▣	Hudson	6	switches	planned	0	switches	completed	0%	complete
▣	Harlem	4	switches	planned	2	switches	completed	0%	complete
▣	New Haven	16	switches	planned	7	switches	completed	44%	complete
▣	Waterbury	1	switch	planned	0	switches	completed	0%	complete
	<b>Total 2021</b>	<b>35</b>	<b>switches</b>	<b>planned</b>	<b>17</b>	<b>switches</b>	<b>completed</b>	<b>49%</b>	<b>of goal</b>

\* All subject to change due to current events



**Grade Crossing Renewal – 111 Grade Crossings systemwide (4 crossings planned)**

▣	Harlem	2	crossings planned	0	complete	0%	
▣	New Haven						
	▣	Danbury	1	Not in scope	1	complete	100%
	▣	Waterbury	1	crossings planned	0	complete	0%
▣	West of Hudson	1	crossings planned	0	complete	0%	
		<b>Total 2021</b>	<b>5</b>	<b>crossings planned</b>	<b>1</b>	<b>complete</b>	<b>20% of goal</b>

**Surfacing - 754 track miles systemwide (92 miles planned)**

▣	Hudson	15	miles planned	20.3	completed		
▣	Harlem	3	miles planned	9.4	completed		
▣	New Haven	12	miles planned	9.6	completed		
▣	Production	62	miles planned	12.0	completed		
	<b>Total 2021</b>	<b>92</b>	<b>miles planned</b>	<b>51.4</b>	<b>completed</b>	<b>56%</b>	<b>of goal</b>

\* All subject to change due to current events



- **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year per FRA)**
  - 1,402 miles completed includes start/stop and continuous testing
    - Total defects found from testing: 106
  
- **Ensco Geometry (2x per year) Contracted for 6 tests over 3 years**
  - 1<sup>st</sup> run – April 2021
  - 2<sup>nd</sup> run – October 2021
  
- **GCT Station Track Rehabilitation (44 Platforms systemwide, 2 Platforms Planned)**
  - Track 114 (100% complete)
    - 56 bracket ties, 672 block ties, 1,300 ft. of rail
  - Track 39 (80% complete)
    - 100 bracket ties, 600 block ties

\* All subject to change due to current events



## ■ **Overhead Bridge Program (NY) Bridge Flag Repairs (Harlem, Hudson New Haven-NY/Port Jervis Line)**

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
  - HUD 5.19 East 144<sup>th</sup> Street - Steel Repairs (30% complete)
  - HUD 14.43 Ludlow Street – Flag Repairs (0% complete)
  - HUD 21.05 Bible Factory Truss – Flag Repairs (100% complete)
  - HUD 31.20 Westerly Road – Flag Repairs (100% complete)
  - HUD 38.90 Montrose Station Road – Flag Repairs (10% complete)
  - NH 12.85 South Street – flag Repairs (0% complete)
  - NH 16.37 Centre Ave – Flag Repair (100% complete)
  - NH 20.73 Hillside Ave – Flag Repairs (0% complete)
  - NH 20.89 North Barry – Flag Repairs (100% complete)



▣ **Bridge Timbers (NY only – 940 Timbers Planned)**

▣	HUD 64.79 Wappingers Creek	170	timbers	0% complete
▣	NH 25.54 Westchester Ave Tks 2	60	timbers	112% complete
▣	NH 25.68 Kings Street Tk 2	67	timbers	172% complete
▣	NH 25.94 North Main Street Trk 1	115	timbers	100% complete
▣	NH 25.94 North Main Street Trk 2	115	timbers	100% complete
▣	PJ – JS 32.06 Ramapo River Tk 1 & 2	212	timbers	0% complete
▣	PJ – JS 39.55 Stream Tk 1	21	timbers	600% complete
▣	PJ – JS 55.03 Moodna Viaduct Tk 1	180	timbers	70% complete
	<b>Total 2021</b>	<b>940</b>	<b>Timbers Planned</b>	<b>51% complete</b>

\* All subject to change due to current events



- **NY Undergrade Bridge Repair Program**

- Hudson

- Grand Central Terminal (MP 1.0) – Flag Repairs (40% complete)
- Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs, Waterproofing (70% complete)
- Park Ave Viaduct (MP 3.01) – Flag Repair (49 Flags Total: 55% complete)
- Wappinger Falls (MP 64.79) – Flag Repairs (40% complete)

- Harlem

- Bronx River (MP19.35) – Flag Repairs (0% complete)

- Port Jervis

- Pond Brook (MP 33.94 JS) – Flag Repairs (100% complete)
- Ramapo River (MP 42.77 JS – Flag Repairs (25% complete)
- Laura Lane (MP 47.73) – Replacement (5% complete)
- Woodbury Creek – (MP 50.17) – Flag Repairs (85% complete)
- Moodna Creek – MP50.17 Flag Repairs (95% complete)
- Shea Road (MP 63.04) – Masonry Repairs (75% complete)



## CT Bridge Projects

### ▣ Bridge Timbers (CT only – 576 Timbers Planned)

▣	NH 33.75 Elm St. Tks 3 & 4	106 timbers	0% complete
▣	NH 34.17 East Main St. Tk 3	90 timbers	0% complete
▣	NH 40.89 Franklin (Spring Street) Tks 1 & 2	86 timbers	0% complete
▣	NH 53.84 Howard Avenue Tk 2	53 timbers	0% complete
▣	NH 54.77 Warren Street Tk 2	48 timbers	0% complete
▣	NH 54.84 Lafayette Street Tk 2	50 timbers	100% complete
▣	NH 56.20 East Main Street Tk 3	56 timbers	0% complete
▣	NH 57.46 Bishop Ave Tk 3	48 timbers	0% complete
▣	NH 59.96 East Main Street Tk 3	39 timbers	100% complete
	<b>Total 2021</b>	<b>576 Timbers Planned</b>	<b>15% complete</b>

\* All subject to change due to current events



▣ **S-Program (New Haven – CT only)**

- ▣ East Main Street (NH 34.17) – Steel Repairs (100% complete)
- ▣ Elm Street (NH 33.75) – Steel repairs (100% complete)
- ▣ Mill River (NH 49.66) – Steel repairs (75% complete)
- ▣ Park Ave (NH 54.58) – Steel repairs (70% complete)
- ▣ Pembroke Ave (NH 56.35) – Steel repairs (100% complete)
- ▣ Naugatuck River (WB 10.3) – Steel repairs (100% complete)

\* All subject to change due to current events



- ▣ **Cos Cob NH 29.90 (Greenwich, CT)**

- ▣ Complete construction of 1,200' new Track 3 walkway (90% complete)

- ▣ **Saga NH 44.32 (Westport, CT)**

- ▣ Fabricated/install steel ties, install expansion and thick web miter rails on Track 2 (100% complete)

- ▣ **Right of Way Fence**

- ▣ Install/repair 600' ft of fence throughout systemwide (60% complete)

- ▣ **Graffiti Removal Program**

- ▣ Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts

\* All subject to change due to current events



GRAND CENTRAL

**RETAIL ACTIVITY  
AT  
GRAND CENTRAL TERMINAL  
2020 ANNUAL REPORT**

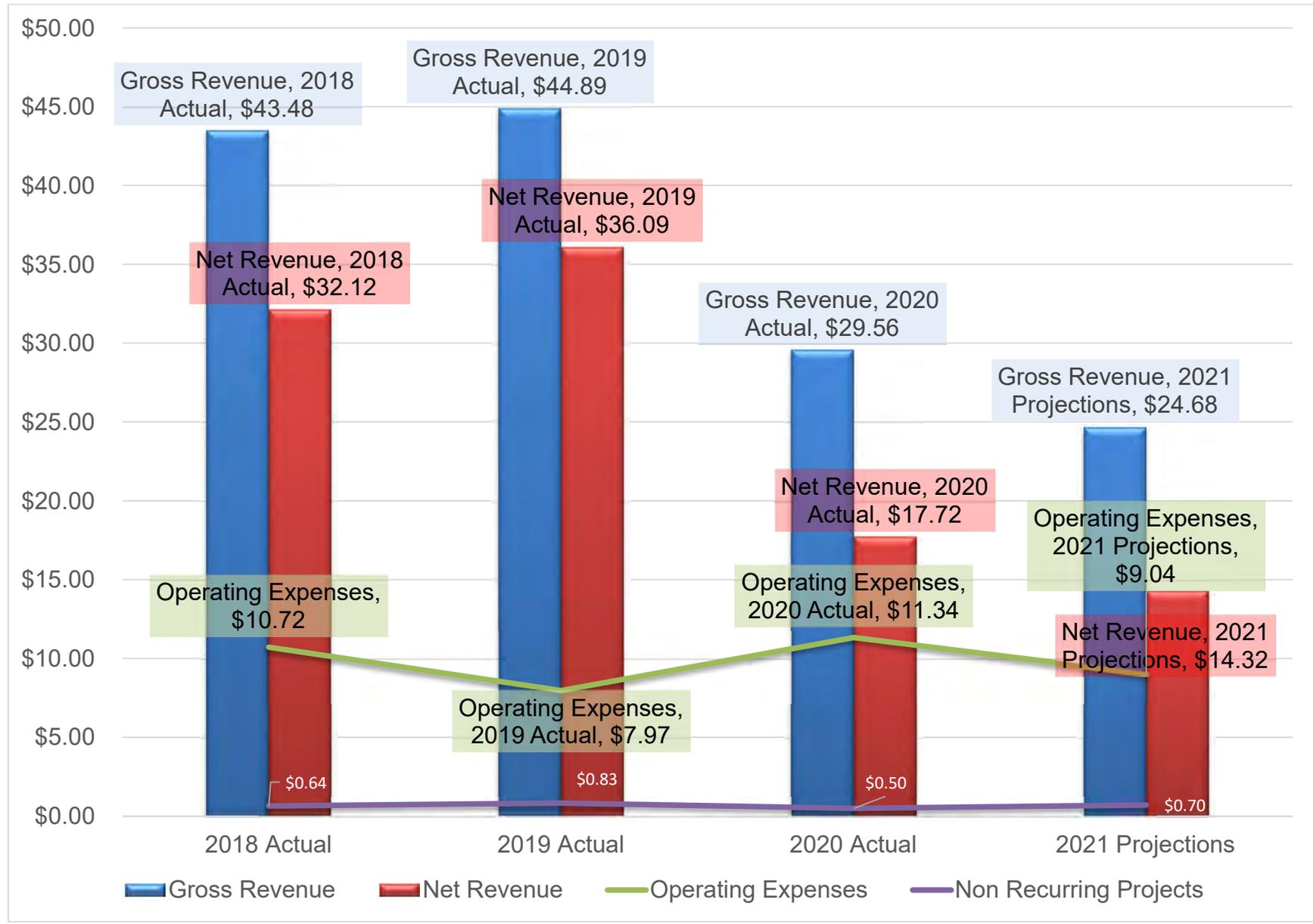
**July 2021**

**GENERAL**

In the beginning of 2020, MTA Real Estate was moving forward on a number of initiatives including increased events in Vanderbilt Hall, accelerated retail space offerings and a remodeled design of the Dining Concourse to compete with the many new food offerings that were opening in the Grand Central office district. COVID-19 and the forced shut down of businesses that ensued placed these initiatives on hold. MTA Real Estate worked with its real estate service provider JLL, and other MTA departments to ensure the proper protocols were being followed and that both the public and our tenants were informed about the guidelines needed to be followed to maintain safe environments for all.

As the restrictions lasted for the remainder of the 2020 fiscal year, there was a review of the rent structure that was in place in accordance with the lease agreements. After several detailed reviews of the present market and actions under taken by other landlords in conjunction with court restrictions, a rent abatement program was approved by the MTA Board that offered a modification of the present rent obligation in order to allow tenants a fair and reasonable rent adjustment to be able to continue their operations. Additionally, a new license protocol was put in place that allowed MTA Real Estate's leasing agent, CBRE, to offer competitive terms to back fill vacancies.

**I. PROPERTY PERFORMANCE (in millions)**



## Financial Summary; 2018 – 2020 Income & Expenses

	Actual 2018	Actual 2019	Nov Plan 2020	Actual 2020	July Plan 2021	Actual 20 v Nov Plan 20		Variance Actual 20 v Actual 19		July Plan 21 v Actual 20	
						Amount	%	Amount	%	Amount	%
Tenant Revenue	36,495,919	38,610,348	33,611,344	25,455,047	21,638,178	(8,156,297)	-24%	(13,155,301)	-34%	(3,816,869)	-15%
Other Income	6,988,257	6,283,662	4,284,695	4,106,520	3,048,904	(178,175)	-4%	(2,177,142)	-35%	(1,057,616)	-26%
<b>Total Revenue</b>	<b>43,484,176</b>	<b>44,894,010</b>	<b>37,896,039</b>	<b>29,561,567</b>	<b>24,687,082</b>	<b>(8,334,472)</b>	<b>-22%</b>	<b>(15,332,443)</b>	<b>-34%</b>	<b>(4,874,485)</b>	<b>-16%</b>
Operating Expenses	10,724,285	7,970,386	9,127,795	11,334,474	9,044,878	(2,206,679)	-24%	(3,364,088)	-42%	2,289,596	20%
Non Recurring Project	641,378	829,685	1,500,000	503,253	709,551	996,747	66%	326,432	39%	(206,298)	-41%
<b>Total Expenses</b>	<b>11,365,663</b>	<b>8,800,071</b>	<b>10,627,795</b>	<b>11,837,727</b>	<b>9,754,429</b>	<b>(1,209,932)</b>	<b>-11%</b>	<b>(3,037,656)</b>	<b>-35%</b>	<b>2,083,298</b>	<b>18%</b>
<b>Net Income</b>	<b>32,118,513</b>	<b>36,093,939</b>	<b>27,268,244</b>	<b>17,723,840</b>	<b>14,932,653</b>	<b>(9,544,404)</b>	<b>-35%</b>	<b>(18,370,099)</b>	<b>-51%</b>	<b>(2,791,187)</b>	<b>-16%</b>

### GUARANTEED MINIMUM AND PERCENTAGE RENT

In year 2020, Minimum Rent decreased by approximately \$13m. In addition, net revenue decreased by \$9.5m. This was in part due to the COVID-19 pandemic, which resulted to significant vacancies occurring in 2020. These vacancies include the following tenants: Eata Pita, Aerosoles, Wok Chi, Irving Farm, Shiro of Japan, Financier, TriTip, Vineyard Vines, Cafe Spice, Hudson News, Mendy's, Wired Chicken, La Chula, and others. Some of the spaces will not be leased or occupied until the end of 2021, or early 2022. There was no percentage rent collected in 2020 due to the significant decrease in tenant revenue.

2021 revenue projections were adjusted to reflect the anticipated future decrease in revenue throughout Grand Central.

**II. RETAIL CAPITAL PROJECTS**

This budget heading provides for normal annual capital expense improvements and planned preventative maintenance to mechanical and fabric infrastructure.

2020 Projects for MNR Operating Capital Included:

<u>Description</u>	<u>Amounts</u>
<b><u>Capital Projects</u></b>	
DC Chairs Installation	5,000
Sloped Roof Svc. Platform	228,572
Junior's Exhaust Redesign	11,350
Junior Kitchen Demo	19,434
Vision/Concept Design	75,852
Table Tops	37,465
Duct System Repairs	241,241
Vision/Concept Design	14,728
Dining Concourse Design Fee	28,250
Schematic Design 75%	91,132
Exhaust Fan Motor	35,783
<b>Total Capital Projects</b>	<b>788,807</b>

This years major capital items include the following:

- \$241,241: Final payment for the duct integrity tests and repairs.
- \$228,572: Completion of the roof platform system.
- \$91,132: Final payment for schematic designs of the access platforms required to clean the ducts.

**III. LEASING ACTIVITY**

**LEASES SIGNED - 2020**

<b>Grand Central Market</b>	Sushi by Pescatore
	EAT
<b>GCT Main Concourse</b>	Bank of America
	Rite Aid

**LEASES IN NEGOTIATION - 2020**

<b>GCT Main Concourse</b>	Hudson News (signed 2021)
<b>GCT Balcony</b>	Cipriani Dolci (signed 2021)
	Cipriani Dolci Steakhouse (signed 2021)
<b>GCT 42nd St Passage</b>	Bourke Street Bakery

**LICENSES IN NEGOTIATION - 2020**

<b>Shuttle Passage</b>	Coffee Table
<b>Lexington Passage</b>	GC Optical (signed 2021)
	M.A.C. (signed 2021)
	L'Occitane
<b>Dining Concourse</b>	Joe Coffee Company (signed 2021)
	Magnolia Bakery (signed 2021)
	Doughnut Plant
	Chirping Chicken
<b>Graybar Passage</b>	Joe Coffee Company (signed 2021)
<b>Grand Central Market</b>	Li-Lac (signed 2021)
	Murray's Cheese

IV: TENANT SALES PERFORMANCE – THROUGH 2020

<b>Average Comp Sales Per Square Foot by Retail Area</b>			
	<b>2020</b>	<b>2019</b>	
42nd Street Retail	\$287	\$1,036	-72%
Main Concourse	\$606	\$3,426	-82%
Shuttle Passage	\$740	\$2081	-64%
42nd St. Passage	\$527	\$2,710	-81%
Graybar Passage	\$2,062	\$ 6,473	-68%
Lexington Passage	\$898	\$ 2,252	-60%
Biltmore	\$650	\$1948	-67%
Grand Central Market	\$1,127	\$ 3,564	-68%
Dining Concourse	\$756	\$3446	-78%
Restaurants	\$121	\$928	-87%
All GCT	\$523	\$1,971	-73%
*All GCT	\$795	\$2,674	-70%

\*Excluding Balcony/Restaurants: Oyster Bar, Agern, Great Northern Food Hall, Cipriani Dolci, and The Campbell Bar.

**2020 YEAR END GROSS SALES PERFORMANCE**

	<b>2020</b>	<b>2019</b>	
42 <sup>nd</sup> St. Retail	1,826,722	10,500,206	- 83%
Main Concourse	1,512,914	8,559,149	- 82%
Shuttle Passage	8,917,173	32,893,165	-73%
42 <sup>nd</sup> St. Passage	1,371,818	7,722,842	- 82%
Graybar Passage	3,993,623	14,060,884	-72%
Lexington Passage	7,369,841	18,751,565	-61%
Biltmore	902,328	2,705,982	-67%
Grand Central Market	7,205,433	22,774,826	-68%
Dining Concourse	8,249,362	42,904,017	-83%
Restaurants	5,445,000	39,370,943	- 86%
<b>Total</b>	<b>\$ 46,794,214</b>	<b>\$200,243,578</b>	<b>-77%</b>

Total reported retail sales for 2020 equaled \$ 46,794,214 a decrease of \$153,449,364 or 77% from 2019.

## V. MARKETING

### RETAIL MARKETING SUMMARY: JANUARY 2020 – DECEMBER 2020

The primary objective of retail and destination marketing is to position Grand Central Terminal as a world-class, front-of-mind retail, dining, and leisure destination. In a normal year, tactics include a blend of events and activations, public relations and media initiatives, digital and social media communications, and advertising.

The primary outcome is to increase awareness of Grand Central's tenant mix, services, and events among our three core audience segments: locals (office workers and residents), Metro-North riders, and tourists (domestic and international), in order to sustain and increase visitor numbers, dwell time, and the retail spend per-head-per-visit.

Despite the pandemic, marketing's primary objective remained unchanged, arguably becoming more critical than ever, to ensure that when reopening began, the Terminal remained a front-of-mind world-class retail, dining, and leisure destination.

However, some primary outcomes, and the tactics used to deliver these, had to quickly adapt due to Covid-19 related operating restrictions and resource limitations. Significantly, the full-year 2020 revenue collection for the retail marketing fund fell 50%, from \$1,021,257 in 2019 to \$553,261 in 2020, leading to many initiatives being scaled back or cancelled, including advertising, publications, activations, and campaigns. The marketing team quickly pivoted, scrapping much of the year's planned activity, and in its place developed content, campaigns, and initiatives to help carry the Terminal and its tenants through the pandemic.

Despite 2020's challenges, there were successes, headlined by a Grand Central retail marketing event being awarded the prestigious International Council of Shopping Centers MAXI gold award for February's Valentine's Under the Stars campaign, which achieved for Grand Central \$2.6m<sup>1</sup> worth of earned (free) media coverage and \$249m local, national, and international print, broadcast, and digital media impressions, all for an outlay of \$1,700.00.

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<sup>1</sup> Source: Calculated by Wagstaff Media & Marketing (GCT Public Relations Agency) using a media industry standard formula for determining media and advertising value equivalency.

## **RETAIL MARKETING SUMMARY: JANUARY 2020 – DECEMBER 2020 *continued***

For the entire second quarter of 2020 marketing activity was solely digital, with tactics repivoting to virtual campaigns that informed audiences about how they could still shop Grand Central stores online, while additionally providing fun Grand Central–themed interactive activities to enjoy while self-isolating at home, which served the core purpose of keeping Grand Central front of mind. Additionally, for the tenants who remained open, we informed essential workers transiting Grand Central about what stores and services remained open and available.

The second half of 2020 saw a very gradual reintroduction of in-Terminal activations, with core messaging pivoting to the rolling reopening of tenants and services, while providing critical operational information, and reassurance about the health, hygiene, and safety protocols enacted across the Terminal, so as to ensure those using the Terminal could do so with a sense of safety and confidence.

### **RETAIL MARKETING EVENTS & PROMOTIONS**

2020 began with a robust program, which included three brand-new and highly successful marketing events, Happy Birthday GCT, Valentine’s Under the Stars, and the Valentines Market, in addition to the popular Taste of Grand Central Market. From the second quarter onward, we hosted a combination of in-Terminal and virtual events and promotions, detailed below.

#### **In-Terminal Events & Promotions**

##### **February**

- **Mini Market Wednesdays** - Free food sampling and offers by Grand Central Market tenants to maintain visibility and awareness during the east escalator construction.
- **Happy Birthday GCT** - Celebrating GCT’s birthday with reduced-fee tours just prior to the restrictions, free historical film screenings, and digital history features.
- **Valentine’s Market** - Pop-up market in Vanderbilt Hall featuring last-minute Valentine’s gifts from six tenants.
- **Valentine’s Under the Stars** - A hugely successful, award-winning event for one couple to win GCT all to themselves for a Michelin-starred Valentine’s dinner. The campaign’s goal was to launch the new retail Instagram account, yet it wildly exceeded all projections and created significant earned media value for GCT, generating over 248 million media impressions with a media value equivalency of \$2.6m.

## RETAIL MARKETING EVENTS & PROMOTIONS *continued*

### March

- **Taste of the Market** - Free tastings and \$2 flash sales of full-price items each Tuesday. This event only ran for two of the five planned dates due to the implementation of New York State restrictions.

### April

- **Sound the Horn** - In conjunction with Metro-North Railroad, MTA, and regional transportation agencies.

### May

- **Grand Central thanks NYC's Essential Workers:** exclusive retail discounts at stores open in the Terminal when essential workers presented their employee ID.

## In-Terminal Events & Promotions

### June

- **Welcome Back Piano Recitals** - A partnership with Steinway and Sons and Juilliard School of Music, whereby live piano recitals took place on the Main Concourse throughout the day on June 1st, as more people returned to the Terminal following New York City moving into "Phase 1" of reopening. This initiative achieved positive media coverage and included a television broadcast interview with Metro-North Railroad President, Catherine Rinaldi.

### September

- **Grand Central Tote Bag Giveaway** - To attract physical foot traffic into the Terminal, and generate retail spend, we gave away Grand Central Terminal branded tote bags to anyone who made a purchase in the Terminal during a specific timeframe. One lucky bag contained a golden envelope with a \$100.00 gift card.

## RETAIL MARKETING EVENTS & PROMOTIONS *continued*

### October

- **Indoor Dining Area:** The opening of a dedicated food and drink consumption area on the Dining Concourse – all in compliance with Covid-19 restrictions.
- **Octoberfest:** A campaign featuring the wide variety of beer choices available across the Terminal with exclusive promotional offers, giveaways in addition to relevant tenants providing video content and virtual beer tastings.

### November

- **Thanksgiving Market:** A scaled-back version of the popular Thanksgiving Market featuring Magnolia Bakery, Zaro’s Family Bakery, and Neuhaus selling desserts and pies to people travelling through the Terminal on their way to Thanksgiving.

### Virtual Campaigns

#### March

- **#GrandCentralFromHome:** A rolling virtual campaign, informing audiences about how to shop Grand Central stores online, while engaging them with fun Grand Central–themed interactive programs to enjoy while self-isolating at home, which kept the Terminal front of mind. Through the early months of the pandemic, various content types were featured each week.
  - Drawing contest.
  - Coloring templates featuring images of the Terminal.
  - Online shopping, ordering, and delivery options from Grand Central tenants.

## RETAIL MARKETING EVENTS & PROMOTIONS *continued*

### April

- **#GrandCentralFromHome**
  - Two Grand Central wordsearches and crossword.
  - Online children’s game – connect the Grand Central tracks.
  - Grand Central–themed virtual backgrounds for Zoom.
  - Weekly Grand Central “Fast Facts” trivia series.
  - Online shopping, ordering, and delivery options from Grand Central tenants.

### May

- **#GrandCentralFromHome**
  - Instagram-based virtual scavenger hunts.
  - Weekly Grand Central “Fast Facts” trivia series.
  - Online shopping, ordering, and delivery options from Grand Central tenants.

### June

- **#GrandCentralFromHome**
  - Online shopping, ordering, and delivery options from Grand Central tenants.
  - Weekly Grand Central “Fast Facts” trivia series.
  - Grand Central Virtual Trivia Night hosted by WCBS-TV weather anchor, Lonnie Quinn.
- **GCTtracks:** Launch of GCT’s new Spotify channel, GCTtracks, in partnership with playlists curated by iconic New York City music and entertainment institutions, including Apollo Theater, Capitol Theater (Port Chester, NY), Carnegie Hall, Joe’s Pub, Lincoln Center, Radio City Music Hall, Steinway & Sons, and the New School. GCTtracks is also promoted throughout the Terminal on poster sites and window wraps.

## RETAIL MARKETING EVENTS & PROMOTIONS *continued*

### July

- **“Always Moving” film:** A two-minute film was produced for the people of New York, positioning Grand Central as an icon of their city. It conveyed messages of hope and pride, amid calls for strength and resilience, by charting pivotal moments in the history of Grand Central Terminal and New York City, with the underlying inspiration being Grand Central’s long-standing position as a barometer of New York’s spirit and pulse, and its role as the city’s “town square” during historically pivotal moments.

The film was produced with a budget of just \$3,800. Significant amounts of production time and talent were provided pro bono by those wanting to share the symbolic importance of the film and its message, as well as their love of the city.

### September

- **Game, Set, & Match:** Timed with the US Tennis Open, this was a campaign with Vanderbilt Tennis Club, giving away the exclusive opportunity to play on Grand Central’s full-size tennis court for one hour, and win a bundle of Grand Central swag.

### November & December

- **Virtual Holiday Fair:** Please refer to the following Events section for further information and results.

## DIGITAL MARKETING

### Social Media

Throughout 2020, Grand Central’s four social media channels have continued to carry a broad range of content promoting Grand Central, its tenants, history, services, essential operating information, and iconography, albeit through the lens of a global pandemic and the associated restrictions at a state, city, and Terminal level.

## DIGITAL MARKETING *continued*

### Key Statistics

Grand Central's social media accounts are among the largest of any New York City destination, reaching a constantly engaged global audience.

- Total followers across all channels: 310,000
- Top five countries reached: USA, UK, Brazil, Italy, Argentina.
- Audience demographics:
  - 62% female and 38% male.
  - 65% of the audience is 44 years of age or younger.

### Social Media Reach

As described previously, maintaining Grand Central as a world-class, front-of-mind retail, dining, and leisure destination arguably became more critical than ever, so as to ensure that when reopening began, the Terminal remained top-of-mind for people returning to New York.

In achieving this, the volume of content published, and scale of audience reached, not only remained consistent with a normal year, but significantly increased, in part due to the success of the #GrandCentralFromHome campaign. Detailed below are headline performance statistics for social media content and audience reach.

	Instagram		Facebook		Twitter	
	2020	% Change v 2019	2020	% Change v 2019	2020	% Change v 2019
<b>Total People Reached (Impressions)</b>	8,454,200	-2.9%	17,383,159	-44.0%	2,800,117	380.0%
<b>Audience Engagements (Post likes/shares)</b>	391,990	36.8%	983,498	58.9%	98,573	1288.0% <sup>2</sup>
<b>Total Items of Content Published (Posts)</b>	2,035	777.2% <sup>3</sup>	451	58.1%	509	48.0%
<b>Net Follower Growth</b>	9,822	7.7%	6,065	0.7%	987	5.1%

<sup>2</sup> The large growth is in part due to three viral tweets about K-pop group, BTS, and Jimmy Fallon filming inside Grand Central achieving 1,769,593 impressions and 63,203 engagements.

<sup>3</sup> The large growth is in part due to the addition of a new retailed dedicated Instagram account in February 2020.

## **DIGITAL MARKETING *continued***

### **Paid Social Media**

A limited number of paid social media campaigns were executed, in part to compensate for the reduction of print media and out-of-home advertising.

### **E-Blast**

An e-blast is sent to Grand Central's subscriber base of over 74,000 people at least once a week. These typically carry seasonal retail and lifestyle content, with every tenant being featured at least several times annually. Terminal operating updates and service critical announcements are included. Headline statistics for 2020:

- 99 e-blasts were sent in 2020.
- E-blasts were opened 1,548,987 times.
- Content and features were clicked on 47,153 times.

### **Website**

The website remains a primary source of information about Grand Central Terminal and is updated daily with the latest retail updates, events, news, transit, and Terminal operating information. Mirroring Metro-North ridership and visitor numbers, there was a sharp drop in website visits in 2020. Compared to 2019 there were:

- 2.3m or 69.3% fewer website visits.
- 1.8m or 69.1% fewer unique users.
- 3.3m or 66.1% fewer page views.

In 2021 website traffic and usage continues to follow similar trends to ridership and visitor numbers. In May 2021 total website visits increased 150% while the number of individual persons reached increased 166%, both against May 2020.

## **ADVERTISING**

With the 50% reduction of marketing funding, advertising was curtailed, and constrained to November and December, the prime holiday retail season, and limited to more cost-effective digital advertising only.

The Virtual Holiday Fair was advertised not only across the Metro-North service area, but also nationally, given Virtual Holiday Fair artisan vendors had the ability to ship nationally. Holiday Fair advertising generated 716,500 impressions across twenty national lifestyle publications.

Grand Central retail was also advertised locally and nationally, achieving 530,650 impressions.

## **PUBLIC RELATIONS**

A new public relation agency, Wagstaff Media and Marketing, was selected in late 2019, with services effective January 2020. They were selected for their expertise in marketing leading retail, hospitality, and leisure destinations, in addition to experience in creating activations and brand partnerships that reach international travel and tourism-related media. The pandemic resulted in their remit being revised, to ensure they continued to deliver tangible value and successes which included sourcing partners for GCTtracks, securing a celebrity host for the Grand Central Virtual Trivia Night, achieving media coverage for the Virtual Holiday Fair, and with the MTA Press Office, helping secure significant coverage for Valentines Under the Stars.

Due to budget constraints the contract has been placed on hiatus from February 2021 until November 2021, with media and public relations support being provided by the MTA press office in the interim.

## **STRATEGIC BRAND PARTNERSHIPS**

To reach new target audiences, and expand Grand Central’s communications reach, in-kind brand partnerships are created with select brand partners who share complimentary brand positioning and values. Through such partnerships Grand Central Terminal can directly reach partner brand audiences via their platforms.

This strategy provides a more targeted, cost-effective, and for the consumer - a more experiential method, of reaching new audiences compared to solely relying on conventional advertising. In 2020 active brand partnerships were executed with the following organizations:

- Apollo Theater
- Capitol Theater
- Carnegie Hall
- Joe’s Pub
- Juilliard School of Music
- Grand Hyatt
- Hudson Valley Happenings
- Lincoln Center
- Mastercard – Priceless Cities
- The New School
- New York City & Company
- Steinway & Sons

## **GRAND CENTRAL BY APPOINTMENT – PERSONAL SHOPPING**

In late 2019, Grand Central by Appointment, a new personal shopping service, was launched and further rolled out in early 2020. The primary objective being to increase the appeal, accessibility, and convenience of Grand Central’s lifestyle retail with Metro-North’s commuting ridership and local office workers who are time-poor yet possess high disposable incomes.

Due to the pandemic the program was placed on pause until November 2020, when it underwent a soft relaunch using a short film which both promoted personal shopping, and highlighted the various COVID-19 protocols implemented by tenants across the Terminal to ensure a safe and comfortable physical shopping experience. The service has again been on pause since January 2021.

**VI. VANDERBILT HALL EVENTS**

**Event Sales**

2020 started off strong with over \$410,000 contracted by mid-January—an almost \$300,000 increase over 2019’s year-to-date revenue. By the beginning of March, \$535,500 in revenue was contracted for. Based on these figures and the conversations and contracts that were in the pipeline, specifically for six-figure events, such as the US Golf Association and Fujifilm, Grand Central’s event revenue was projected to reach the budget of \$1.6M. However, due to the government mandate to shut down all activities, 4 events were forced to postpone, totaling \$153,750. Of that total, \$86,250 was collected, and the rest will be invoiced when new event dates are determined. With COVID-19 restrictions lifting slightly, we were able to bring in a small film shoot in December for \$7,500.

For 2020 total event revenue was \$468,000 with Vanderbilt Hall used a total 35 days from January 1 to March 11.

Month	# Client Event Days	# MNR Event Days Including Film Shoots	# JLL Event Days	Total Revenue
January	18			\$118,000
February	11	4		\$173,750
March	5			\$75,000
December	1			\$15,000
<b>TOTAL</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>\$381,750</b>

The postponed events have 24 months from their original event dates to reschedule and apply the deposit fee.

**Discounted Rates**

In 2020 the overall New York event business suffered tremendously, and MTA Real Estate realized a need for flexibility with the Vanderbilt Hall fee schedule. Even as events started to take place again, the ridership on Metro North and in New York City Transit remain low. Without the guaranteed foot traffic, the value of Vanderbilt Hall dropped. Also, brands expressed concerns that they no longer had the same funds to contribute to experiential events.

### **Discounted Rates *continued***

The need arose to provide maximum flexibility in negotiating event fees to remain competitive in the current market and increase Vanderbilt Hall activations by drawing more short and long-term engagements to drive increased foot traffic in support of the Terminal's retail tenants.

In September 2020, The MTA Board approved the temporary suspension of Vanderbilt Hall's rate schedule through December 31, 2021 unless otherwise extended by Board approval or rescinded by MTA Real Estate based upon improved market conditions. The effects of this action will not bear fruit until 2021.

### **Virtual Holiday Fair**

The MTA decided to make the Holiday Fair virtual in 2020. To attract retailers, two packages were offered: The Constellation Package, which included additional marketing and exposure and was limited to 5 vendors at \$1,500 per vendor. The Vanderbilt Package had 36 vendors at \$1,000 per vendor which included listing in the Virtual Holiday Fair website, eblast, and social media features. Overall, the Virtual Fair grossed \$43,500. After expenses, including digital advertising, development of the platform, and print materials, the net revenue was \$21,382. All GCT tenants were able to participate at no cost, and they received all the same benefits as the Vanderbilt Package in addition to our standard holiday messaging.

## **VII. 2021 OUTLOOK**

By the end of 2020, Grand Central had experienced a dramatic reduction in visitor numbers, a trend reflected across Midtown Manhattan. Office workers, tourists, and railroad commuters were absent from New York for most of the fiscal year due to the mandated shut down, the phased and restrictive reopening of offices and stores, followed by a pronounced third wave of the pandemic.

The first half of 2021 has seen a slow and incremental return of the population. We have worked with existing tenants to help them remain open and have developed new short-term license agreements to help fill the vacant units until such time as a higher rent can once again be achieved. With the expected return of office workers post Labor Day, we can look forward to an improved performance across all our key metrics, not least rent collection, tenant sales, and visitor numbers.

**PROCUREMENT PACKAGE  
July 2021**



The above depicts 45<sup>th</sup> Street node of the Grand Central Terminal Madison Concourse that was constructed as part of the East Side Access Project. This month's agenda includes a procurement action for work in the Concourse and Caverns.

## PROCUREMENTS

The Procurement Agenda this month includes four procurement actions for a proposed expenditure of \$187.9M

**Staff Summary**

<b>Subject</b> Request for Authorization to Award Various Procurement Actions					
<b>Department</b> Contracts					
<b>Department Head Name &amp; Title</b> Steve Plochochi, Sr. Vice President					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	MNR & LIRR Joint Committee	7/19/21	X		
2	Board	7/21/21	X		

<b>Date:</b> July 12, 2021			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	Deputy Chief Development Officer, Delivery		President
	Deputy Chief Development Officer, Development		Executive Vice President & General Counsel

**PURPOSE**

To obtain the approval of the Board to adopt a resolution/declaration and to award various procurement actions and, to inform the Metro-North and Long Island Rail Road Committees of these procurement actions.

**DISCUSSION**

MTA Construction & Development proposes to award Competitive Procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
B. Competitive Request for Proposals (Solicitation of Purchase/Public Work Contracts)	1	\$ TBD
C. Competitive Request for Proposals (Award of Purchase/Public Work Contracts)	<u>2</u>	<u>\$ 179,486,000</u>
SUBTOTAL	3	\$ 179,486,000
<u>Schedules Requiring Majority Vote</u>		
I. Modifications to Purchase and Public Work Contracts	<u>1</u>	<u>\$ 8,408,807</u>
SUBTOTAL	1	\$ 8,408,807
TOTAL	4	\$187,894,807

**Budget Impact:**

The approval of these procurement actions will obligate the capital funds in the amounts listed. Funds are available in the capital budget for this purpose.

**Recommendation:**

The procurement action be approved as proposed. (The items are 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.

**JULY 2021**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**Schedule B. Competitive Requests for Proposals (Solicitation of a Purchase/Public Work Contracts)  
(Staff Summaries required for items estimated to be greater than \$1M)**

- |           |   |                                 |                                      |
|-----------|---|---------------------------------|--------------------------------------|
| <b>1.</b> | <b>To Be Determined<br/>Contract No. 133778</b> | <b>\$ Cost To Be Determined</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|---------------------------------|--------------------------------------|

MTA Construction and Development requests that the Board adopt a resolution declaring that pursuant to Public Authorities Law Section 1265-a and Article IIIB (6) of the All Agency General Procurement Guidelines it is in the public interest to utilize the competitive Request for Proposal (“RFP”) process, rather than a competitive bid process, for the upgrade and replacement of the Metro-North Railroad digital audio call recording system for phones and radios located at fifteen sites.

**Schedule C. Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)  
(Staff Summaries required for all items greater than \$1M)**

- |           |  |                      |                                      |
|-----------|--|----------------------|--------------------------------------|
| <b>2.</b> | <b>Railroad-Michels Joint Venture, LLC<br/>Contract No. CH058B<br/>Thirty Months</b> | <b>\$148,499,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|--|----------------------|--------------------------------------|

MTA Construction and Development request Board approval to award a competitively solicited and negotiated design-build contract for the construction of a new grade-separated crossing and associated approach structures in support of the Harold Interlocking program for the East Side Access project.

- |           |   |                      |                                      |
|-----------|---|----------------------|--------------------------------------|
| <b>3.</b> | <b>Paul J. Scariano, Inc.<br/>Contract No. CM030<br/>Seventeen Months</b> | <b>\$ 30,987,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|----------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a competitively solicited and negotiated design-build contract for passenger experience enhancements and finish detailing of the Grand Central Terminal Concourse and Caverns for the East Side Access project.

<b>Dept &amp; Dept Head</b> David K. Cannon, VP and Chief Procurement Officer <i>David K. Cannon</i>						<b>SUMMARY INFORMATION</b>	
<b>Div &amp; Div Head</b> John Abili, Deputy General Counsel <i>John Abili</i>						<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract Number</b> 133778
<b>Board Reviews</b>						<b>Description</b> Furnish, Deliver and Install Digital Audio Call Recording Systems Connected to Private Branch Exchange (PBX)	
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Total Amount</b> To Be Determined	
1	MNR & LIRR Joint Committee	7/19/21	X			<b>Contract Term</b> To Be Determined	
2	Board	7/21/21	X			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
						<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Internal Approvals</b>						<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
	<b>Approval</b>			<b>Approval</b>		<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
	Executive Vice President & General Counsel <i>[Signature]</i>			President <i>[Signature]</i>		<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE/RECOMMENDATION**

MTA Construction & Development ("C&D") requests that the Board adopt a resolution declaring that pursuant to Public Authorities Law Section 1265-a and Article IIIB (6) of the All Agency General Procurement Guidelines it is in the public interest to utilize the competitive Request for Proposal ("RFP") process, rather than a competitive bid process, for the upgrade and replacement of the Metro-North Railroad ("Metro-North") digital audio call recording system for phones and radios located at fifteen (15) sites throughout the Railroad territory.

**DISCUSSION**

The purpose of this procurement is to upgrade and replace Metro-North's digital audio call recording system. The existing system is obsolete and utilizes software that is not compatible with current operating systems. Accurate monitoring and recording of services calls is a critical element of Metro-North's quality assurance, safety and training procedures. Metro-North records and monitors all service calls, including safety-critical calls, between the Rail Traffic Controller ("RTC") and employees working on and around tracks to assess the quality and safety of operations and to identify skill gaps, process lapses and employee training needs. Recorded voice data is also used for liability protection. The manufacturer has stopped supporting the existing call recorders.

The new system must be compatible with the existing infrastructure and communicate with Metro-North's existing analog and digital telephone services. In addition, the integration of the new system requires the selected vendor to work within the existing system's protocols without the replacement of phones and interface devices to ensure uninterrupted and continued network interoperability, reliability and communication between the analog and digital components that comprise the PBX System.

The Metro-North digital audio call recording system consists of recorders, primary and secondary search and replay servers, administrative workstations, and Network Attached Storage (NAS). The recorders are integrated into the Private Branch Exchange ("PBX") system at fifteen (15) Metro-North sites located across the Hudson, Harlem and New Haven lines and in Grand Central Terminal.

**Staff Summary**

**Item No. 1**

The RFP process will require interested firms to submit a technical proposal, which will include their technical approach, qualifications, experience and schedule. The technical proposals will be evaluated against C&D's established criteria and negotiations on technical and commercial issues will be held with those firms considered to be in a competitive range. Upon completion of the negotiations, those firms within a competitive range will have their cost proposals opened. After negotiations, award will be made to the responsible firm whose best and final offer provides the best value to the MTA.

While cost will remain an important criterion in awarding this Contract, given the complex nature of ensuring the new system is compatible with the existing system and the need to integrate the new system without causing disruption or affecting the reliability of the existing system, it is in the best interest of the MTA to utilize the RFP process to award the Contract, rather than a competitive bid process, as it will give the MTA more flexibility to consider factors such as technical approach to the work, technical qualifications and experience as a systems integrator in order to determine which proposal best fits Metro-North's operational needs and offers the best overall value. In addition, the RFP process will allow the MTA to better negotiate alternative approaches to the work or schedule that, in light of the specific requirements of this Contract, could potentially result in a lower overall cost than the competitive bid process would achieve.

**D/M/WBE/SDVOB**

At this time, the D/M/WBE/SDVOB goals for this contract have not yet been established.

**IMPACT ON FUNDING**

Funding for this Contract will be from the 2020-2024 Capital Program.

**ALTERNATIVES**

The use of a sealed bid process in which factors other than cost cannot be considered is not recommended as it does not provide a means to evaluate different technical matters or to consider or negotiate alternative proposals to achieve the overall best value to the MTA.

<b>Dept &amp; Dept Head</b> East Side Access, Rob Troup, SVP and Sr. Program Executive <i>RT</i>						<b>SUMMARY INFORMATION</b>					
<b>Contracts Department</b> David K. Cannon, VP and Chief Procurement Officer <i>David K Cannon</i>						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px;"><b>Vendor Name</b></td> <td style="width: 30%; padding: 5px;"><b>Contract Number</b></td> </tr> <tr> <td style="padding: 5px;">Railroad-Michels Joint Venture, LLC</td> <td style="padding: 5px;">CH058B</td> </tr> </table>		<b>Vendor Name</b>	<b>Contract Number</b>	Railroad-Michels Joint Venture, LLC	CH058B
<b>Vendor Name</b>	<b>Contract Number</b>										
Railroad-Michels Joint Venture, LLC	CH058B										
<b>Board Reviews</b>						<b>Description</b> Design-Build Services for East Bound Re-Route Construction for the East Side Access Project					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Total Amount</b> \$148,499,000 - Award; \$300,000 - Stipends					
1	MNR & LIRR Joint Committee	7/19/21	X			<b>Contract Term</b> Thirty Months					
2	Board	7/21/21	X			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A					
						<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
<b>Internal Approvals</b>						<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive					
	<b>Approval</b>		<b>Approval</b>								
①	Deputy Chief, Development	<i>[Signature]</i>	President								
MNR	Deputy Chief, Delivery	<i>[Signature]</i>	Executive Vice President & General Counsel								
						<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:					
						<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:					

**PURPOSE/RECOMMENDATION**

MTA Construction and Development ("C&D") requests that the Board approve the award of a competitively solicited and negotiated design-build contract for the construction of a new grade-separated crossing and associated approach structures in support of the Harold Interlocking program for the East Side Access ("ESA") Project to Railroad-Michels Joint Venture, LLC in the amount of \$148,499,000 and a duration of thirty (30) months. The solicitation of this Contract included stipends in the amount of \$150,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, C&D requests that the Board also approve the payment of stipends to each of the two unsuccessful proposers that met the criteria for the payment of a stipend, for a total payment to both proposers in the amount of \$300,000.

**DISCUSSION**

Contract CH058B is a design-build contract for the final design and construction of a new grade-separated crossing and associated approach structures, including track underdrain and sewer relocation, dewatering, modification of the support for the existing Honeywell Street bridge, and associated security and communications work. The Work will also require the demolition of existing track and traction power elements and the installation of new track and traction power elements.

A two-step Request for Proposal ("RFP") was used to solicit this Contract. In response to Step I, Request for Qualifications, the MTA received Statements of Qualification from the following three firms all of which were determined to be qualified to perform the Work:

- Railroad-Michels Joint Venture, LLC ("RMJV")
- Skanska USA Civil Northeast, Inc. ("Skanska")
- Tutor Perini Corporation ("TPC")

In Step II MTA issued an RFP to the three firms. Proposals were received from all three firms.

The proposals were evaluated and scored by a Selection Committee consisting of representatives from C&D, the LIRR and Amtrak utilizing a pre-established selection criterion considering the following factors: Management Plan, Design Approach, Construction Approach, Schedule, Safety and Quality, Preparedness for Performing the Work, Financial Qualification and Overall Cost. A Technical Working Group, consisting of LIRR, Amtrak and ESA Design and Construction Management Consultants, supported the Selection Committee. Upon completion of the evaluation and the scoring of the technical proposals, the cost proposals were opened and reflected the following (lowest to highest):

- RMJV \$173,100,000
- Skanska \$204,500,000
- TPC \$325,700,000

After evaluating the technical and cost proposals, the Selection Committee determined that proposals submitted by RMJV and Skanska were both technically qualified and their combined technical and cost scores were in a competitive range to move on to negotiations. The proposal provided by TPC was deemed out of competitive range based on their combined technical and costs scores and not recommended for negotiations.

Negotiations were held with each proposer individually focusing on discussions of the project schedule, with special emphasis on the Long-Term Outages and overall cost, including pricing, design and management cost and scope clarifications. At the conclusion of negotiations, RMJV and Skanska were requested to submit their best and final offers (“BAFOs”). The BAFOs were as follows:

- RMJV \$148,499,000
- Skanska \$161,800,000

After the review of the BAFOs, the Selection Committee unanimously determined that the proposal submitted by RMJV is the most advantageous to the MTA and provides the best value. RMJV’s BAFO is \$13,301,000 (9%) less than Skanska’s BAFO and is considered to be fair and reasonable.

RMJV has been found to be responsible.

**DBE**  
The MTA Department of Diversity and Civil Rights established a goal of 20% DBE. Although this is a design-build contract with some undefined scope of work, RMJV is projecting to meet the required 20% DBE Goal. Railroad Construction Company and Michels Corporation have achieved the assigned D/M/WBE goals on previous completed MTA contracts.

**IMPACT ON FUNDING**  
Funding for this Contract comes from Regional Investment capital projects and resides in the 2020 -24 Capital Program.

**ALTERNATIVES**  
Perform the work using in-house personnel. Currently, MTA lacks available in-house personnel to perform the scope of work associated with this Design/Build Contract.

<b>Dept &amp; Dept Head</b> East Side Access, Rob Troup, SVP and Sr. Program Executive <i>RT</i>						<b>SUMMARY INFORMATION</b>	
<b>Contracts Department</b> David K. Cannon, VP and Chief Procurement Officer <i>David K. Cannon</i>						<b>Vendor Name</b> Paul J. Scariano Group	<b>Contract Number</b> CM030
<b>Board Reviews</b>						<b>Description</b> Design/Build Services for Passenger Experience Enhancements for the East Side Access Project	
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Total Amount</b> \$30,987,000	
1	MNR & LIRR Joint Committee	7/19/21	X			<b>Contract Term</b> Seventeen Months	
2	Board	7/21/21	X			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Internal Approvals</b>						<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	<b>Approval</b>		<b>Approval</b>				
<i>(C)</i>	Deputy Chief, Development	<i>[Signature]</i>	President				
<i>MR</i>	Deputy Chief, Delivery	<i>[Signature]</i>	Executive Vice President & General Counsel				
						<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
						<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
						<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE/RECOMMENDATION**

MTA Construction and Development ("C&D") requests Board approval to award a competitively solicited and negotiated design-build contract for passenger experience enhancements and finish detailing of the Grand Central Terminal ("GCT") Concourse and Caverns for the East Side Access ("ESA") project, to Paul J. Scariano Group ("PJS") in the amount of \$30,987,000 and a duration of seventeen months.

**DISCUSSION**

Contract CM030 is a design-build contract for the final design and construction of fit-out elements within the new ESA terminal at GCT.

An independent, experienced terminal design consultant was contracted by the MTA to assess the present ESA concourse and terminal design and develop an overarching schematic terminal design throughout all public areas. The design consultant's focus was on modernizing and repurposing the facilities and amenities provided to passengers in light of new technologies and services that have become available since the original design and to create a world-class civic space.

To implement this plan, this Contract provides for the design and implementation of LED lighting modifications, improved and revised retail pre-tenant fit-out and utility upgrades, the conversion of existing ticketing areas and public telephone facilities that are no longer needed to customer service and retail spaces, the installation of support structures for digital advertising and MTA customer information screens, security crowd control gates, architectural graphics and wayfinding signage, and the integration and testing of the newly installed fit-out elements with the existing ESA Project systems. In addition, based on lessons learned from the Second Avenue Subway Project, this contract will also address contingencies that inevitably arise during the final fit out and preparation of the terminal for passenger service.

**Staff Summary**

Item No. 3

Page 2 of 2

A One-Step Request for Proposal (“RFP”) was used for this Contract. In response to the RFP, ESA received proposals from:

- Citnalta-E-J Electric a Joint Venture (“Citnalta/EJ”) – a joint venture consisting of Citnalta Construction Corporation and E-J Electric Installation Corporation
- Forte-Tap Joint Venture (“Forte/Tap”) – a joint venture consisting of Forte Construction Corporation and Tap Electric Contracting Services, Incorporated
- MLJ-TC Electric Joint Venture (“MLJ/TC”) - joint venture consisting of MLJ Contracting Corporation and TC Electric LLC
- Paul J. Scariano Group (“PJS”)
- WDF, Incorporated

The proposals were evaluated and scored by a Selection Committee consisting of representatives from C&D utilizing the following pre-established selection criterion: Management Plan, Design Approach, Construction Approach, Schedule, Safety and Quality, Preparedness for Performing the Work and Cost. A Technical Committee, comprising members of the RFP Design Team, Construction Management Team and ESA Consultants supported the Selection Committee. Upon completion of the evaluation of the technical proposals, the cost proposals were opened and reflected the following (lowest to highest):

- Forte/Tap \$27,950,000
- PJS \$29,834,504
- MLJ/TC \$48,200,000
- WDF \$50,673,400
- Citnalta/EJ \$51,489,877

After scoring of the technical and cost proposals, the Selection Committee determined that the proposals submitted by Citnalta/EJ, Forte/Tap, MLJ/TC and PJS were all technically qualified and their combined technical and cost scores were in a competitive range to move on to negotiations. The proposal submitted by WDF was deemed to be out of the competitive range based on their combined technical and costs scores and, therefore not recommended for negotiations.

Negotiations were held with each of the remaining proposers individually focusing on the project schedule and overall cost, including pricing assumptions, management costs and scope clarifications. At the conclusion of negotiations, Citnalta/EJ, Forte/Tap, MLJ/TC, and PJS were requested to submit their best and final offers (“BAFOs”). The BAFOs were as follows:

- PJS \$30,987,000
- Forte/Tap \$35,900,000
- MLJ/TC \$38,678,500
- Citnalta/EJ \$45,312,147

After review of the BAFOs, the Selection Committee unanimously determined that the proposal submitted by PJS is the most advantageous to the MTA and provides the best value. PJS’s BAFO is \$4,913,000 (16%) below the next lowest BAFO and is considered to be fair and reasonable.

In connection with a previous contract awarded to PJS, PJS was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in January 2016. No new SAI has been found relating to PJS and PJS has been found to be responsible.

**DBE**

The MTA Department of Diversity and Civil Rights has established a goal of 22.5% DBE. Although this is a design/build contract with some undefined scope of work, PJS is projecting to meet the required 22.5% DBE goal. PJS has achieved the assigned D/M/WBE goals on previous completed MTA contracts.

**IMPACT ON FUNDING**

Funding from this Contract comes from the 2020-2024 capital program.

**ALTERNATIVES**

Perform the work using in-house personnel. Currently, MTA lacks available in-house personnel to perform this work.

**JULY 2021**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule I. Modifications to Purchase and Public Work Contracts**

(Staff Summaries required for all items greater than \$1M)

- |           |  |                     |                                      |
|-----------|--|---------------------|--------------------------------------|
| <b>4.</b> | <b>L3Harris Technologies, Inc<br/>Contract No. 6155.13</b> | <b>\$ 8,408,807</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|--|---------------------|--------------------------------------|

MTA Construction & Development is requesting Board approval to provide for additional and enhanced software and equipment and the relocation of some existing equipment.

<b>Vendor Name (Location)</b> L3Harris Technologies, Inc. (Rochester, NY)	<b>Contract Number</b> 6155	<b>AWO/Mod. #s</b> 13
<b>Description</b> Design, Build and Maintain Services for the Metropolitan Transportation Authority Police Department (MTAPD) Metropolitan Regional Radio System Upgrade	<b>Original Amount:</b>	\$ 70,688,209
<b>Contract Term (including Options, if any)</b> July 2015 – July 2022	<b>Prior Modifications:</b>	\$ 1,335,151
<b>Option(s) included in Total Amt?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	<b>Current Amount:</b>	\$ 72,023,360
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	<b>This Request:</b>	\$ 8,408,807
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>% of This Request to Current Amt.:</b>	11.7 %
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of Modifications (including This Request) to Original Amount:</b>	13.8 %
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery/Mark Roche		

**DISCUSSION**

This contract provides for the upgrade and enhancement of the Metropolitan Transportation Authority Police Department (“MTAPD”) radio system and associated infrastructure. MTA Construction & Development (“C&D”) is requesting Board approval to provide for additional and enhanced software and equipment and the relocation of some existing equipment for the total not-to-exceed amount of \$8,408,807.

This contract is for the upgrading and enhancement of the MTAPD’s radio system and infrastructure through strategic partnerships with local and state agencies and the installation of up to date equipment and technologies throughout the fourteen counties served by the MTAPD. The MTAPD, through its work with the US Cybersecurity and Infrastructure Security Agency has determined that there is a need to enhance cybersecurity controls to the Metropolitan Regional Radio System Upgrade (“MRRS”) to address increased cyber threats from foreign actors and criminal elements. As part of the original contract, the Contractor provided firewalls and other protective measures to the MRRS to identify and block outside threats to the systems. However, advances in cyber threats requires further reinforcement and protection of the system. In addition, to improve reliability and resiliency over the entire MTAPD coverage area, further revisions and upgrades to the system, deploying new technology and equipment not available when the Contract was developed, is needed. The Added Work covered by this modification consists of the following:

Cybersecurity Upgrades

- Reinforce the protection of the MRRS;
- Provide more robust active monitoring capabilities for the MRRS;
- Provide for a continuous update of all MRRS firmware and software;
- Install a software to establish and maintain MRRS network infrastructure components/devices and update security configurations;
- Provide software for Sessions Auditing of Systems Management and the Radio System Terminals;
- Install a SYSLOG Server to the MRRS Radio System controller as the centralized log manager;
- Rebuild the SOLARWINDS server, disabled due to a worldwide cyber breach of the Solarwinds operating software;
- Install larger capacity routers at the MRRS Radio System Controller for cybersecurity; and
- Provide Security Tools Training for MTAPD Personnel to monitor and scan for internal and external threats.

System Upgrades:

- Install Long Term Evolution/Wi-Fi (“LTE/Wi-Fi”) software to provide seamless connectivity in areas for which MRRS radio coverage is not feasible, including allowing MTAPD personnel to use cell phones to communicate anywhere LTE/Wi-Fi is available;
- Install STATUS AWARE, a GPS tracking solution for portable/mobile radio equipment visible at the dispatch console;

- Install DEVICE MANAGEMENT software that will provide mass radio updates/programming using LTE/Wi-Fi;
- Install Inter Sub-System Interface Interoperability software/license to interconnect partnering agency systems including Orange, Rockland, Suffolk and the Port Authority;
- Install an MCM Radio System Management System to provide for a centralized database for inventory, programming, software and maintenance of the MRRS and associated systems;
- Provide Digital Telephone Line capacity on the Eventide Logging Recorder for critical MTAPD HQ phone lines;
- Provide Warranty and Service Support for additional MRRS equipment software;
- Provide Primary Staff support for the implementation of the System Upgrades.

System Optimization:

- Relocate the cancelled New Hamburg Site distributed control point (DCP) to an alternate site at Fishkill;
- Relocate the Southampton Radio Transmitter Site to a Suffolk County Police radio transmitter site which will provide improved coverage;
- Complete the integration of the Moynihan Train Hall head-end into the MRRS;
- Relocate the antenna at the Guymard Radio Transmitter Site to mitigate interference from cell carriers;
- Relocate the antenna at the Scarsdale Site to improve coverage south of Scarsdale/Hartsdale;
- Integrate the GCT and Jamaica Station into the MRRS;
- Add “low fuel” alarming at all radio transmitter sites to automatically notify MTAPD for refueling of the emergency generators;
- Relocate the emergency generator exhaust at Suffolk County Police Department’s 5<sup>th</sup> Precinct;
- Identify and develop new radio transmitter sites to improve coverage and performance of the MRRS (including site surveys and evaluations, intermodulation studies, construction drawing packages for permitting, and coverage testing) at 10 sites (5 in NYC and 5 in downstate counties).

The Contractor submitted a proposal in the amount of \$8,593,029. Negotiations resulted in an agreed not-to-exceed amount of \$8,408,807 which is considered fair and reasonable.



# Long Island Rail Road

## June 2021 Performance Summary

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Robert Free, Senior Vice President – Operations



**ADA Accessibility:** Floral Park Station’s new elevators, which were installed to upgrade the station to be fully ADA accessible. This improvement is part of the Long Island Rail Road’s pledge to ensure full accessibility throughout the entire system.



# Long Island Rail Road

## June 2021 Performance Summary

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### Highlights

On-Time Performance (OTP) for the month of June closed at **96.4%**, which is above the monthly goal of 94.0%. 2021 year-to-date OTP is **96.1%**, which is an increase of **0.1** percentage points as compared to last year.

### Branch Performances

All eleven branches on the Long Island Rail Road operated at or above goal for the month of June. Ten branches are above goal year to date.

### Delays

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

The most impactful being the trespasser strike at Bellmore on June 21<sup>st</sup>. The incident affected 28 trains, delayed our customers an average of 17.4 minutes, and reduced our OTP by 0.1%

### Consist Compliance

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

### Equipment Performance

The LIRR fleet MDBF operated at 245,980 in May and exceeded the goal. The year to date performance was also above its 5-year averages.



**OPERATING REPORT  
FOR MONTH OF JUNE 2021**

**Performance Summary**

		2021 Data			2020 Data		
		Annual Goal	June	YTD thru June	June	YTD thru June	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.4%</b>	<b>96.1%</b>	<b>97.5%</b>	<b>96.0%</b>
		AM Peak		96.0%	96.0%	98.5%	93.5%
		PM Peak		98.4%	97.4%	96.9%	93.0%
		<b>Total Peak</b>		<b>97.1%</b>	<b>96.7%</b>	<b>97.7%</b>	<b>93.3%</b>
		Off Peak Weekday		96.4%	95.5%	97.2%	96.4%
		Weekend		95.8%	96.8%	98.1%	97.1%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>96.0%</b>	<b>96.9%</b>	<b>98.7%</b>	<b>96.4%</b>
		AM Peak		90.4%	95.7%	98.3%	93.6%
		PM Peak		98.9%	98.7%	99.0%	94.0%
		<b>Total Peak</b>		<b>94.5%</b>	<b>97.1%</b>	<b>98.6%</b>	<b>93.8%</b>
		Off Peak Weekday		97.5%	97.4%	98.6%	97.4%
		Weekend		94.4%	95.9%	99.0%	96.5%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.6%</b>	<b>98.2%</b>	<b>98.9%</b>	<b>98.1%</b>
		AM Peak		99.5%	99.0%	98.8%	95.7%
		PM Peak		100.0%	99.4%	99.3%	97.3%
	<b>Total Peak</b>		<b>99.7%</b>	<b>99.2%</b>	<b>99.1%</b>	<b>96.4%</b>	
	Off Peak Weekday		98.3%	97.5%	98.5%	98.2%	
	Weekend		98.4%	99.1%	99.7%	98.8%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>96.2%</b>	<b>95.5%</b>	<b>96.3%</b>	<b>95.2%</b>	
	AM Peak		97.1%	95.2%	98.3%	93.4%	
	PM Peak		98.6%	97.2%	91.1%	86.3%	
	<b>Total Peak</b>		<b>97.8%</b>	<b>96.2%</b>	<b>94.7%</b>	<b>90.0%</b>	
	Off Peak Weekday		95.7%	94.5%	96.1%	95.9%	
	Weekend		95.5%	96.9%	98.2%	96.9%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>97.9%</b>	<b>96.9%</b>	<b>98.8%</b>	<b>96.4%</b>	
	AM Peak		98.1%	98.1%	100.0%	95.8%	
	PM Peak		100.0%	98.4%	99.3%	88.3%	
	<b>Total Peak</b>		<b>99.0%</b>	<b>98.3%</b>	<b>99.7%</b>	<b>92.2%</b>	
	Off Peak Weekday		97.1%	95.5%	98.5%	96.8%	
	Weekend		98.6%	98.3%	98.6%	97.9%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>98.3%</b>	<b>97.5%</b>	<b>98.7%</b>	<b>95.8%</b>	
	AM Peak		99.5%	98.6%	98.9%	94.7%	
	PM Peak		99.4%	99.0%	98.8%	93.4%	
	<b>Total Peak</b>		<b>99.5%</b>	<b>98.8%</b>	<b>98.9%</b>	<b>94.1%</b>	
	Off Peak Weekday		98.0%	97.1%	98.7%	95.9%	
	Weekend		97.7%	97.2%	98.6%	97.0%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>90.8%</b>	<b>93.5%</b>	<b>94.1%</b>	<b>94.7%</b>	
	AM Peak		97.4%	95.2%	95.0%	89.3%	
	PM Peak		95.6%	96.6%	95.1%	94.9%	
	<b>Total Peak</b>		<b>96.6%</b>	<b>95.8%</b>	<b>95.0%</b>	<b>91.9%</b>	
	Off Peak Weekday		91.8%	93.6%	94.2%	96.3%	
	Weekend		86.4%	92.1%	93.5%	92.9%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>96.1%</b>	<b>96.0%</b>	<b>96.0%</b>	<b>95.9%</b>	
	AM Peak		97.3%	97.0%	99.0%	94.1%	
	PM Peak		95.5%	98.5%	98.5%	93.7%	
	<b>Total Peak</b>		<b>96.5%</b>	<b>97.7%</b>	<b>98.8%</b>	<b>93.9%</b>	
	Off Peak Weekday		95.0%	94.6%	94.3%	95.9%	
	Weekend		98.6%	97.4%	97.3%	98.0%	
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>94.0%</b>	<b>93.8%</b>	<b>95.3%</b>	<b>93.0%</b>	
	AM Peak		97.4%	94.9%	97.5%	91.0%	
	PM Peak		96.8%	95.0%	87.7%	87.3%	
	<b>Total Peak</b>		<b>97.1%</b>	<b>95.0%</b>	<b>92.7%</b>	<b>89.2%</b>	
	Off Peak Weekday		91.2%	92.3%	95.2%	92.3%	
	Weekend		96.7%	95.4%	98.6%	97.5%	

<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>96.9%</b>	<b>95.2%</b>	<b>98.6%</b>	<b>97.5%</b>
	AM Peak		93.9%	92.6%	100.0%	95.6%
	PM Peak		98.0%	94.0%	99.3%	96.6%
	<b>Total Peak</b>		<b>96.2%</b>	<b>93.3%</b>	<b>99.7%</b>	<b>96.1%</b>
	Off Peak Weekday		96.7%	94.6%	98.5%	97.5%
	Weekend		98.5%	98.1%	97.8%	98.5%
	<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>96.7%</b>	<b>95.2%</b>	<b>96.2%</b>
	AM Peak		96.0%	95.0%	97.8%	90.8%
	PM Peak		98.5%	97.3%	94.6%	93.5%
	<b>Total Peak</b>		<b>97.1%</b>	<b>96.0%</b>	<b>96.3%</b>	<b>92.0%</b>
	Off Peak Weekday		96.4%	93.8%	95.3%	94.4%
	Weekend		97.1%	97.2%	98.5%	97.1%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>98.9%</b>	<b>98.6%</b>	<b>98.4%</b>	<b>97.0%</b>
	AM Peak		96.6%	98.3%	100.0%	93.8%
	PM Peak		99.1%	98.6%	100.0%	96.4%
	<b>Total Peak</b>		<b>98.0%</b>	<b>98.5%</b>	<b>100.0%</b>	<b>95.2%</b>
	Off Peak Weekday		99.2%	98.4%	97.2%	97.0%
	Weekend		99.3%	99.2%	100.0%	98.6%
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>17,991</b>	<b>105,003</b>	<b>18,737</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-12.8	-12.7	-12.3	-11.3
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		103	636	91	644
	<b>Trains Canceled</b>		30	303	20	171
	<b>Trains Terminated</b>		15	261	15	120
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.5%	99.8%	99.7%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>						
	AM Peak		100.0%			
	PM Peak		100.0%			
	<b>Total Peak</b>		100.0%			

System Categories Of Delay	% Total	2021	2021 Data		2020 Data		YTD 2021 Vs 2020
		May	June	YTD Thru June	June	YTD Thru June	
Engineering (Scheduled)	<b>7.9%</b>	39	51	237	26	247	(10)
Engineering (Unscheduled)	<b>11.3%</b>	72	73	602	105	778	(176)
Maintenance of Equipment	<b>14.9%</b>	52	96	431	82	470	(39)
Transportation	<b>1.7%</b>	6	11	81	20	203	(122)
Capital Projects	<b>16.8%</b>	113	108	731	54	439	292
Weather and Environmental	<b>0.5%</b>	12	3	322	4	213	109
Police	<b>17.4%</b>	70	112	463	74	502	(39)
Customers	<b>16.1%</b>	69	104	341	21	838	(497)
Special Events	<b>4.3%</b>	7	28	41	-	33	8
Other	<b>5.3%</b>	253	34	515	59	387	128
3rd Party Operations	<b>3.7%</b>	25	24	294	16	361	(67)
<b>Total:</b>	<b>100.0%</b>	718	644	4,058	461	4,471	(413)

System Categories Of Delay	% Total	2021	2021 Data		2020 Data		YTD 2021 Vs 2020
		May	June	YTD Thru June	June	YTD Thru June	
Engineering (Scheduled)	7.9%	39	51	237	26	247	(10)
Engineering (Unscheduled)	11.2%	72	72	601	105	778	(177)
Maintenance of Equipment	14.9%	52	96	431	82	470	(39)
Transportation	1.4%	6	9	79	20	203	(124)
Capital Projects	16.8%	113	108	731	54	439	292
Weather and Environmental	0.5%	12	3	322	4	213	109
Police	17.4%	70	112	463	74	502	(39)
Customers	16.5%	69	106	343	21	838	(495)
Special Events	4.3%	7	28	41	-	33	8
Other	5.3%	253	34	515	59	387	128
3rd Party Operations	3.9%	25	25	295	16	361	(66)
<b>Total:</b>	<b>100.0%</b>	<b>718</b>	<b>644</b>	<b>4,058</b>	<b>461</b>	<b>4,471</b>	<b>(413)</b>

# Long Island Rail Road

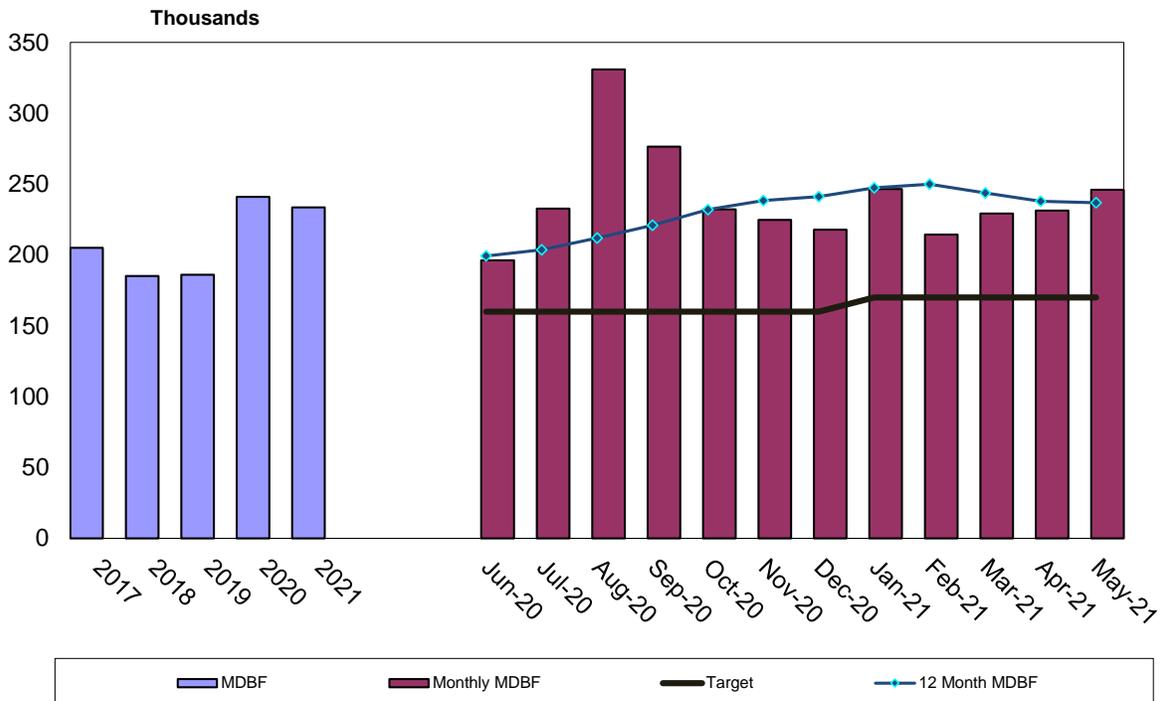
## MEAN DISTANCE BETWEEN FAILURES - MAY 2021

	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month Rolling Avg MDBF (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
<b>Mean Distance Between Failures</b>	M-3	142	60,000	0	0	0	-	0	0	71,064
	M-7	836	360,000	399,899	10	396,629	440,687	483,605	8	447,854
	M-9	86	180,000	171,981	2	171,797	227,614	0	0	215,489
	C-3	134	103,000	670,726	1	216,726	122,989	267,495	2	208,700
	DE	24	19,000	14,167	5	16,344	18,031	17,779	4	25,682
	DM	21	19,000	27,024	3	25,839	25,633	16,129	3	27,686
	Diesel	179	51,000	91,403	9	74,920	64,404	72,721	9	91,571
	<b>Fleet</b>	<b>1,243</b>	<b>170,000</b>	<b>245,980</b>	<b>21</b>	<b>233,485</b>	<b>236,775</b>	<b>266,078</b>	<b>17</b>	<b>244,887</b>

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

Note: M3 was not used in May-2020 and entire 2021 M-T-D. M9 was not used in service in May-2020.

## ALL FLEETS Mean Distance Between Failure 2017 - 2021





# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JUNE 2021

### Standee Report

#### East Of Jamaica

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

#### Definitions

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JUNE 2021

### Standee Report

#### West Of Jamaica

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

#### Definitions

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

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

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

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

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

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

<b>Elevator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>June</b>	<b>Year to Date</b>	<b>June</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	99.3%	99.3%	99.5%	99.4%
	<b>Far Rockaway Branch</b>	99.7%	99.4%	99.5%	99.5%
	<b>Hempstead Branch</b>	99.7%	99.4%	99.6%	99.6%
	<b>Long Beach Branch</b>	99.7%	99.4%	99.6%	99.6%
	<b>Port Jefferson Branch</b>	99.0%	99.1%	98.8%	98.6%
	<b>Port Washington Branch</b>	99.6%	99.1%	99.0%	99.2%
	<b>Ronkonkoma Branch</b>	99.1%	99.3%	99.6%	98.3%
	<b>City Terminal Branch</b>	93.7%	96.5%	99.1%	98.9%
	<b>Overall Average</b>	97.8%	98.5%	99.3%	99.0%

<b>Escalator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>June</b>	<b>Year to Date</b>	<b>June</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	97.7%	97.3%	95.6%	98.1%
	<b>Far Rockaway Branch</b>	87.5%	87.3%	98.8%	98.2%
	<b>Hempstead Branch</b>	94.5%	98.2%	98.9%	99.0%
	<b>Long Beach Branch</b>	98.8%	98.3%	99.1%	92.8%
	<b>Port Jefferson Branch</b>	97.5%	97.1%	98.8%	98.3%
	<b>City Terminal Branch</b>	93.8%	93.4%	93.2%	93.8%
	<b>Overall Average</b>	95.5%	95.2%	95.0%	96.1%

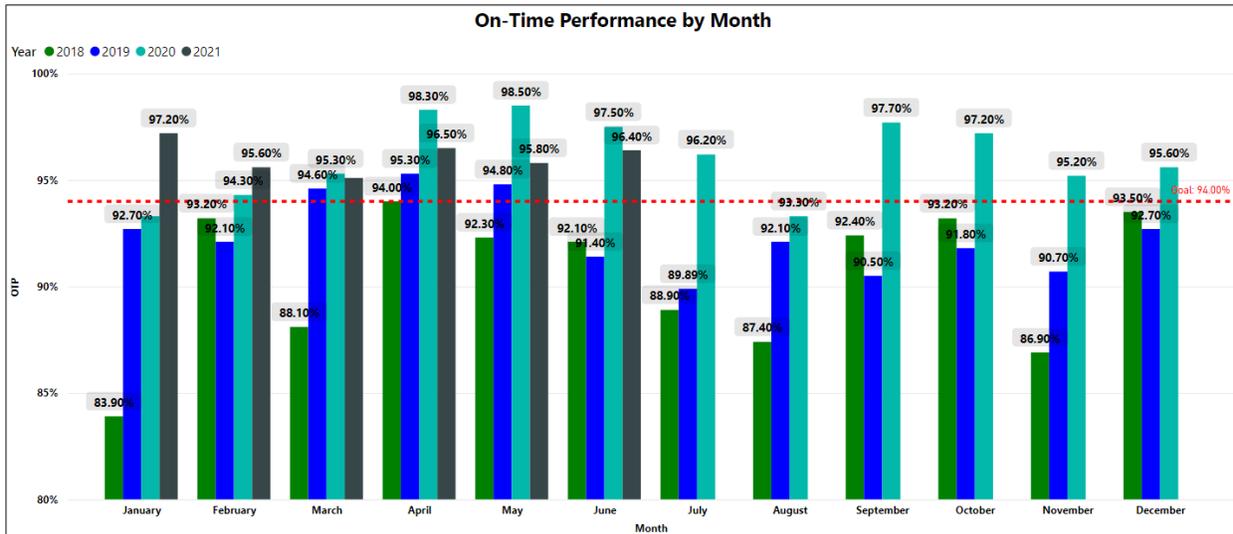
# Long Island Rail Road Performance Metrics Report



## On Time Performance

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

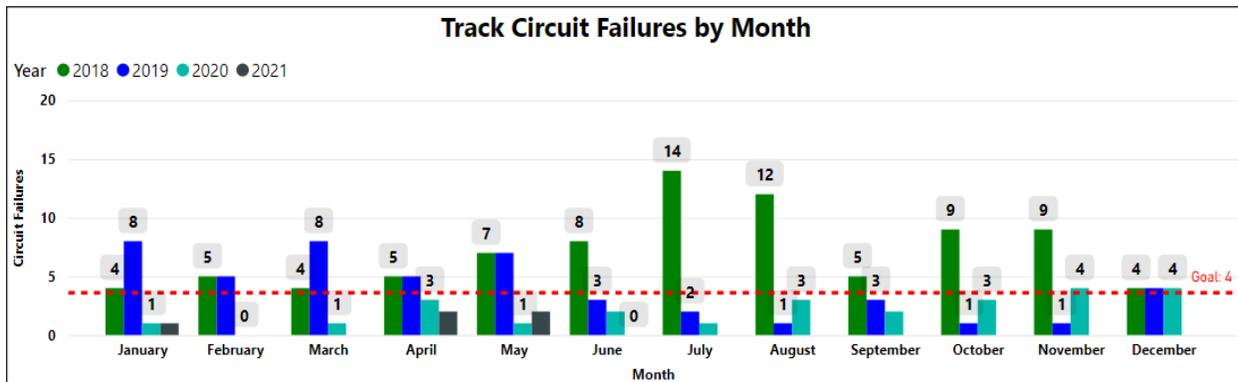
Goal	2021		2020	
	June	YTD	June	YTD
94.0%	96.4%	96.1%	97.5%	96.0%



## Number of Track Circuit Failures

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

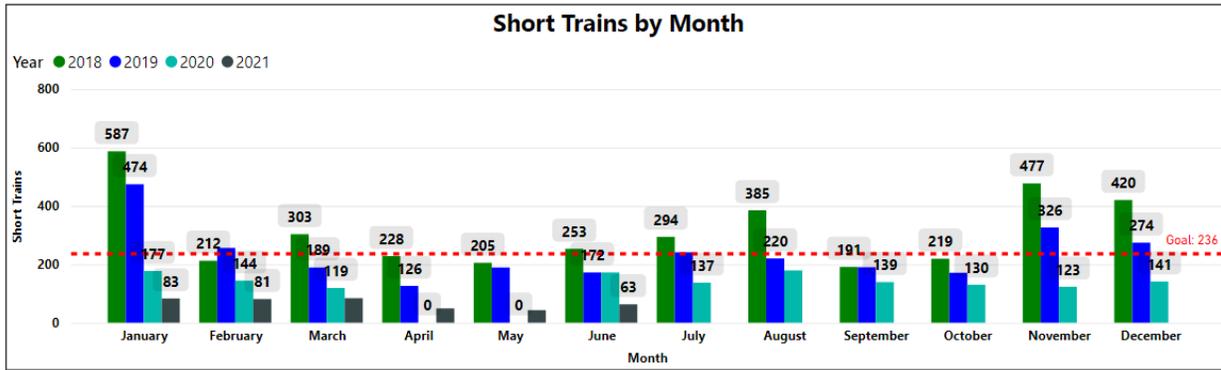
Goal	2021		2020	
	June	YTD	June	YTD
44	0	5	2	8



### Number of Short Trains\*

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

Goal	2021		2020	
	June	YTD	June	YTD
2,828 annually	63	403	172	612

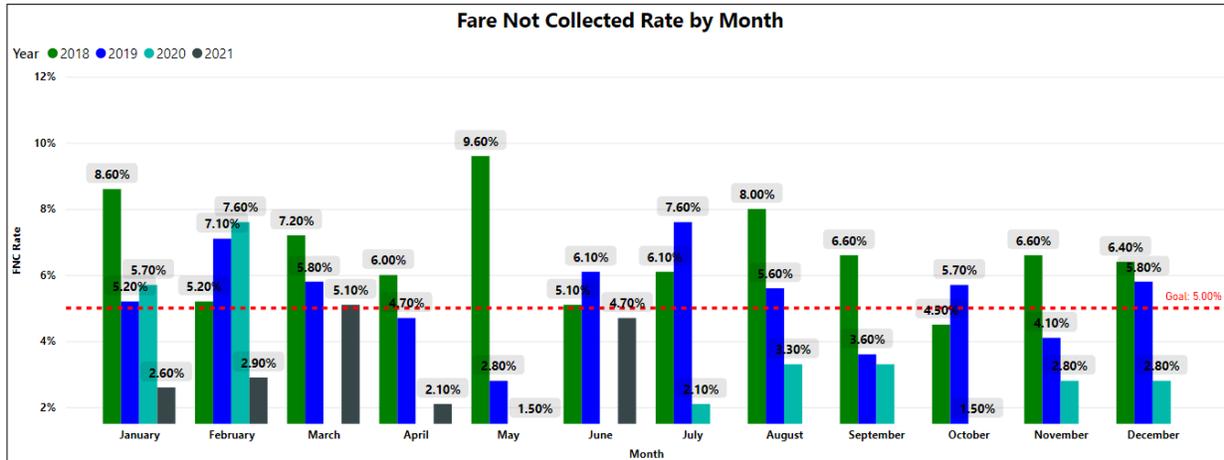


\* The LIRR did not record any short trains in April or May 2020 (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic. This renders the 2019, 2020 and 2021 YTD comparisons less meaningful.

## Fare Not Collected Rate

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

	2021		2020	
Goal	June	YTD	June	YTD
5.0%	4.7%	3.2%	-	6.8%

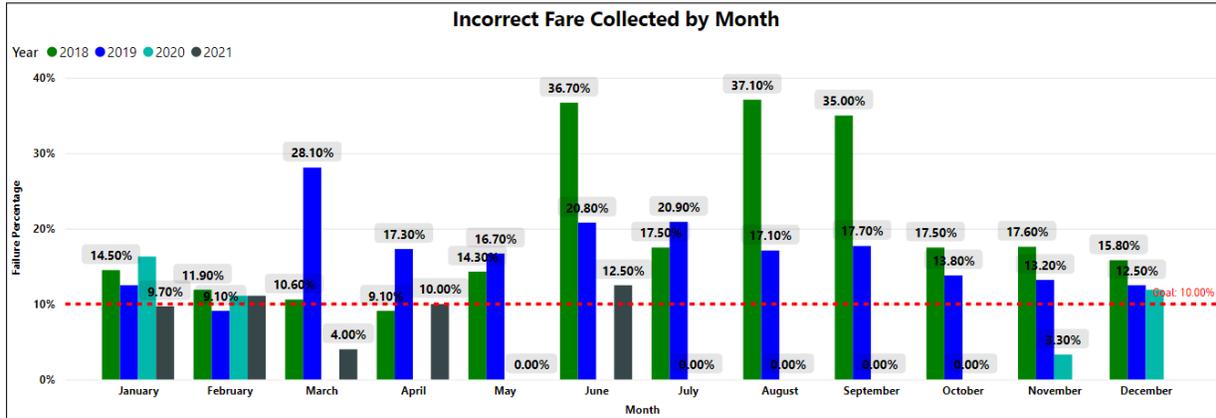


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic from March through June. In June 2021, the LIRR reported a Fare Not Collected Rate of 4.7%. There is no available data to compare this to from June 2020 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 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.*

Goal	2021		2020	
	June	YTD	June	YTD
10.0%	12.5%	8.6%	-	13.7%

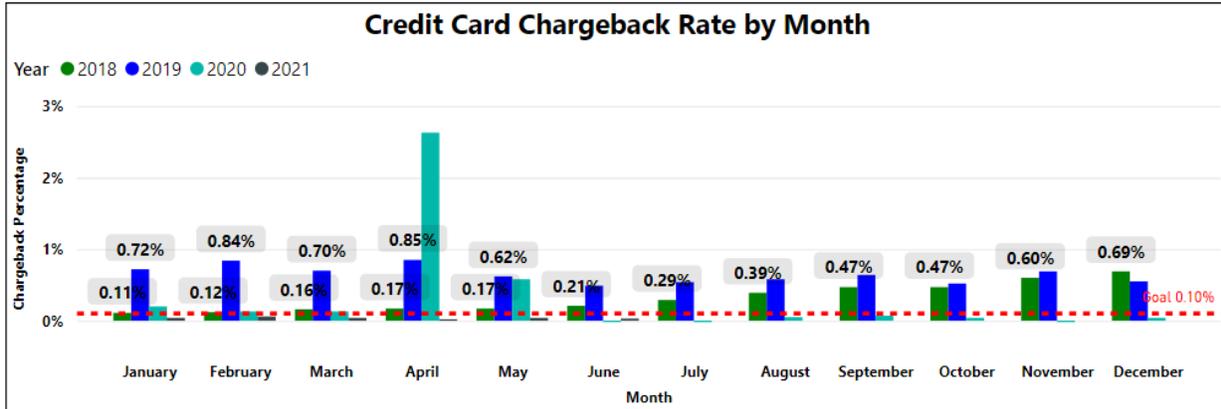


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In June 2021, the LIRR reported an Incorrect Fare Collected Rate of 12.5%. There is no available data to compare this to from June 2020 as the onboard revenue compliance program was suspended in March 2020.
- Additionally, 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	June	YTD	June	YTD
0.10%	0.03%	0.04%	-0.0039%	0.18%





# Long Island Rail Road

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## *Financial Report Highlights*

*June 2021*



### **Francis Landers**

Financial Liaison Long Island Rail Road  
MTA Office of the Chief Financial Officer



# 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.

### June 2021 Highlights

- Total revenue of \$327.6 million was \$39.0 million higher than the budget. This was primarily due to higher farebox revenue and the timing of reimbursements for capital activity.
- Through June 2021 ridership was 13.2 million, which was (29.0)% below 2020 and (70.4)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 39.9% above the budget. Commutation ridership of 4.0 million was (61.0)% below 2020 and (25.4)% below the budget. Non-Commutation ridership of 9.2 million was 10.4% above 2020 and 126.2% above the budget. Consequently, farebox revenue of \$110.5 million was \$30.6 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$939.5 million were \$89.7 million or 8.7% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of expenses for material usage and maintenance services, and lower overtime, OPEB current, electric and insurance expenses, partially offset by the timing of FELA indemnity reserves and higher fuel expenses.

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

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
<b>Total Revenue</b>	\$288.7	\$327.6	\$39.0
<b>Total Expenses Before Non-Cash Liabilities</b>	1,029.2	939.5	89.7
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$740.5)</b>	<b>(\$611.9)</b>	<b>\$128.6</b>
<b>Other Non-Cash Liabilities</b>	216.3	232.6	(16.3)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$956.8)</b>	<b>(\$844.4)</b>	<b>\$112.3</b>
<b>Cash Adjustments</b>	176.6	194.6	18.0
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$780.1)</b>	<b>(\$649.8)</b>	<b>\$130.3</b>



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

June YTD operating results were favorable by \$112.3 or 11.7% lower than the budget.

Non-Reimbursable revenues through June were \$31.2 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 revenue and higher miscellaneous revenues, partially offset by lower advertising revenue. Total Non-Reimbursable expenses were \$81.2 favorable due to vacant positions and associated fringe costs, the timing of materials and maintenance services, and lower OPEB current, overtime, electric, insurance and other business expenses, partially offset by higher depreciation and fuel expense, and the timing of FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$7.8 higher than the budget due to the timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$327.6 were \$39.0 or 13.5% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$30.6 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through June was 13.2 million. This was (29.0)% lower than 2020 (adjusted for the same number of calendar work days) and 39.9% higher than the budget.
- **Y-T-D Other Operating Revenues** were \$0.5 favorable to the budget due to the timing of rental revenue and higher miscellaneous revenues, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$7.8 favorable due to the timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to Date **Total Expenses** (including depreciation and other) of \$1,172.0 were favorable to the budget by \$73.4 or 5.9%.

**Labor Expenses**, \$56.9 favorable Y-T-D.

- **Payroll**, \$25.8 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$10.5 favorable Y-T-D (primarily lower programmatic/routine maintenance, capital project activity and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage, unscheduled maintenance and weather-related overtime).
- **Health & Welfare**, \$7.7 favorable Y-T-D (vacant positions and lower rates).
- **OPEB Current Payment**, \$8.4 favorable Y-T-D (fewer retirees/beneficiaries than projected and lower rates).
- **Pension**, \$(2.0) unfavorable Y-T-D (COVID-19 death benefits).
- **Other Fringe**, \$6.5 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves and higher Railroad Unemployment Insurance).



# Long Island Rail Road

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## *Financial Report Highlights*

**Non-Labor Expenses**, \$32.8 favorable Y-T-D.

- **Electric Power**, \$4.6 favorable Y-T-D (lower usage, partially offset by higher rates).
- **Fuel**, \$(2.0) unfavorable Y-T-D (higher rates).
- **Insurance**, \$3.6 favorable Y-T-D (lower liability and force account insurance).
- **Claims**, \$0.9 favorable Y-T-D (decrease in corporate reserves).
- **Maintenance and Other Operating Contracts**, \$7.7 favorable Y-T-D (primarily the timing of maintenance & repair and elevator & escalator services and vehicle purchases, the timing of invoices for construction, security and other maintenance services and lower joint facility and real estate expenses, partially offset by the timing of Moynihan Train Hall insurance costs).
- **Professional Services**, \$(1.4) unfavorable Y-T-D (primarily due to higher project services and legal expenses, and the timing of a fiber optic network contract renewal, partially offset by the timing of rolling stock decommissioning, MTA Chargeback services and rail inspections).
- **Materials and Supplies**, \$17.5 favorable Y-T-D (primarily timing of fleet maintenance and modifications, and right of way initiatives).
- **Other Business Expenses**, \$1.9 favorable Y-T-D (primarily due to lower credit/debit card fees, the timing of office supplies, travel and other miscellaneous expenses and higher restitution of property damages, partially offset by bad debt reserves).

**Depreciation and Other**, \$(16.3) unfavorable Y-T-D depreciation and environmental remediation.

### **CASH DEFICIT SUMMARY**

The Cash Deficit through June of \$(649.8) was \$130.3 favorable to the budget due to higher farebox revenue, the timing of capital and other reimbursements, and the timing of and lower expenditures, partially offset by prior year Railroad Retirement tax.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date June Farebox Operating Ratio was 14.9%, 5.4 percentage points above the budget resulting from higher farebox revenue and lower expenses.
- The June Adjusted Farebox Operating Ratio was 18.5%, which is above the budget due to higher farebox revenue and lower expenses.
- The June Adjusted Cost per Passenger was \$51.30, which is lower than the budget due to higher ridership and lower expenses.
- The June Revenue per Passenger was \$8.35, which was \$(0.09) below the budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$16.896	\$26.764	\$9.868	58.4	\$0.000	\$0.000	\$0.000	-	\$16.896	\$26.764	\$9.868	58.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.731	2.842	0.111	4.1	0.000	0.000	0.000	-	2.731	2.842	0.111	4.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	40.782	34.230	(6.552)	(16.1)	40.782	34.230	(6.552)	(16.1)
<b>Total Revenue</b>	<b>\$19.627</b>	<b>\$29.606</b>	<b>\$9.979</b>	<b>50.8</b>	<b>\$40.782</b>	<b>\$34.230</b>	<b>(\$6.552)</b>	<b>(16.1)</b>	<b>\$60.409</b>	<b>\$63.836</b>	<b>\$3.427</b>	<b>5.7</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$45.777	\$40.846	\$4.931	10.8	\$14.453	\$12.783	\$1.670	11.6	\$60.230	\$53.629	\$6.601	11.0
Overtime	12.148	11.038	1.111	9.1	5.557	3.775	1.783	32.1	17.706	14.812	2.893	16.3
Health and Welfare	10.160	9.446	0.714	7.0	3.375	2.900	0.475	14.1	13.535	12.347	1.188	8.8
OPEB Current Payment	6.521	5.017	1.505	23.1	0.000	0.000	0.000	-	6.521	5.017	1.505	23.1
Pensions	12.814	17.335	(4.521)	(35.3)	5.483	3.462	2.021	36.9	18.297	20.797	(2.500)	(13.7)
Other Fringe Benefits	15.066	13.123	1.943	12.9	3.451	3.145	0.306	8.9	18.517	16.267	2.250	12.1
Reimbursable Overhead	(1.596)	(3.417)	1.821	*	1.596	3.417	(1.821)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$100.891</b>	<b>\$93.387</b>	<b>\$7.504</b>	<b>7.4</b>	<b>\$33.915</b>	<b>\$29.481</b>	<b>\$4.433</b>	<b>13.1</b>	<b>\$134.806</b>	<b>\$122.869</b>	<b>\$11.937</b>	<b>8.9</b>
<i>Non-Labor:</i>												
Electric Power	\$7.610	\$6.502	\$1.108	14.6	\$0.024	\$0.024	\$0.000	0.7	\$7.634	\$6.526	\$1.109	14.5
Fuel	1.099	1.722	(0.623)	(56.7)	0.000	0.000	0.000	-	1.099	1.722	(0.623)	(56.7)
Insurance	2.138	1.712	0.426	19.9	0.837	0.510	0.327	39.1	2.975	2.222	0.753	25.3
Claims	0.384	0.483	(0.098)	(25.6)	0.000	0.000	0.000	-	0.384	0.483	(0.098)	(25.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.174	7.642	0.532	6.5	2.021	1.715	0.306	15.1	10.196	9.358	0.838	8.2
Professional Service Contracts	3.417	1.185	2.231	65.3	0.110	0.151	(0.041)	(37.2)	3.527	1.337	2.190	62.1
Materials & Supplies	12.968	14.300	(1.332)	(10.3)	3.828	2.270	1.558	40.7	16.796	16.570	0.226	1.3
Other Business Expenses	1.352	3.623	(2.271)	*	0.047	0.078	(0.031)	(67.3)	1.398	3.701	(2.303)	*
<b>Total Non-Labor Expenses</b>	<b>\$37.143</b>	<b>\$37.169</b>	<b>(\$0.026)</b>	<b>(0.1)</b>	<b>\$6.867</b>	<b>\$4.749</b>	<b>\$2.119</b>	<b>30.9</b>	<b>\$44.010</b>	<b>\$41.918</b>	<b>\$2.092</b>	<b>4.8</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$138.034</b>	<b>\$130.556</b>	<b>\$7.477</b>	<b>5.4</b>	<b>\$40.782</b>	<b>\$34.230</b>	<b>\$6.552</b>	<b>16.1</b>	<b>\$178.816</b>	<b>\$164.787</b>	<b>\$14.029</b>	<b>7.8</b>
Depreciation	\$34.792	\$38.555	(\$3.763)	(10.8)	\$0.000	\$0.000	\$0.000	-	\$34.792	\$38.555	(\$3.763)	(10.8)
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	0.167	0.473	(0.306)	*	0.000	0.000	0.000	-	0.167	0.473	(0.306)	*
<b>Total Expenses</b>	<b>\$172.992</b>	<b>\$169.584</b>	<b>\$3.408</b>	<b>2.0</b>	<b>\$40.782</b>	<b>\$34.230</b>	<b>\$6.552</b>	<b>16.1</b>	<b>\$213.774</b>	<b>\$203.814</b>	<b>\$9.960</b>	<b>4.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$153.365)</b>	<b>(\$139.978)</b>	<b>\$13.387</b>	<b>8.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$153.365)</b>	<b>(\$139.978)</b>	<b>\$13.387</b>	<b>8.7</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$34.792	\$38.555	\$3.763	10.8	\$0.000	\$0.000	\$0.000	-	34.792	\$38.555	\$3.763	10.8
Operating/Capital	(2.566)	(0.229)	2.337	91.1	0.000	0.000	0.000	-	(2.566)	(0.229)	2.337	91.1
Other Cash Adjustments	6.613	(18.664)	(25.277)	*	0.000	0.000	0.000	-	6.613	(18.664)	(25.277)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$38.838</b>	<b>\$19.662</b>	<b>(\$19.177)</b>	<b>(49.4)</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$38.838</b>	<b>\$19.662</b>	<b>(\$19.177)</b>	<b>(49.4)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$114.527)</b>	<b>(\$120.317)</b>	<b>(\$5.790)</b>	<b>(5.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$114.527)</b>	<b>(\$120.317)</b>	<b>(\$5.790)</b>	<b>(5.1)</b>

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE 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
<b>Revenue</b>												
Farebox Revenue	\$79.843	\$110.451	\$30.607	38.3	\$0.000	\$0.000	\$0.000	-	\$79.843	\$110.451	\$30.607	38.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	14.321	14.867	0.546	3.8	0.000	0.000	0.000	-	14.321	14.867	0.546	3.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	194.493	202.290	7.797	4.0	194.493	202.290	7.797	4.0
<b>Total Revenue</b>	<b>\$94.164</b>	<b>\$125.318</b>	<b>\$31.153</b>	<b>33.1</b>	<b>\$194.493</b>	<b>\$202.290</b>	<b>\$7.797</b>	<b>4.0</b>	<b>\$288.657</b>	<b>\$327.608</b>	<b>\$38.951</b>	<b>13.5</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$293.667	\$266.703	\$26.964	9.2	\$68.799	\$70.001	(\$1.201)	(1.7)	\$362.466	\$336.703	\$25.762	7.1
Overtime	65.205	59.231	5.974	9.2	27.564	23.074	4.491	16.3	92.770	82.305	10.465	11.3
Health and Welfare	65.618	57.844	7.774	11.8	16.179	16.247	(0.068)	(0.4)	81.797	74.092	7.705	9.4
OPEB Current Payment	39.127	30.741	8.386	21.4	0.000	0.000	0.000	-	39.127	30.741	8.386	21.4
Pensions	83.496	92.375	(8.879)	(10.6)	26.287	19.393	6.894	26.2	109.782	111.767	(1.985)	(1.8)
Other Fringe Benefits	83.414	75.785	7.629	9.1	16.544	17.648	(1.104)	(6.7)	99.959	93.433	6.525	6.5
Reimbursable Overhead	(7.085)	(18.996)	11.911	*	7.085	18.996	(11.911)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$623.442</b>	<b>\$563.682</b>	<b>\$59.759</b>	<b>9.6</b>	<b>\$162.459</b>	<b>\$165.359</b>	<b>(\$2.900)</b>	<b>(1.8)</b>	<b>\$785.901</b>	<b>\$729.042</b>	<b>\$56.859</b>	<b>7.2</b>
<i>Non-Labor:</i>												
Electric Power	\$42.024	\$37.397	\$4.627	11.0	\$0.129	\$0.140	(\$0.011)	(8.5)	\$42.153	\$37.537	\$4.616	11.0
Fuel	7.642	9.630	(1.987)	(26.0)	0.000	0.000	0.000	-	7.642	\$9.630	(1.987)	(26.0)
Insurance	12.282	9.523	2.760	22.5	3.794	2.939	0.855	22.5	16.077	\$12.462	3.615	22.5
Claims	2.306	1.357	0.949	41.1	0.000	0.000	0.000	-	2.306	\$1.357	0.949	41.1
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	45.868	37.337	8.531	18.6	8.015	8.824	(0.808)	(10.1)	53.883	\$46.161	7.722	14.3
Professional Service Contracts	20.007	19.324	0.683	3.4	0.393	2.518	(2.125)	*	20.400	\$21.842	(1.442)	(7.1)
Materials & Supplies	74.174	54.018	20.156	27.2	19.478	22.162	(2.684)	(13.8)	93.652	\$76.180	17.472	18.7
Other Business Expenses	6.919	4.900	2.018	29.2	0.224	0.348	(0.124)	(55.2)	7.143	\$5.248	1.895	26.5
<b>Total Non-Labor Expenses</b>	<b>\$211.223</b>	<b>\$173.486</b>	<b>\$37.736</b>	<b>17.9</b>	<b>\$32.034</b>	<b>\$36.931</b>	<b>(\$4.897)</b>	<b>(15.3)</b>	<b>\$243.256</b>	<b>\$210.417</b>	<b>\$32.839</b>	<b>13.5</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$834.664</b>	<b>\$737.169</b>	<b>\$97.496</b>	<b>11.7</b>	<b>\$194.493</b>	<b>\$202.290</b>	<b>(\$7.797)</b>	<b>(4.0)</b>	<b>\$1,029.157</b>	<b>\$939.459</b>	<b>\$89.698</b>	<b>8.7</b>
Depreciation	\$215.250	\$230.541	(15.291)	(7.1)	\$0.000	\$0.000	\$0.000	-	\$215.250	\$230.541	(15.291)	(7.1)
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	1.000	2.033	(1.033)	*	0.000	0.000	0.000	-	1.000	2.033	(1.033)	*
<b>Total Expenses</b>	<b>\$1,050.914</b>	<b>\$969.743</b>	<b>\$81.172</b>	<b>7.7</b>	<b>\$194.493</b>	<b>\$202.290</b>	<b>(\$7.797)</b>	<b>(4.0)</b>	<b>\$1,245.407</b>	<b>\$1,172.033</b>	<b>\$73.374</b>	<b>5.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$956.750)</b>	<b>(\$844.425)</b>	<b>\$112.325</b>	<b>11.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$956.750)</b>	<b>(\$844.425)</b>	<b>\$112.325</b>	<b>11.7</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$215.250	\$230.541	\$15.291	7.1	\$0.000	\$0.000	\$0.000	-	215.250	\$230.541	\$15.291	7.1
Operating/Capital	(8.795)	(2.834)	5.962	67.8	0.000	0.000	0.000	-	(8.795)	(2.834)	5.962	67.8
Other Cash Adjustments	(29.846)	(33.130)	(3.284)	(11.0)	0.000	0.000	0.000	-	(29.846)	(33.130)	(3.284)	(11.0)
<b>Total Cash Conversion Adjustments</b>	<b>\$176.609</b>	<b>\$194.577</b>	<b>\$17.968</b>	<b>10.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$176.609</b>	<b>\$194.577</b>	<b>\$17.968</b>	<b>10.2</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$780.141)</b>	<b>(\$649.847)</b>	<b>\$130.294</b>	<b>16.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$780.141)</b>	<b>(\$649.847)</b>	<b>\$130.294</b>	<b>16.7</b>

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

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2021		Reason for Variance	Year-to-Date June 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	9.868	58.4	Higher ridership \$9.400, and higher yield per passenger \$0.468.	30.607	38.3	Higher ridership \$31.855, partially offset by lower yield per passenger \$(1.248).
Other Operating Revenue	Non Reimb.	0.111	4.1	Primarily due to timing of rental revenue, partially offset by lower advertising revenue.	0.546	3.8	Primarily due to the timing of rental revenue and higher miscellaneous revenue, partially offset by lower advertising revenue.
Capital & Other Reimbursements	Reimb.	(6.552)	(16.1)	Timing of capital project activity and interagency reimbursements.	7.797	4.0	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	4.931	10.8	Primarily vacant positions.	26.964	9.2	Primarily vacant positions.
	Reimb.	1.670	11.6	Primarily due to timing of project activity.	(1.201)	(1.7)	Primarily due to timing of project activity.
Overtime	Non Reimb.	1.111	9.1	Lower scheduled/unscheduled service and maintenance, partially offset by higher vacancy/absentee coverage.	5.974	9.2	Lower programmatic/routine maintenance and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage, unscheduled maintenance and weather-related overtime.
	Reimb.	1.783	32.1	Lower capital reimbursable activity.	4.491	16.3	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	0.714	7.0	Vacant positions and lower rates.	7.774	11.8	Vacant positions and lower rates.
	Reimb.	0.475	14.1	Primarily due to timing of project activity.	(0.068)	(0.4)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.505	23.1	Fewer retirees/beneficiaries and lower rates.	8.386	21.4	Fewer retirees/beneficiaries and lower rates.
Pensions	Non Reimb.	(4.521)	(35.3)	Primarily due to employee COVID-19 death benefits. Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.	(8.879)	(10.6)	Primarily due to employee COVID-19 death benefits. Total pension plan contributions are on plan, however, the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	2.021	36.9	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.	6.894	26.2	Total pension plan contributions are on plan, however 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.	June 2021		Reason for Variance	Year-to-Date June 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	1.943	12.9	Lower Railroad Retirement Taxes due to vacant positions, partially offset by higher Railroad Unemployment Insurance.	7.629	9.1	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves and higher Railroad Unemployment Insurance.
	Reimb.	0.306	8.9		(1.104)	(6.7)	
Reimbursable Overhead	Non Reimb.	1.821	*	Primarily due to timing of project activity.	11.911	*	Primarily due to timing of project activity.
	Reimb.	(1.821)	*		(11.911)	*	
Electric Power	Non Reimb.	1.108	14.6	Primarily due to lower usage, partially offset by higher rates.	4.627	11.0	Primarily due to lower usage, partially offset by higher rates.
	Reimb.	0.000	0.7		(0.011)	(8.5)	
Fuel	Non Reimb.	(0.623)	(56.7)	Primarily due to higher rates.	(1.987)	(26.0)	Primarily due to higher rates.
Insurance	Non Reimb.	0.426	19.9	Lower liability insurance.	2.760	22.5	Lower liability insurance.
	Reimb.	0.327	39.1		Force Account Insurance associated with project activity.	0.855	
Claims	Non Reimb.	(0.098)	(25.6)	Primarily increase in Corporate Reserves.	0.949	41.1	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.	June 2021		Reason for Variance	Year-to-Date June 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	0.532	6.5	Primarily due to the timing of maintenance and repair services, elevator & escalator and joint facility costs, and lower real estate rental costs, partially offset by the timing of Moynihan Train Hall insurance cost.	8.531	18.6	Primarily due to the timing of maintenance & repair services, elevator & escalator services and the timing of invoices for security system maintenance, construction and other maintenance services, delayed vehicle purchases, lower joint facility and real estate rental costs; partially offset by the timing of Moynihan Train Hall insurance cost.
	Reimb.	0.306	15.1	Primarily due to timing of project activity.	(0.808)	(10.1)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	2.231	65.3	Primarily due to an accounting reclassification of future year fiber optic network contract expenses and the timing of homeless outreach expenses.	0.683	3.4	Primarily due to the timing of rolling stock decommissioning, MTA Chargebacks and revenue fleet inspection and testing, partially offset by the timing of a fiber optic network contract renewal and higher legal fees.
	Reimb.	(0.041)	(37.2)	Primarily due to timing of project activity.	(2.125)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(1.332)	(10.3)	Primarily a true-up of reclaimed material from inventory, partially offset by the timing of modifications and RCM/RR activity for revenue fleet and right of way material, and lower miscellaneous inventory adjustments and COVID19 cleaning costs.	20.156	27.2	Primarily timing of modifications and RCM activity for revenue fleet and right of way material, and lower COVID19 cleaning costs and miscellaneous inventory adjustments.
	Reimb.	1.558	40.7	Primarily due to timing of project activity.	(2.684)	(13.8)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(2.271)	*	Primarily higher bad debt, partially offset by lower credit/debit card fees, office supplies and travel expenses.	2.018	29.2	Primarily due to lower credit/debit card fees, the timing of office supplies, travel and other miscellaneous expenses and higher restitution of property damages, partially offset by bad debt reserves.
	Reimb.	(0.031)	(67.3)	Primarily due to timing of project activity.	(0.124)	(55.2)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(3.763)	(10.8)	Based on certain capital assets being fully depreciated.	(15.291)	(7.1)	Based on certain capital assets being fully depreciated.

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
June 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$17.546	\$28.528	\$10.982	62.6	\$82.917	\$111.509	\$28.592	34.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.067	1.468	0.401	37.6	12.990	16.761	3.771	29.0
Capital & Other Reimbursements	37.866	36.220	(1.646)	(4.3)	152.376	177.490	25.114	16.5
<b>Total Receipts</b>	<b>\$56.479</b>	<b>\$66.216</b>	<b>\$9.737</b>	<b>17.2</b>	<b>\$248.283</b>	<b>\$305.760</b>	<b>\$57.477</b>	<b>23.1</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$56.318	\$49.968	\$6.350	11.3	\$352.254	\$316.152	\$36.102	10.2
Overtime	14.026	11.586	2.440	17.4	91.681	75.137	16.544	18.0
Health and Welfare	13.535	26.039	(12.505)	(92.4)	81.797	72.002	9.795	12.0
OPEB Current Payment	6.521	9.754	(3.233)	(49.6)	39.127	30.395	8.732	22.3
Pensions	18.297	17.979	0.318	1.7	109.782	108.214	1.569	1.4
Other Fringe Benefits	14.736	13.972	0.764	5.2	100.887	141.942	(41.056)	(40.7)
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$123.433</b>	<b>\$129.299</b>	<b>(\$5.866)</b>	<b>(4.8)</b>	<b>\$775.529</b>	<b>\$743.842</b>	<b>\$31.687</b>	<b>4.1</b>
<i>Non-Labor:</i>								
Electric Power	\$7.634	\$11.827	(\$4.192)	(54.9)	\$42.153	\$36.321	\$5.833	13.8
Fuel	1.099	1.149	(0.050)	(4.6)	7.642	9.054	(1.412)	(18.5)
Insurance	2.624	7.269	(4.645)	*	18.384	2.522	15.862	86.3
Claims	0.153	0.162	(0.009)	(5.9)	0.918	1.144	(0.226)	(24.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.196	12.627	(2.432)	(23.8)	53.883	52.572	1.311	2.4
Professional Service Contracts	4.198	9.639	(5.442)	*	13.575	18.777	(5.202)	(38.3)
Materials & Supplies	19.519	12.718	6.801	34.8	104.804	84.297	20.507	19.6
Other Business Expenses	1.499	1.490	0.009	0.6	8.462	5.566	2.896	34.2
<b>Total Non-Labor Expenditures</b>	<b>\$46.922</b>	<b>\$56.881</b>	<b>(\$9.959)</b>	<b>(21.2)</b>	<b>\$249.822</b>	<b>\$210.253</b>	<b>\$39.569</b>	<b>15.8</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$0.650	\$0.353	\$0.298	45.8	\$3.074	\$1.513	\$1.561	50.8
<b>Total Other Expenditure Adjustments</b>	<b>\$0.650</b>	<b>\$0.353</b>	<b>\$0.298</b>	<b>45.8</b>	<b>\$3.074</b>	<b>\$1.513</b>	<b>\$1.561</b>	<b>50.8</b>
<b>Total Expenditures</b>	<b>\$171.006</b>	<b>\$186.533</b>	<b>(\$15.527)</b>	<b>(9.1)</b>	<b>\$1,028.424</b>	<b>\$955.607</b>	<b>\$72.817</b>	<b>7.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$114.527)</b>	<b>(\$120.317)</b>	<b>(\$5.790)</b>	<b>(5.1)</b>	<b>(\$780.141)</b>	<b>(\$649.847)</b>	<b>\$130.294</b>	<b>16.7</b>
<b>MTA Subsidy</b>	<b>114.527</b>	<b>61.134</b>	<b>(53.393)</b>	<b>(46.6)</b>	<b>780.141</b>	<b>441.612</b>	<b>(338.529)</b>	<b>(43.4)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>0.000</b>	<b>0.604</b>	<b>0.604</b>	<b>-</b>	<b>0.000</b>	<b>(13.112)</b>	<b>(13.112)</b>	<b>-</b>

Note: Totals may not add due to rounding

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

Table 5

Generic Revenue or Expense Category	June 2021			Year-to-Date as of June 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	10.982	62.6	Higher ridership \$9.400, higher advance sales impact \$1.342 and higher yields \$0.468, partially offset by lower MetroCard/AirTrain sales \$(0.228).	28.592	34.5	Higher ridership \$31.855, partially offset by lower MetroCard/AirTrain sales \$(1.366), lower yields \$(1.248) and lower advance sales impact \$(0.649).
Other Operating Revenue	0.401	37.6	Primarily due to the timing of rental payments.	3.771	29.0	Primarily due to the timing of rental and freight revenue, and higher miscellaneous revenue.
Capital and Other Reimbursements	(1.646)	(4.3)	Timing of activity and reimbursement for capital and other reimbursements.	25.114	16.5	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	6.350	11.3	Primarily due to vacant positions and rates.	36.102	10.2	Primarily due to vacant positions and rates.
Overtime	2.440	17.4	Primarily due to lower project overtime, scheduled/unscheduled service and maintenance, partially offset by higher vacancy/absentee coverage.	16.544	18.0	Primarily due to lower programmatic/routine maintenance, rates, project overtime and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage, unscheduled maintenance and weather-related overtime.
Health and Welfare	(12.505)	(92.4)	Primarily due the timing of payments, partially offset by vacant positions, lower rates and intercompany reimbursements.	9.795	12.0	Primarily due to vacant positions, lower rates and intercompany reimbursements.
OPEB Current Payment	(3.233)	(49.6)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries and lower rates.	8.732	22.3	Primarily due to fewer retirees/beneficiaries and lower rates.

**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	June 2021			Year-to-Date as of June 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	0.318	1.7	Due to intercompany reimbursements.	1.569	1.4	Due to intercompany reimbursements.
Other Fringe Benefits	0.764	5.2	Primarily due to lower Railroad Retirement Tax payments, partially offset by the timing of FELA payments.	(41.056)	(40.7)	Primarily due to the payment of Railroad Retirement Taxes which were deferred in 2020, higher Railroad Unemployment Insurance and the timing of FELA payments, partially offset by lower Railroad Retirement Tax payments for 2021.
Non-Labor:						
Electric Power	(4.192)	(54.9)	Primarily due to catch-up traction power payments and higher rates, partially offset by lower usage.	5.833	13.8	Primarily due to lower usage, partially offset by higher rates.
Fuel	(0.050)	(4.6)	Primarily due to higher rates, partially offset by the timing of payments.	(1.412)	(18.5)	Primarily due to higher rates, partially offset by the timing of payments.
Insurance	(4.645)	*	Timing of insurance premium payments.	15.862	86.3	Timing of insurance premium payments, prior year audit credits and lower renewal rates.
Claims	(0.009)	(5.9)	Timing of payments for claims.	(0.226)	(24.6)	Timing of payments for claims.
Maintenance and Other Operating Contracts	(2.432)	(23.8)	Timing of payments.	1.311	2.4	Timing of payments.
Professional Service Contracts	(5.442)	*	Primarily due to the timing of a multiyear fiber optic network contract renewal and MTA Chargeback payments.	(5.202)	(38.3)	Primarily due to the timing of a multiyear fiber optic network contract renewal and other consulting service payments, partially offset by the timing of MTA Chargeback 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	June 2021			Year-to-Date as of June 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Materials and Supplies	6.801	34.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	20.507	19.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.009	0.6		2.896	34.2	Primarily lower credit/debit fees and travel expenses, the timing of office supplies and other miscellaneous expenses and higher restitution of property damages.
Other Expenditure Adjustments	0.298	45.8	Lower MetroCard/AirTrain pass through payments.	1.561	50.8	Lower MetroCard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.650	\$1.764	\$1.114	*	\$3.074	\$1.058	(\$2.015)	(65.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.665)	(1.374)	0.291	17.5	(1.331)	1.894	3.225	*
Capital & Other Reimbursements	(2.916)	1.990	4.906	*	(42.117)	(24.801)	17.316	41.1
<b>Total Receipts</b>	<b>(\$3.930)</b>	<b>\$2.380</b>	<b>\$6.310</b>	<b>*</b>	<b>(\$40.374)</b>	<b>(\$21.848)</b>	<b>\$18.526</b>	<b>45.9</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$3.912	\$3.661	(\$0.251)	(6.4)	\$10.212	\$20.552	\$10.340	*
Overtime	3.680	3.226	(0.454)	(12.3)	1.088	7.168	6.079	*
Health and Welfare	(0.000)	(13.693)	(13.693)	*	0.000	2.090	2.090	*
OPEB Current Payment	0.000	(4.737)	(4.737)	-	0.000	0.346	0.346	-
Pensions	0.000	2.818	2.818	-	0.000	3.554	3.554	-
Other Fringe Benefits	3.781	2.295	(1.485)	(39.3)	(0.928)	(48.509)	(47.581)	*
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$11.373</b>	<b>(\$6.430)</b>	<b>(\$17.802)</b>	<b>*</b>	<b>\$10.372</b>	<b>(\$14.800)</b>	<b>(\$25.172)</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$5.301)	(\$5.301)	-	\$0.000	\$1.216	\$1.216	*
Fuel	0.000	0.573	0.573	-	0.000	0.575	0.575	*
Insurance	0.351	(5.047)	(5.398)	*	(2.308)	9.940	12.248	*
Claims	0.231	0.321	0.089	38.6	1.388	0.213	(1.175)	(84.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(3.270)	(3.270)	*	(0.000)	(6.411)	(6.411)	*
Professional Service Contracts	(0.671)	(8.303)	(7.632)	*	6.825	3.065	(3.760)	(55.1)
Materials & Supplies	(2.723)	3.852	6.575	*	(11.152)	(8.117)	3.035	27.2
Other Business Expenses	(0.101)	2.211	2.312	*	(1.318)	(0.317)	1.001	75.9
<b>Total Non-Labor Expenditures</b>	<b>(\$2.912)</b>	<b>(\$14.964)</b>	<b>(\$12.052)</b>	<b>*</b>	<b>(\$6.565)</b>	<b>\$0.165</b>	<b>\$6.730</b>	<b>*</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.650)	(\$0.353)	\$0.298	45.8	(\$3.074)	(\$1.513)	\$1.561	50.8
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.650)</b>	<b>(\$0.353)</b>	<b>\$0.298</b>	<b>45.8</b>	<b>(\$3.074)</b>	<b>(\$1.513)</b>	<b>\$1.561</b>	<b>50.8</b>
<b>Total Expenditures</b>	<b>\$7.810</b>	<b>(\$21.746)</b>	<b>(\$29.556)</b>	<b>*</b>	<b>\$0.733</b>	<b>(\$16.149)</b>	<b>(\$16.881)</b>	<b>*</b>
Depreciation Adjustment	\$34.792	\$38.555	\$3.763	10.8	\$215.250	\$230.541	\$15.291	7.1
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	0.473	0.306	*	1.000	2.033	1.033	*
<b>Total Expenditures After Non-Cash Liabilities</b>	<b>\$42.769</b>	<b>\$17.281</b>	<b>(\$25.487)</b>	<b>(59.6)</b>	<b>\$216.983</b>	<b>\$216.425</b>	<b>(\$0.558)</b>	<b>(0.3)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$38.838</b>	<b>\$19.662</b>	<b>(\$19.177)</b>	<b>(49.4)</b>	<b>\$176.609</b>	<b>\$194.577</b>	<b>\$17.968</b>	<b>10.2</b>

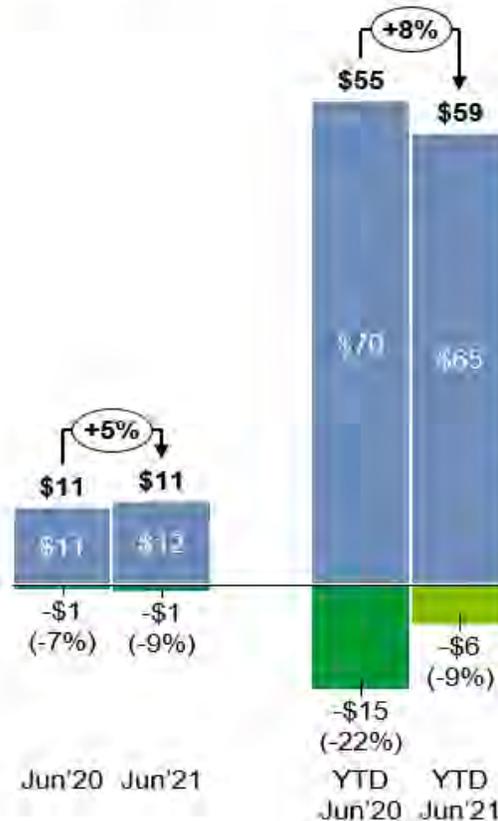
# LIRR – Non-Reimbursable Overtime Variance

## June 2021 and 2021 Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

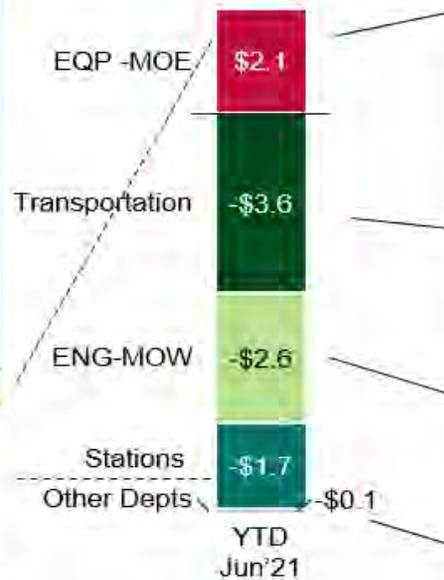
2021 Adopted Budget FY \$146M



## Overview (YTD)

- Overall Increase of \$4M or 8% compared to June 2020 YTD
- \$6M below the 2021 Adopted Budget mainly driven by controlled Maintenance partially offset by Vacancy/Absentee Coverage.
- 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 vs the 2021 Adopted Budget.

## YTD variance by division \$M



Overrun of \$2.1M driven by \$4.2M unfavorable vacancy/absentee coverage due to increase in use of sick leave & vacancies. \$1.9M higher Covid-19 cleaning efforts, \$0.7M unfavorable weather patterns in Jan/Feb and pay rate differences \$0.7M offset by -\$5.1M lower maintenance primarily due to MU Car Shop (impact of fire protection systems impairment) and Scheduled Service -\$0.2M.

Underrun of -\$3.6M driven by -\$1.3M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$1.4M scheduled service (less Train & Engine hours), -\$0.9M unscheduled service as a result less incidents offset by \$0.1M unfavorable weather patterns.

Underrun of -\$2.6M driven by -3.4M controlled maintenance efforts and favorable weather-related -\$0.5 overtime partially offset by \$1.2M pay rate/accrual differences.

Underrun of -\$1.7M attributed to -\$1.3M as a result of effective cost management of Covid-19 cleaning efforts, -\$0.4M lower vacancy/absentee coverage.

# LIRR – Reimbursable Overtime Variance

## June 2021 and 2021 Adopted Budget vs. variance

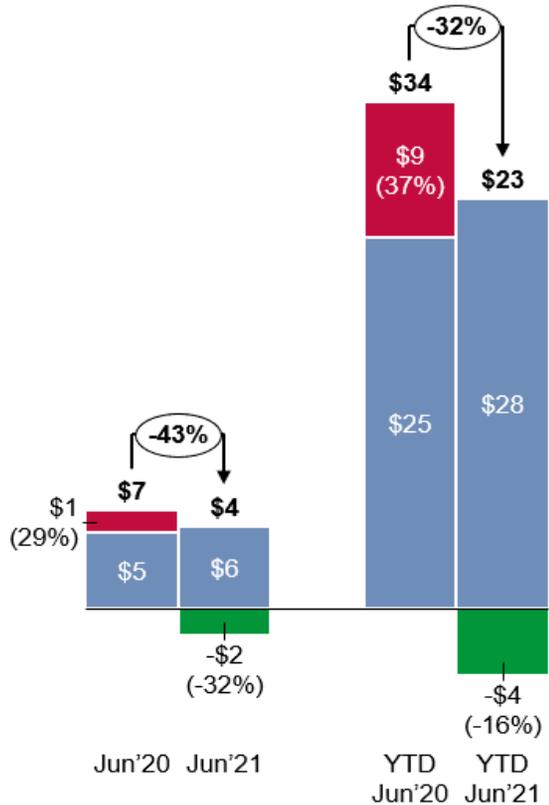
\$M

- Favorable
- Unfavorable
- Budget

2021 Adopted Budget FY \$56M

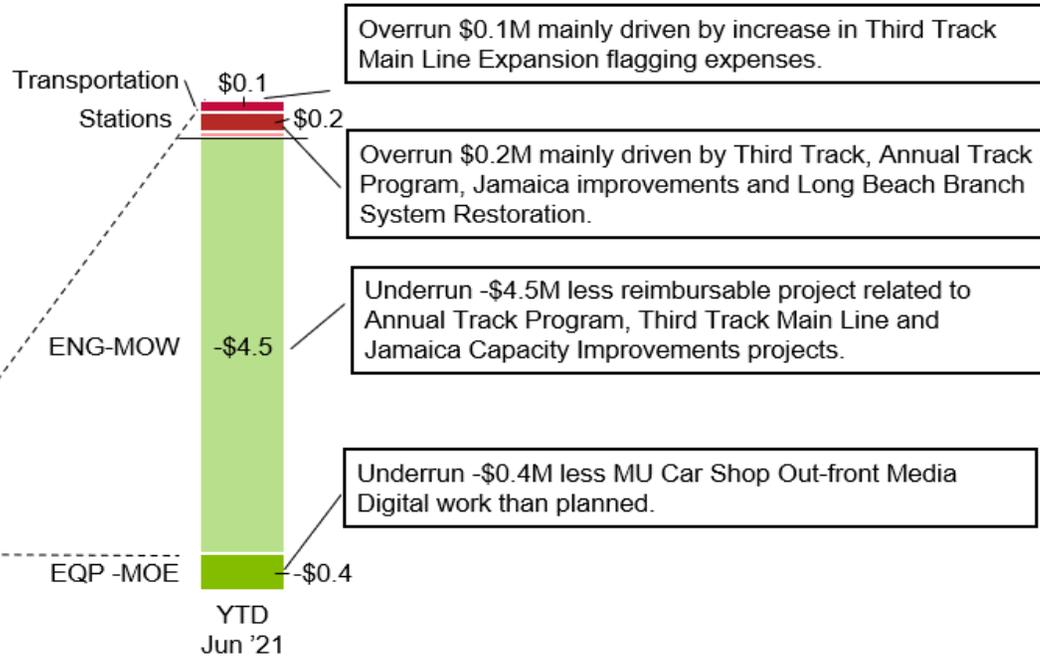
## Overview (YTD)

- Overall decrease of -\$11M or -32% compared to June 2020 ytd
- \$4M or -16% below 2021 Adopted Budget.



## YTD variance by division

\$M



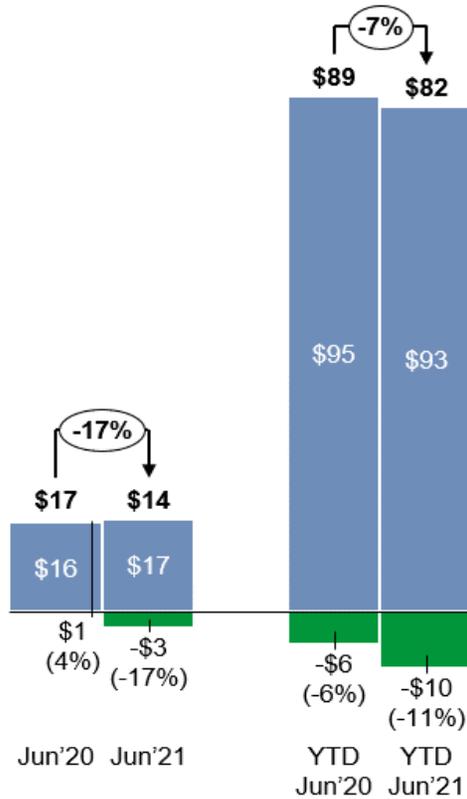
# LIRR – Total Overtime Variance

## June 2021 and 2021 Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

2021 Adopted Budget FY \$202M

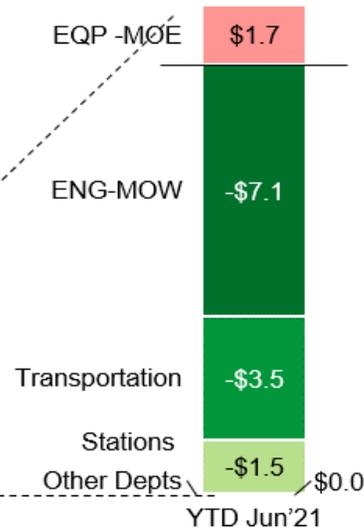


## Overview (YTD)

- Overall decrease of -\$7M or -7% compared to June 2020
- -\$10M or -11% below 2021 Adopted Budget
- Non-Reimbursable underrun of -\$6M
- Reimbursable underrun of -\$4M
- 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 vs the 2021 Adopted Budget.

## 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 JUNE 2021

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	1	1	0
Enterprise Asset Management	6	5	1
Sr. Vice President - Engineering	2	1	1
Labor Relations	14	13	1
Procurement & Logistics (excl. Stores)	62	45	17
Human Resources	35	32	3
Sr VP Administration	2	2	0
Strategic Investments	12	12	0
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	1	2
Security	15	12	3
System Safety	46	41	5
Training	68	64	4
Service Planning	28	26	2
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>478</b>	<b>423</b>	<b>55</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,351	2,246	105
Customer Services	388	312	76
<b>Total Operations</b>	<b>2,739</b>	<b>2,558</b>	<b>181</b>
<b>Maintenance</b>			
Engineering	1,958	1,908	50
Equipment	2,216	2,037	179
Procurement (Stores)	95	98	(3)
<b>Total Maintenance</b>	<b>4,269</b>	<b>4,043</b>	<b>226</b>
<b>Engineering/Capital</b>			
Department of Program Management	144	113	31
Special Projects	59	46	13
Positive Train Control	2	12	(10)
<b>Total Engineering/Capital</b>	<b>205</b>	<b>171</b>	<b>34</b>
<b>Baseline Total Positions</b>	<b>7,690</b>	<b>7,195</b>	<b>495</b>
<i>Non-Reimbursable</i>	<b>6,328</b>	<b>5,997</b>	<b>331</b>
<i>Reimbursable</i>	<b>1,362</b>	<b>1,198</b>	<b>165</b>
<b>Total Full-Time</b>	<b>7,690</b>	<b>7,195</b>	<b>495</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

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

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 331 positions due to vacancies in Maintenance of Equipment, Train Operations (which is partially due to capital project activity), Stations and other administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.
<b>REIMBURSABLE POSITIONS</b> - Favorable 165 positions due to vacancies in Engineering (which is partially due to Engineering workforce working on maintenance activity), Project Management, Procurement & Logistics, Special Projects and other administrative departments, partially offset by increased project activity in Train Operations.

**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 JUNE 2021**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	258	232	26
Professional, Technical, Clerical	116	83	33
Operational Hourlies	104	108	(4)
<b>Total Administration</b>	<b>478</b>	<b>423</b>	<b>55</b>
<b>Operations</b>			
Managers/Supervisors	355	298	57
Professional, Technical, Clerical	119	95	24
Operational Hourlies	2,265	2,165	100
<b>Total Operations</b>	<b>2,739</b>	<b>2,558</b>	<b>181</b>
<b>Maintenance</b>			
Managers/Supervisors	884	763	121
Professional, Technical, Clerical	294	209	85
Operational Hourlies	3,091	3,071	20
<b>Total Maintenance</b>	<b>4,269</b>	<b>4,043</b>	<b>226</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	145	128	17
Professional, Technical, Clerical	60	43	17
Operational Hourlies	0	-	0
<b>Total Engineering/Capital</b>	<b>205</b>	<b>171</b>	<b>34</b>
<b>Total Positions</b>			
Managers/Supervisors	1,642	1,421	221
Professional, Technical, Clerical	589	430	159
Operational Hourlies	5,460	5,344	116
<b>Total Positions</b>	<b>7,690</b>	<b>7,195</b>	<b>495</b>

Note: Totals may not add due to rounding

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

	JUNE 2021							JUNE 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			
			#	%	#	%				#	%	#	%	
<b>RIDERSHIP</b>														
Monthly	1.048	0.748	0.278	(0.300)	-28.6%	0.470	168.9%	5.148	3.763	9.734	(1.385)	-26.9%	(5.971)	-61.3%
Weekly	0.054	0.050	0.053	(0.003)	-6.2%	(0.003)	-4.7%	0.233	0.249	0.545	0.016	6.8%	(0.296)	-54.3%
Total Commutation	<b>1.101</b>	<b>0.798</b>	<b>0.331</b>	<b>(0.303)</b>	<b>-27.5%</b>	<b>0.467</b>	<b>141.3%</b>	<b>5.381</b>	<b>4.012</b>	<b>10.279</b>	<b>(1.369)</b>	<b>-25.4%</b>	<b>(6.267)</b>	<b>-61.0%</b>
One-Way Full Fare	0.232	0.221	0.125	(0.012)	-5.0%	0.096	76.9%	1.003	0.939	2.093	(0.064)	-6.3%	(1.154)	-55.1%
One-Way Off-Peak	0.403	1.296	0.409	0.892	221.2%	0.886	216.6%	1.885	4.886	3.842	3.000	159.1%	1.044	27.2%
All Other	0.260	0.793	0.248	0.533	205.2%	0.545	219.4%	1.186	3.391	2.412	2.205	185.9%	0.978	40.5%
Total Non-Commutation	<b>0.895</b>	<b>2.309</b>	<b>0.782</b>	<b>1.414</b>	<b>157.9%</b>	<b>1.527</b>	<b>195.2%</b>	<b>4.074</b>	<b>9.215</b>	<b>8.347</b>	<b>5.141</b>	<b>126.2%</b>	<b>0.868</b>	<b>10.4%</b>
Total	<b>1.997</b>	<b>3.108</b>	<b>1.113</b>	<b>1.111</b>	<b>55.6%</b>	<b>1.995</b>	<b>179.2%</b>	<b>9.455</b>	<b>13.227</b>	<b>18.626</b>	<b>3.772</b>	<b>39.9%</b>	<b>(5.398)</b>	<b>-29.0%</b>

\*Prior year adjusted to reflect current year calendar.

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

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Budget 2021</b>	<b>Actual 2020</b>	<b>vs. Budget</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	20.5%	12.0%	7.7%	8.5%	12.8%
Adjusted <sup>(2)</sup>	24.7%	15.1%	12.7%	9.6%	12.0%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$42.09	\$70.42	\$108.18	\$28.33	\$66.09
Adjusted <sup>(2)</sup>	\$38.61	\$65.01	\$100.17	\$26.40	\$61.56
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.61	\$8.46	\$8.32	\$0.15	\$0.29
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Budget 2021</b>	<b>Actual 2020</b>	<b>vs. Budget</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	14.9%	9.5%	25.0%	5.4%	-10.1%
Adjusted <sup>(2)</sup>	18.5%	12.1%	29.6%	6.4%	-11.1%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$55.94	\$89.21	\$37.55	\$33.27	(\$18.39)
Adjusted <sup>(2)</sup>	\$51.30	\$82.13	\$34.60	\$30.83	(\$16.70)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.35	\$8.44	\$9.39	(\$0.09)	(\$1.04)

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

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

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



# Long Island Rail Road

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## Ridership Report Highlights

### June 2021 vs. 2020

- Total ridership increased +179.2% compared to June 2020 (3,107,640 passengers in June 2021 vs. 1,113,087 passengers in June 2020, which reflected the period of the pandemic lockdown). When compared to June 2019, total ridership decreased -59.8% (3,107,640 passengers in June 2021 vs. 7,736,345 passengers in June 2019).
- Commutation ridership increased +141.3% compared to June 2020
- Non-Commutation ridership increased +195.2% compared to June 2020

### 2021 vs. 2020 YTD

- Total YTD ridership is -29.0% below 2020 and +39.9% above Budget
- YTD Commutation ridership is -61.0% below 2020
- YTD Non-Commutation ridership is +10.4% above 2020

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**June 2021**

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

**EXECUTIVE SUMMARY**

**June Ridership and Revenue (millions)**

	June 2021	% Change vs. 2020
Total Rail Ridership	3.108	179.2% ▲
Commutation Ridership	0.798	141.3% ▲
Non-Commutation Ridership	2.309	195.2% ▲
Rail Revenue	\$26.8	189.1% ▲

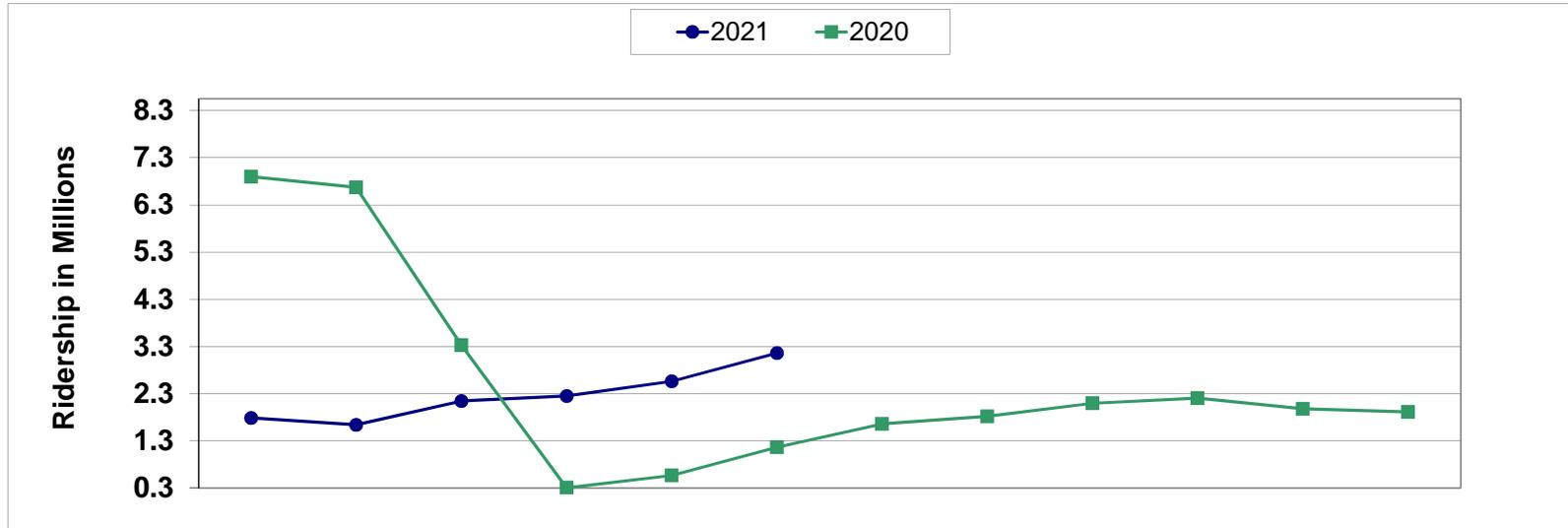
**Year-to-Date through June Prelim. Ridership and Revenue (millions)**

	June 2021	% Change vs. 2020	Comparison to Budget
Total Rail Ridership	13.227	-29.0% ▼	39.9% ▲
Commutation Ridership	4.012	-61.0% ▼	-25.4% ▼
Non-Commutation Ridership	9.215	10.4% ▲	126.2% ▲
Rail Revenue	\$110.5	-38.0% ▼	38.3% ▲

Please Note: Ridership is based on ticket sales data.

## June RIDERSHIP

- June Total Ridership was 179.2% above '20 and 55.6% above 2021 Budget.

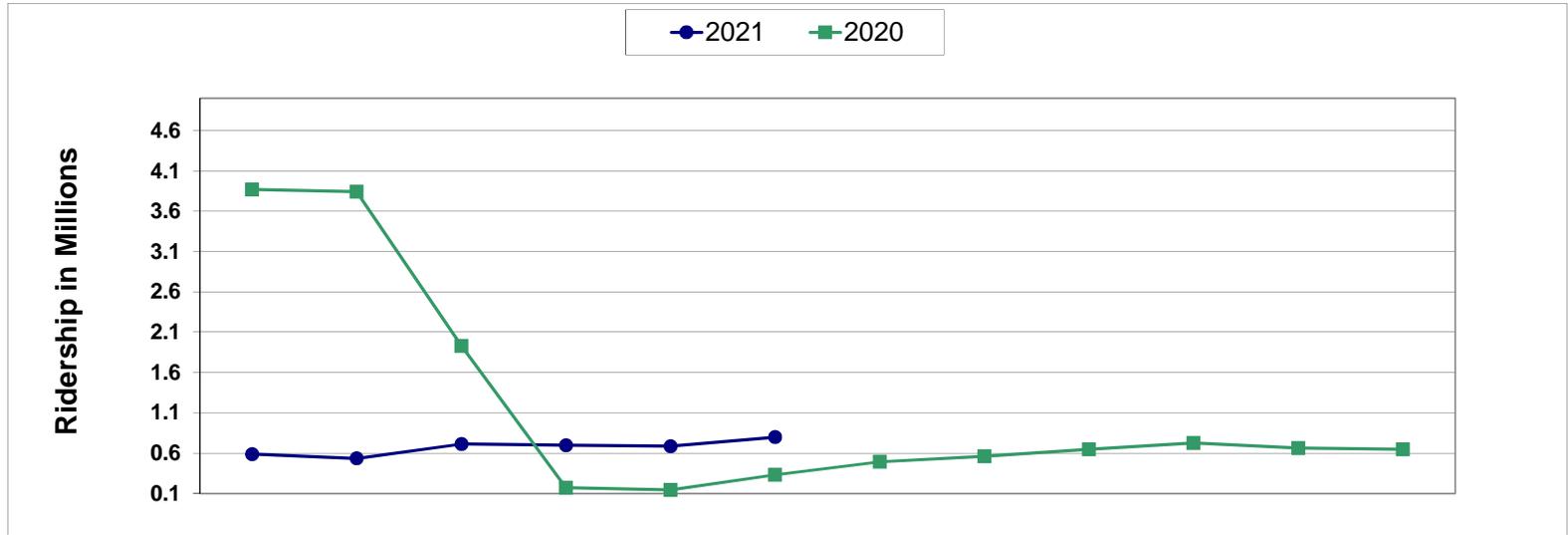


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.7	1.6	2.1	2.2	2.5	3.1							13.2
<b>2020</b>	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	18.6
<b>PCT CHG.</b>	-74.7%	-76.0%	-36.1%	767.5%	386.7%	179.2%							-29.0%

Please Note: Ridership is based on ticket sales data.

## June COMMUTATION RIDERSHIP

- June Commutation Ridership was 141.3% above '20 and -27.5% below 2021 Budget.

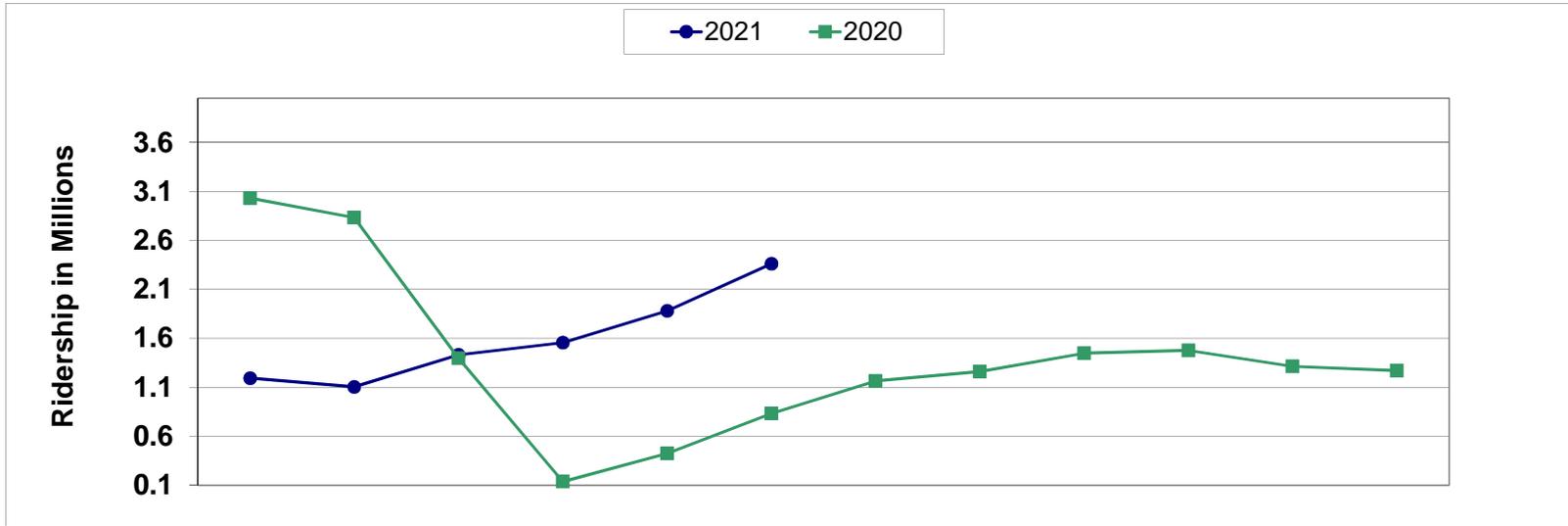


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	<b>0.6</b>	<b>0.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.8</b>							<b>4.0</b>
<b>2020</b>	<b>3.9</b>	<b>3.8</b>	<b>1.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.3</b>	<b>0.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.6</b>	<b>10.3</b>
<b>PCT CHG.</b>	<b>-84.8%</b>	<b>-86.1%</b>	<b>-63.0%</b>	<b>314.3%</b>	<b>380.9%</b>	<b>141.3%</b>							<b>-61.0%</b>

Please Note: Ridership is based on ticket sales data.

## June NON-COMMUTATION RIDERSHIP

- June Non-Commutation Ridership was 195.2% above '20 and 157.9% above 2021 Budget.

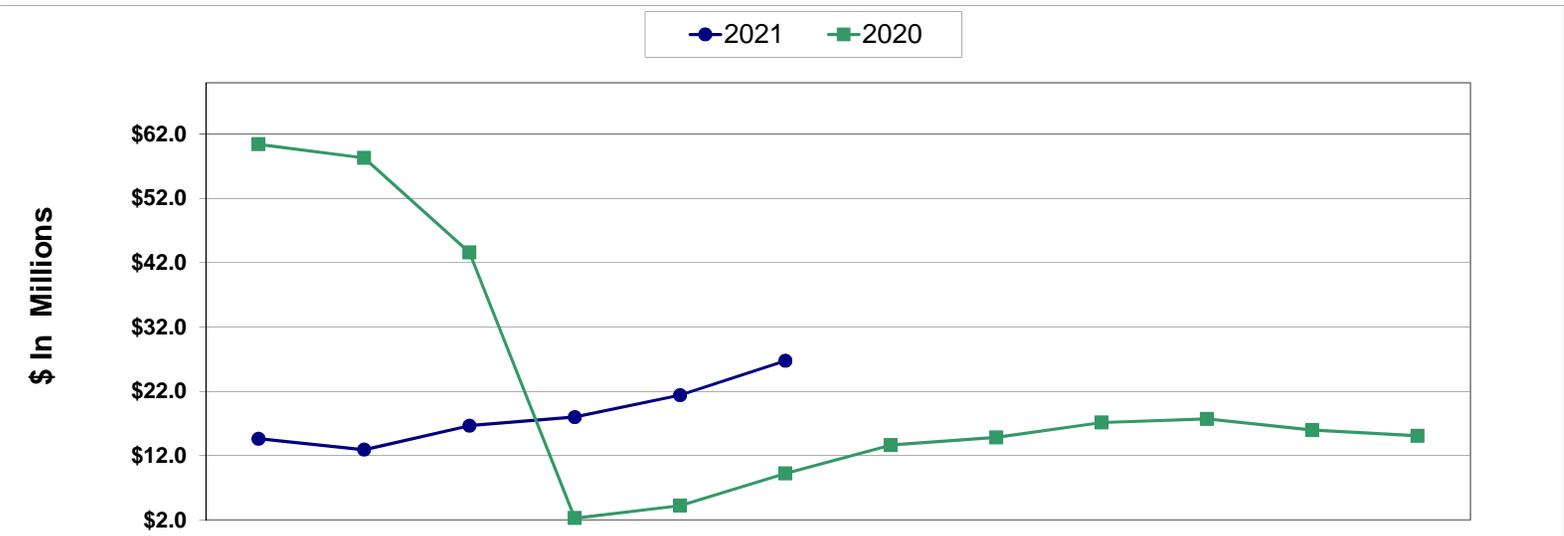


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.1	1.1	1.4	1.5	1.8	2.3							9.2
<b>2020</b>	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	8.3
<b>PCT CHG.</b>	-61.7%	-62.1%	2.5%	1656.0%	388.9%	195.2%							10.4%

Please Note: Ridership is based on ticket sales data.

# June REVENUE

- June Total Revenue was 189.1% above '20 and 58.4% above 2021 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4	\$26.8							<b>\$110.5</b>
<b>2020</b>	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	<b>\$178.1</b>
<b>PCT CHG.</b>	-75.7%	-77.8%	-61.7%	682.1%	406.7%	189.1%							<b>-38.0%</b>

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	June 2021	*June 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	798,145	330,800	467,345	141.3%
NON-COMMUTATION RIDERSHIP	2,309,495	782,287	1,527,208	195.2%
<b>TOTAL RIDERSHIP</b>	<b>3,107,640</b>	<b>1,113,087</b>	<b>1,994,553</b>	<b>179.2%</b>

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

TICKET TYPE/SERVICE	June 2021	*June 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,012,008	10,278,612	(6,266,604)	-61.0%
NON-COMMUTATION RIDERSHIP	9,215,362	8,346,994	868,368	10.4%
<b>TOTAL RIDERSHIP</b>	<b>13,227,370</b>	<b>18,625,606</b>	<b>(5,398,236)</b>	<b>-29.0%</b>

\* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	June 2021	June 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,866,140	\$2,627,032	\$3,239,108	123.3%
NON-COMMUTATION REVENUE	\$20,897,633	\$6,632,183	\$14,265,450	215.1%
<b>TOTAL REVENUE</b>	<b>\$26,763,773</b>	<b>\$9,259,214</b>	<b>\$17,504,558</b>	<b>189.1%</b>

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

REVENUE	June 2021	June 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,737,063	\$100,301,884	(\$69,564,821)	-69.4%
NON-COMMUTATION REVENUE	\$79,713,727	\$77,790,319	\$1,923,408	2.5%
<b>TOTAL REVENUE</b>	<b>\$110,450,790</b>	<b>\$178,092,203</b>	<b>(\$67,641,413)</b>	<b>-38.0%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**L60304/TV: MASSAPEQUA POCKET TRACK**

**Milestone: Beneficial Use**

Project Budget: \$21.35M

Construction of a new 12-car stub-ended electrified and interlocked pocket track east of Massapequa Station is complete. This is an East Side Access readiness project. The new pocket track has 3 interlocked turnouts and switches providing a crossover to each Main Line track and approximately 1700 ft of new track. The work also included construction of a 75 ft bridge over Unqua Creek that shares the existing Unqua Creek Bridge abutment.

**L70701/XK: SIGNAL POWER MOTOR GENERATOR REPLACEMENT**

**Milestone: Beneficial Use**

Project Budget: \$6.40M

The replacement of existing Signal Power Motor Generators and MG switch gears including transformers, circuit breakers, electrically operated switches [EO's], MG Controls, and state-of-the-art Programmable Logic Controller [PLC] system is complete. Work also included structural repairs and rehabilitation of MG buildings. Locations included Smithtown, Greenlawn, Port Jefferson, and Babylon.

**L70301/W9: BRENTWOOD FREIGHT SIDING**

**Milestone: Beneficial Use**

Project Budget: \$1.50M

Construction of a new freight siding in Brentwood is complete. Work included installation of two #10 switches, two electric lock cases, associated terminations, field modifications, removal of old signal cables, and the removal and reinstallation of fencing.

**L70401BU: MENTOR ALLOWANCE – LINE STRUCTURES [SBDP]**

**Milestone: Mentor Contract Completion**

Project Budget: \$14.78M

A Mentor Bridge Painting Contract for three locations in Package #5 was completed by Malcolm Patrick Corp for a total of \$1,885,000. Project work for the bridges at Flushing Main Street, Francis Lewis Boulevard, and Gosman Avenue included surface preparation, lead abatement, air monitoring and maintenance & protection of traffic. This mentor bridge painting project is part of LIRR's efforts to protect and maintain the railroad's infrastructure.

**L70501/SD: FIBER OPTIC NETWORK**

**Milestone: Beneficial Use**

Project Budget: \$34.46M

Integration of new carrier class network transport equipment to replace the obsolete equipment in the LIRR's Fiber Optic Network [FON] is complete. FON is a carrier-grade backbone communications network that will support all LIRR vital, non-vital, and business/mission critical communications systems including corporate enterprise [non-vital/critical] systems. FON will improve LIRR's ability to support modern applications and systems as well as improve performance of other pre-existing applications and systems.

**L70204/U9: JAMAICA STATION – PLANNING AND ENGINEERING**

**Milestone: Substantial Completion**

Project Budget: \$10.00M

The LIRR-to-AirTrain Wayfinding Improvements at Jamaica Project is substantially complete. This project is a key element within Governor Cuomo's JFK Vision Plan. This project has resulted in major signage and wayfinding enhancements at the Jamaica Transit Hub, making it easier for LIRR, Subway, Bus, and PANYNJ JFK AirTrain customers to navigate the complex transfer environment, especially for visitors traveling through JFK who are otherwise unfamiliar with Jamaica station. Not only has this project enhanced and enlarged the static signage with a custom-designed standard for this multi-agency environment (with sign designs corresponding to each mode of transportation now unified throughout the complex), but it has also added new digital signage to display real-time transportation information at key waypoints along a passenger's journey. Additionally, the project has improved lighting within heavily trafficked corridors of Jamaica. Customer access to/from the JFK AirTrain is now far easier and more user-friendly than before, with a noticeable improvement in passenger flow and a reduction in passenger requests for directions already being recognized.

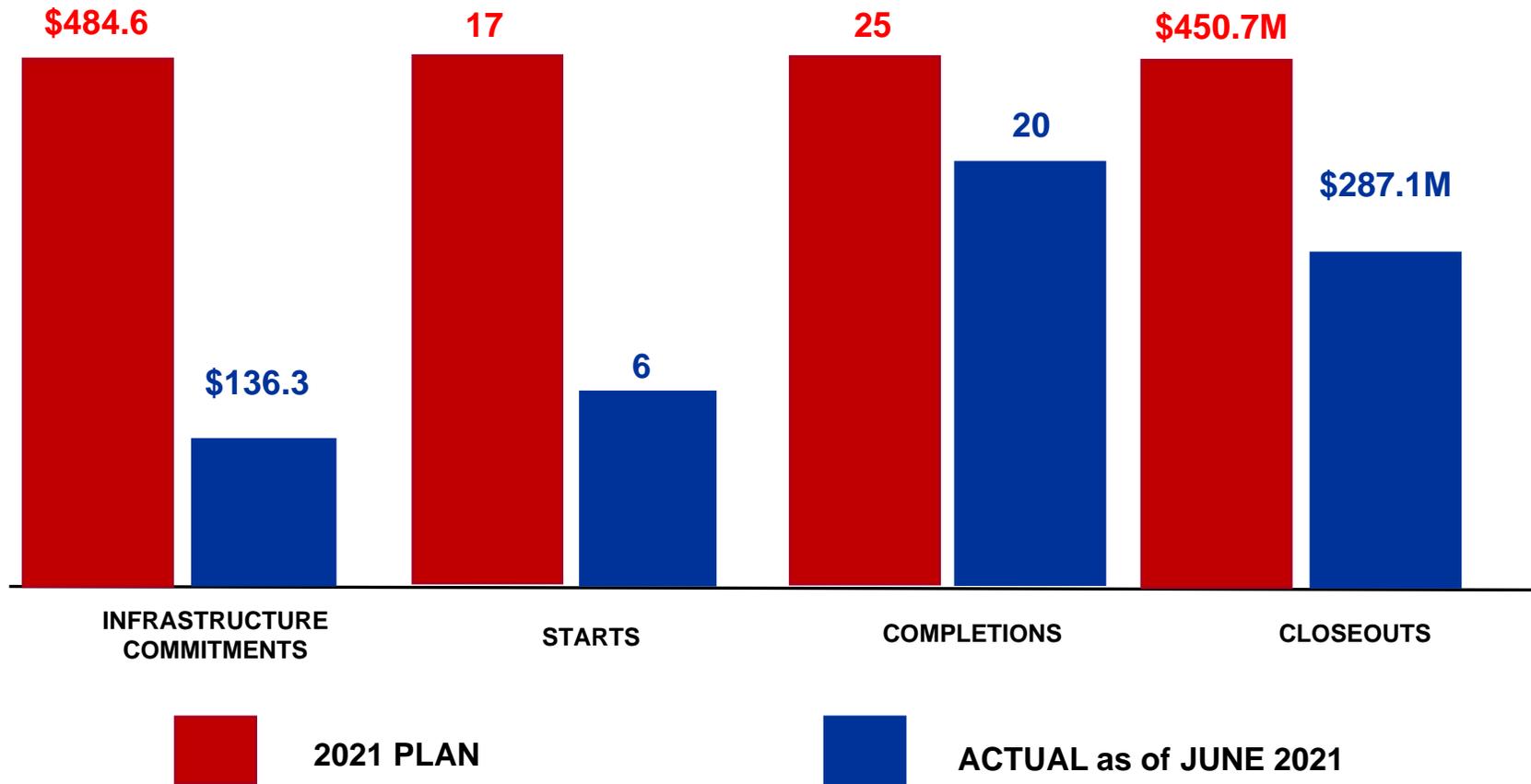
**SMALL BUSINESS DEVELOPMENT PROGRAM**

No contracts awarded this month.

One contract completed this month:

- Bridge Painting Package #5 for a total of \$1,855,000 [see above for details].

# 2021 LIRR Capital Program Goals



# Operations Report

**Justin R. Vonashek**  
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## June 2021 Highlights: Operations Report

### East of Hudson

June service operated above goal at 97.1%, with YTD at 97.9%.

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

**Hudson Line** – 97.4%                      YTD: 98.5%

7 trains (0.19%) canceled or terminated

**Harlem Line** – 96.5%                      YTD: 98.6%

2 trains (0.05%) canceled or terminated

**New Haven Line** – 97.4%                      YTD: 97.1%

5 trains (0.09%) canceled or terminated

**Major Incidents:** 4 major incidents resulting in 102 delays

- On June 5, Harlem Line, switch failure in the vicinity of Crestwood station resulting in 22 delays
- On June 8, Harlem Line, track circuit failure on track 1 near Hawthorne station resulting in 16 delays
- On June 9, Danbury Branch, a sinkhole north of Redding station resulting in 51 delays
- On June 30, Hudson Line, fallen trees due to inclement weather in the vicinity of New Hamburg station resulting in 13 delays

### West of Hudson

June service operated above goal at 94.1 %, with YTD at 94.0%.

**Pascack Valley** – 95.9%                      YTD: 94.6%

**Port Jervis** – 91.7%                      YTD: 93.1%

16 total trains (1.0%) canceled or terminated on WOH service. Pascack Valley Line: 11, Port Jervis Line: 5. 13 were due to equipment-related issues and 3 related to wires down and brush fire.

### Equipment

Consist Compliance: 100%

Fleet Availability was good during May.

Fleet MDBF in May operated above goal at 226,529 miles against the goal of 175,000 miles.

Excluding the 14 M8 PTC failures MDBF operated above goal at 755, 096 miles.

All in-service passenger cars were disinfected every 24 hours

Performance Summary			2021 Data			2020 Data		
			Annual Goal	June	YTD thru June	June	YTD thru June	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.1%</b>	<b>97.9%</b>	<b>98.1%</b>	<b>98.0%</b>	
		AM Peak	94.0%				96.6%	
		AM Reverse Peak	94.0%				97.8%	
		PM Peak	94.0%				98.2%	
		<b>Total Peak</b>	<b>94.0%</b>				<b>97.5%</b>	
		Off Peak Weekday	94.0%	97.3%	97.9%	98.2%	97.9%	
		Weekend	94.0%	96.4%	98.1%	97.9%	98.9%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.4%</b>	<b>98.5%</b>	<b>99.1%</b>	<b>98.4%</b>
			AM Peak	94.0%				96.2%
			AM Reverse Peak	94.0%				98.2%
			PM Peak	94.0%				98.8%
			<b>Total Peak</b>	<b>94.0%</b>				<b>97.5%</b>
			Off Peak Weekday	94.0%	98.0%	98.8%	99.1%	98.5%
			Weekend	94.0%	95.0%	97.7%	98.9%	99.0%
		<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.5%</b>	<b>98.6%</b>	<b>96.8%</b>	<b>97.8%</b>
			AM Peak	94.0%				96.9%
			AM Reverse Peak	94.0%				96.8%
			PM Peak	94.0%				97.9%
			<b>Total Peak</b>	<b>94.0%</b>				<b>97.2%</b>
			Off Peak Weekday	94.0%	96.6%	98.5%	96.3%	97.5%
			Weekend	94.0%	96.1%	98.9%	98.9%	99.3%
		<b>New Haven Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.4%</b>	<b>97.1%</b>	<b>98.5%</b>	<b>98.0%</b>
			AM Peak	94.0%				96.7%
			AM Reverse Peak	94.0%				98.6%
			PM Peak	94.0%				98.2%
			<b>Total Peak</b>	<b>94.0%</b>				<b>97.6%</b>
			Off Peak Weekday	94.0%	97.4%	96.8%	99.1%	97.9%
		Weekend	94.0%	97.3%	97.8%	96.7%	98.5%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>13,093</b>	<b>75,232</b>	<b>11,302</b>	<b>87,971</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			15.3	13.8	13.6	12.9	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	104	377	53	386	
	<b>Trains Canceled</b>		230	1	14	4	31	
	<b>Trains Terminated</b>		230	13	53	7	68	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	99.9%	99.9%	
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>		<b>100.0%</b>	<b>100.0%</b>	<b>99.9%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.0%				99.2%	
		AM Reverse Peak	99.0%				100.0%	
		PM Peak	99.0%				99.8%	
		<b>Total Peak</b>	<b>99.0%</b>				<b>99.5%</b>	
		Off Peak Weekday	99.0%		100.0%	100.0%	100.0%	
		Weekend	99.0%		100.0%	100.0%	100.0%	
		<b>Hudson Line</b>	AM Peak	99.0%			99.7%	
			PM Peak	99.0%			100.0%	
		<b>Harlem Line</b>	AM Peak	99.0%			99.6%	
			PM Peak	99.0%			99.7%	
		<b>New Haven Line</b>	AM Peak	99.0%			98.4%	
			PM Peak	99.0%			99.7%	

**SYSTEM Category of Delay**

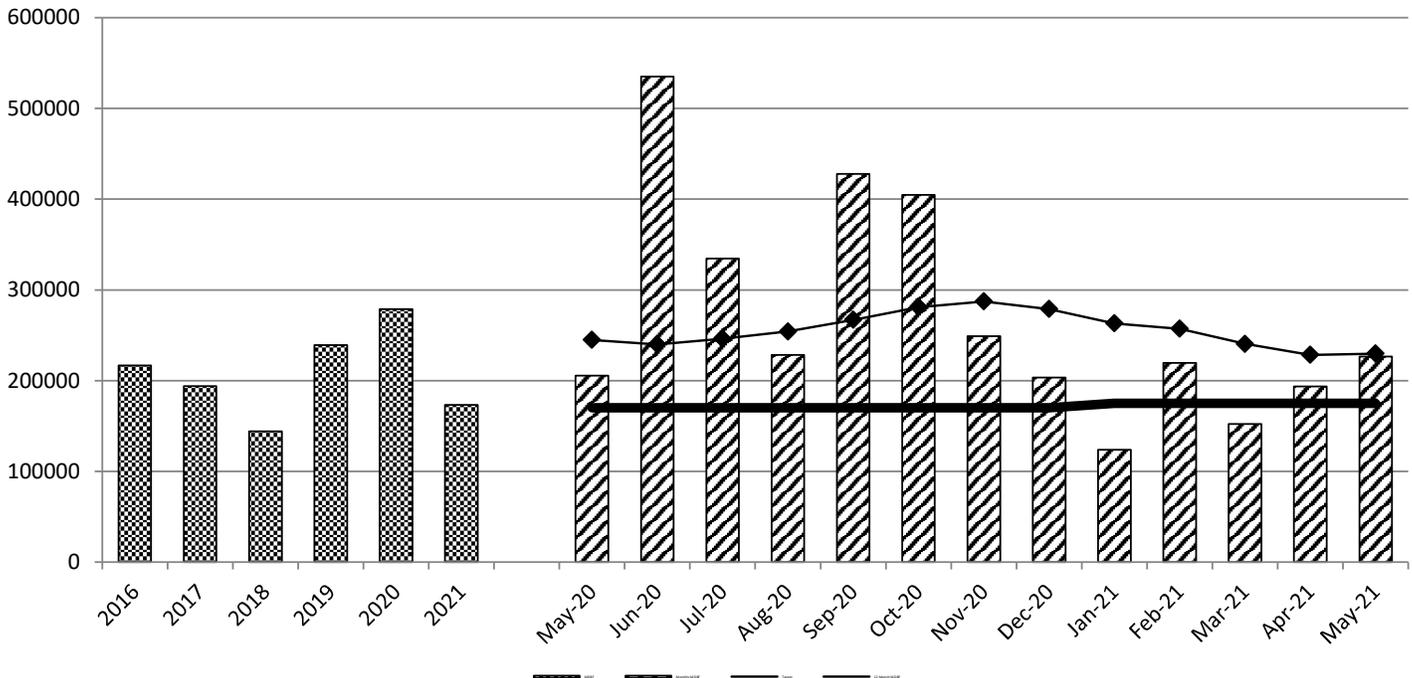
Delay Minutes / Delay Threshold	% Total	May	2021 Data		2020 Data		YTD 2021 Vs 2020
			June	YTD thru June	June	YTD thru June	
Engineering (Scheduled)	12.2%	87	125	368	28	149	-219
Engineering (Unscheduled)	-26.9%	115	277	717	147	983	-266
Maintenance of Equipment	34.0%	127	348	1,263	82	805	457
Transportation	4.1%	41	42	194	19	145	49
Capital Projects	0.5%	6	5	47	72	147	-100
Weather and Environmental	9.6%	42	99	349	48	350	-1
Police	8.9%	87	92	506	53	471	35
Customers	1.6%	11	17	77	11	104	-28
Other	2.2%	85	23	249	15	367	-119
3rd Party Operations	0.0%	0	1	1	0	4	-3
<b>TOTAL</b>	<b>100.0%</b>	<b>559</b>	<b>1,028</b>	<b>3,789</b>	<b>455</b>	<b>3,524</b>	<b>244</b>
<b>HUDSON LINE</b>							
	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2021 Vs 2020
Engineering (Scheduled)	14.9%	5	34	49	6	44	5
Engineering (Unscheduled)	10.5%	19	24	85	2	114	-38
Maintenance of Equipment	25.9%	18	58	179	20	212	-33
Transportation	3.9%	5	5	22	4	36	-10
Capital Projects	0.9%	1	2	18	9	29	-11
Weather and Environmental	35.0%	0	82	168	7	50	118
Police	5.1%	25	14	155	9	104	-51
Customers	1.8%	1	4	13	3	33	-20
Other	0.0%	12	0	38	0	124	-86
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>87</b>	<b>228</b>	<b>728</b>	<b>59</b>	<b>742</b>	<b>-14</b>
<b>HARLEM LINE</b>							
	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2021 Vs 2020
Engineering (Scheduled)	14.1%	30	51	102	20	50	52
Engineering (Unscheduled)	-45.0%	23	163	220	83	394	-174
Maintenance of Equipment	25.4%	8	92	173	37	204	-31
Transportation	4.4%	13	16	54	9	68	-12
Capital Projects	0.0%	2	0	7	41	72	-65
Weather and Environmental	4.7%	15	17	99	32	97	2
Police	5.0%	12	18	104	29	159	-55
Customers	1.4%	3	5	15	4	35	-20
Other	0.0%	0	0	38	2	65	-47
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>106</b>	<b>362</b>	<b>812</b>	<b>256</b>	<b>1,163</b>	<b>-361</b>
<b>NEW HAVEN LINE</b>							
	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2021 Vs 2020
Engineering (Scheduled)	8.4%	51	25	190	1	55	125
Engineering (Unscheduled)	26.3%	88	78	331	62	478	-145
Maintenance of Equipment	42.4%	85	125	715	5	374	342
Transportation	5.1%	29	15	115	3	47	69
Capital Projects	1.0%	3	3	21	22	45	-24
Weather and Environmental	0.0%	27	0	82	9	200	-120
Police	9.1%	29	27	207	17	207	0
Customers	1.3%	7	4	39	4	36	3
Other	6.4%	52	10	157	12	157	0
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>324</b>	<b>297</b>	<b>1,849</b>	<b>140</b>	<b>1,599</b>	<b>250</b>

	Equip-ment Type	Total Fleet Size	2021 Data					2020 Data			
			MDBF Goal (miles)	May MDBF (miles)	Primary Failure Goal	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month Rolling Avg MDBF (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
<b>Mean Distance Between Failures</b>	M8	405	290,000	122,568	5	14*	113,784	229,616	284,986	4	371,439
	M3	138	80,000	112,441	2	0	128,756	142,052	6,051	0	116,049
	M7	334	340,000	470,109	5	3	521,575	487,809	290,655	4	548,345
	Coach	207	210,000	368,350	5	3	386,521	432,065	282,280	3	270,828
	P-32	31	21,000	136,414	6	0	42,182	35,034	28,397	4	41,226
	BL-20	12	13,000	50,396	3	0	33,288	21,235	17,624	1	15,715
	<b>Fleet</b>	<b>1127</b>	<b>175,000</b>	<b>226,529</b>	<b>26</b>	<b>20</b>	<b>173,311</b>	<b>229,827</b>	<b>205,417</b>	<b>16</b>	<b>255,851</b>
	M8		290,000	122,568	5	14	113,784	229,616	284,986	4	371,439
M3/7		235,000	507,589	7	3	397,527	384,818	292,168	4	397,981	
Diesel/Coach		85,000	430,620	14	3	170,790	153,328	122,257	8	132,969	

\*14 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



**JUNE 2021 STANDEE REPORT**

East of Hudson			JUN 2020	YTD 2020	JUN 2021	YTD 2021
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	4	0	0
		<b>Total Standees</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	6	0	0
		<b>Total Standees</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	19	0	0
		<b>Total Standees</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	3	0	0
		<b>Total Standees</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>

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

\* 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

<b>West of Hudson Performance Summary</b>			<b>2021 Data</b>			<b>2020 Data</b>	
			Annual Goal	June	YTD thru June	June	YTD thru June
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>94.0%</b>	<b>94.1%</b>	<b>94.0%</b>	<b>94.0%</b>	<b>95.8%</b>
		AM Peak	94.0%	95.5%	94.3%		95.2%
		PM Peak	94.0%	94.4%	96.6%		95.7%
		<b>Total Peak</b>	<b>94.0%</b>	<b>94.9%</b>	<b>95.5%</b>		<b>95.5%</b>
		Off Peak Weekday	94.0%	93.8%	92.9%	94.2%	95.6%
		Weekend	94.0%	93.2%	93.9%	93.4%	96.4%
	<b>Pascack Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>95.9%</b>	<b>94.6%</b>	<b>97.8%</b>	<b>97.2%</b>
	<b>Valley Line</b>	AM Peak	94.0%	98.1%	97.4%		96.4%
		PM Peak	94.0%	94.2%	97.4%		96.4%
		<b>Total Peak</b>	<b>94.0%</b>	<b>96.1%</b>	<b>97.4%</b>		<b>96.4%</b>
		Off Peak Weekday	94.0%	95.9%	92.7%	97.5%	97.2%
		Weekend	94.0%	95.4%	94.6%	98.4%	97.6%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>91.7%</b>	<b>93.1%</b>	<b>88.1%</b>	<b>93.9%</b>
		AM Peak	94.0%	92.4%	90.8%		93.9%
		PM Peak	94.0%	94.7%	95.7%		94.8%
	<b>Total Peak</b>	<b>94.0%</b>	<b>93.6%</b>	<b>93.3%</b>		<b>94.4%</b>	
	Off Peak Weekday	94.0%	91.0%	93.2%	89.2%	93.4%	
	Weekend	94.0%	89.3%	92.6%	84.8%	94.5%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,652</b>	<b>9,787</b>	<b>1,184</b>	<b>8,345</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		20.5	19.5	26.0	22.7	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	38	252	41	157	
	<b>Trains Canceled</b>	60	6	27	2	37	
	<b>Trains Terminated</b>	60	10	26	2	29	
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.0%	99.5%	99.7%	99.2%	
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>93.0%</b>	<b>93.6%</b>	<b>100.0%</b>	<b>99.8%</b>
	Pascack Valley - AM		99.0%	93.1%	90.8%	100.0%	99.9%
	Port Jervis - AM		99.0%	93.1%	90.3%	100.0%	99.6%

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

## WEST OF HUDSON SERVICE

Listed below are those days where ON-TIME Performance was less than 80%.

Month	Day	TRAIN	MINS	CAN	TER	Location	MINS	CODE	CAUSE
6	20	72	19	<input type="checkbox"/>	<input type="checkbox"/>	PORT JERVIS	19	W1700	LATE DEPARTURE ACCOUNT NO REAR BRAKE AT LEAVING TIME.
		2103	0	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MONTVALE	0	W1000	TERMINATED ACCOUNT TRAIN 2104 DISABLED AT PEARL RIVER.
		2104	0	<input type="checkbox"/>	<input checked="" type="checkbox"/>	PEARL RIVER	0	W1000	TERMINATED ACCOUNT MECHANICAL PROBLEMS. UNDER INVESTIGATION.
		2106	0	<input type="checkbox"/>	<input checked="" type="checkbox"/>	PEARL RIVER	0	W1000	TERMINATED AT PEARL RIVER DUE TO TRAIN 2104 HAVING MECHANICAL PROBLEMS.
		2107	0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	HOBOKEN	0	W1000	CANCELED ACCOUNT TRAIN 2104 WAS DISABLED AT PEARL RIVER.
		2108	0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SPRING VALLEY	0	W1000	CANCELED DUE TO TRAIN 2104 HAVING MECHANICAL PROBLEMS.
		2112	58	<input type="checkbox"/>	<input type="checkbox"/>	SPRING VALLEY	58	W1000	LATE DEPARTURE DUE TO PREVIOUS TRAIN HAVING MECHANICAL PROBLEMS.
		2115	15	<input type="checkbox"/>	<input type="checkbox"/>	HOBOKEN	15	W1000	LATE RELAY OF 2115 DUE TO PREVIOUS TRAIN BEING DISABLED.
		2118	24	<input type="checkbox"/>	<input type="checkbox"/>	WOOD RIDGE	24	W4900	HELD ACCOUNT HOLD ON TRACK AT PASCACK JCT DUE TO BRUSH FIRE.

Elevator Availability	2020	
	June	Year to Date
Grand Central Terminal	99.98%	99.50%
Harlem	99.96%	99.98%
Hudson	99.94%	99.96%
New Haven	99.95%	99.95%
Overall Average	99.96%	99.85%

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.

Escalator Availability	2021		2020	
	June	Year to Date	June	Year to Date
Grand Central Terminal	100.00%	99.76%	100.00%	99.93%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.88%	100.00%	99.97%

PLEASE NOTE: Escalator #11 (47th St crosspassage to 47th & Madison) is Out of Service for scheduled upgrade work and is excluded from this report.



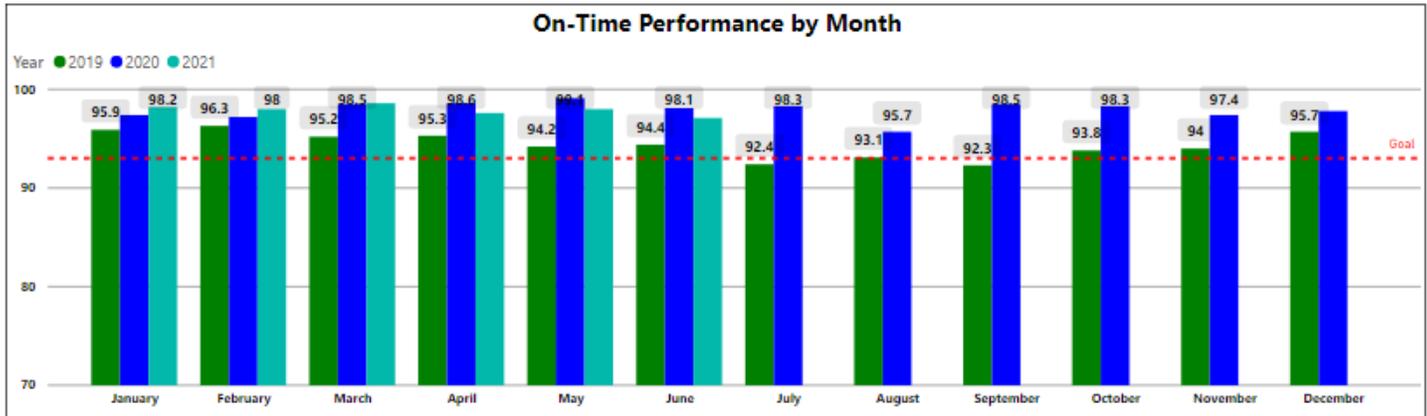
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

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

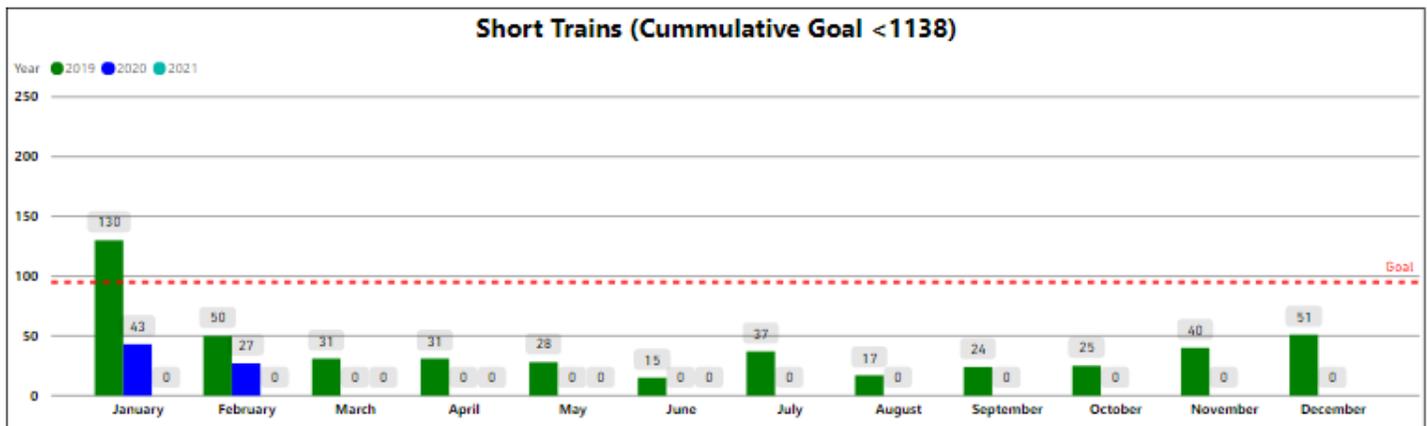
	2021		2020	
Goal	June	YTD	June	YTD
94.0%	97.1%	97.9%	98.1%	98.0%



## Short Trains

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

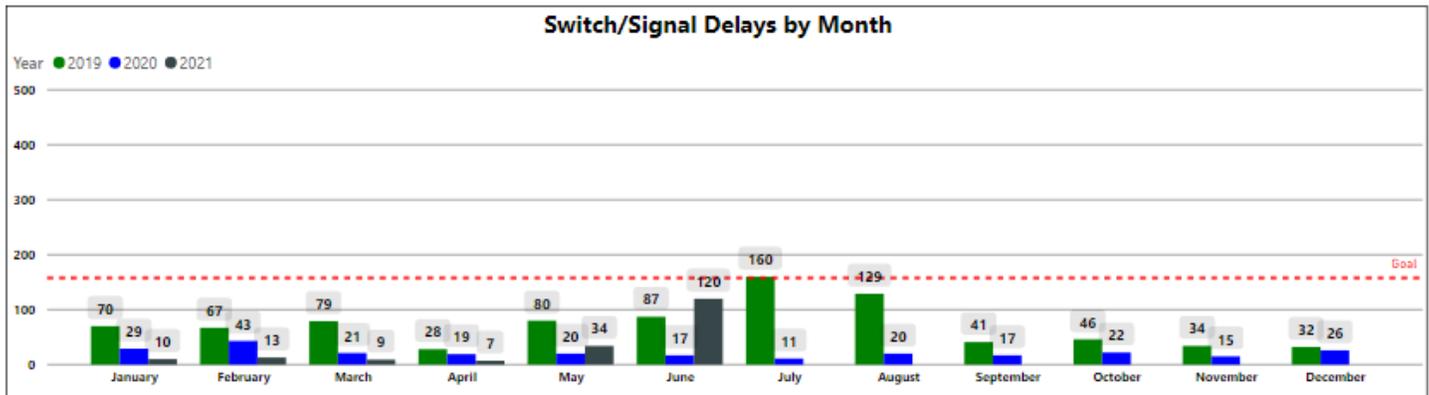
	2021		2020	
Goal	June	YTD	June	YTD
1138	0	0	0	70



## Switch/Signal Delays

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

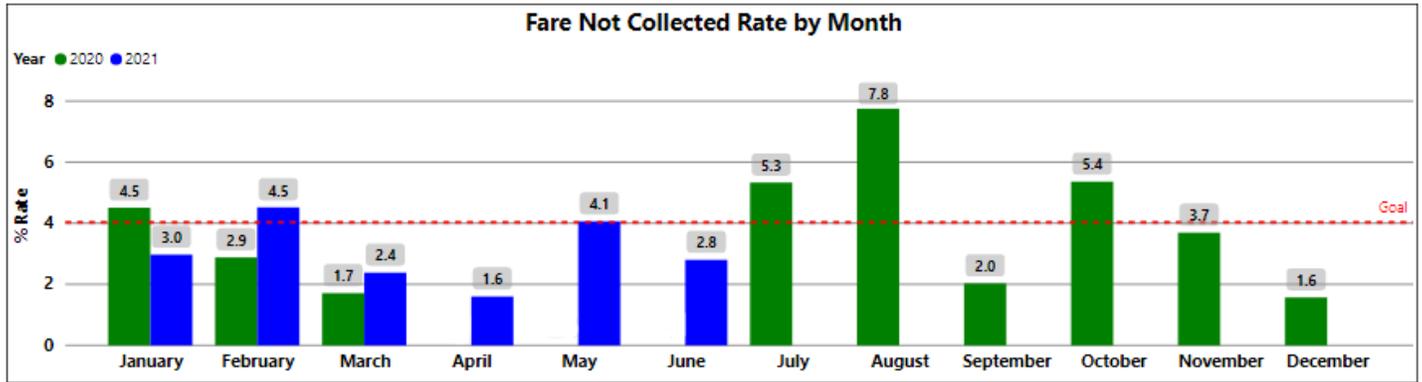
	2021		2020	
Goal	June	YTD	June	YTD
1896	120	193	17	149



## Fare Not Collected Rate

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

	2021		2020	
Goal	June	YTD	June	YTD
4.0%	2.8%	3.0%	N/A	3.2%

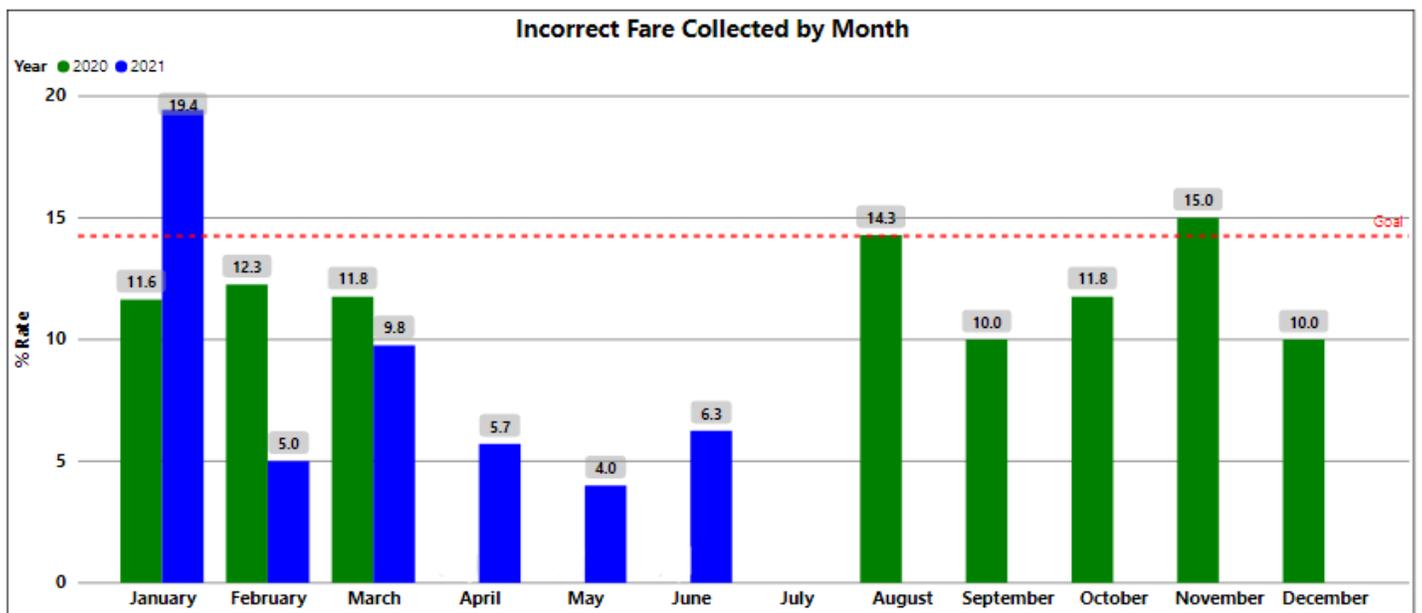


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Fare Not Collected audits in July 2020.

## 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	June	YTD	June	YTD
14.3%	6.3%	7.8%	N/A	11.9%

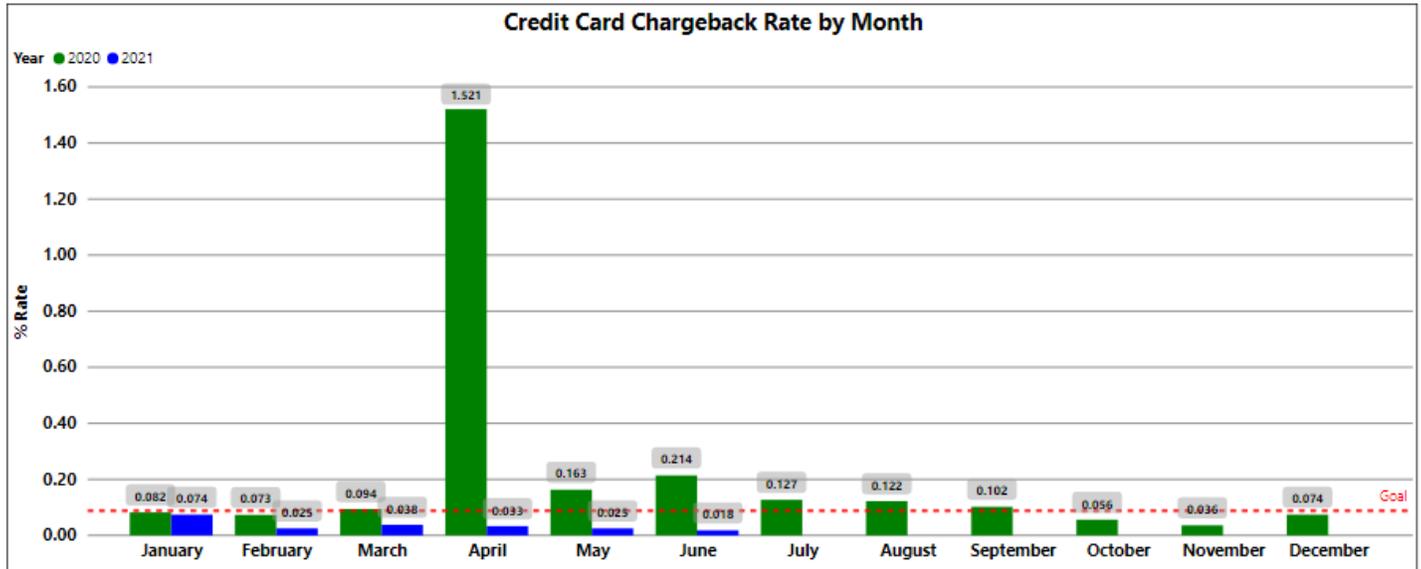


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March 2020 and resumed Incorrect Fare Collected audits in August 2020.

## Credit Card Chargeback Rate

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

	2021		2020	
Goal	June	YTD	June	YTD
0.088%	0.018%	0.032%	0.214%	0.101%



- 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**

Financial Liaison, Metro-North Railroad  
MTA Office of the Chief Financial Officer



*BL14 Diesel-Electric Switcher unit 401 recently received an overhaul at the Freight & Paint Shop in North White Plains. The project required steel replacement and fabrication, window frame and roof panel replacement, welding, electrical work and painting.*



# Metro-North Railroad

## June 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) June 2021 Financial Results**

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

- Ridership of 11.3 million was 35.2% unfavorable vs. 2020 and 73.4% unfavorable vs. 2019 pre-COVID levels. Ridership was 27.5% favorable vs. Budget primarily due to higher Non-Commutation ridership. Consequently, farebox revenue of \$92.9 million was \$14.2 million higher than Budget.
- Total revenue of \$105.6 million was \$4.4 million or 4.3% higher vs. Budget primarily due to higher farebox revenue partially offset by lower advertising, net GCT Retail Income and parking revenue.
- Total expenses of \$637.7 million were \$0.5 million or 0.1% unfavorable vs. Budget primarily due to higher labor costs partially offset by the timing of contractual costs and consulting and engineering services.

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
<b>Total Revenue</b>	\$101.2	\$105.6	\$4.4	4.3%
<b>Total Expenses before Non-Cash Liability Adjs.</b>	637.2	637.7	(0.5)	-0.1%
<b>Operating Surplus/(Deficit)</b>	(536.0)	(532.1)	3.9	0.7%
<i>Other Non-Cash Liabilities</i>	126.4	135.8	(9.4)	-7.5%
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	(662.4)	(667.9)	(5.6)	-0.8%
<i>Cash Adjustments</i>	119.5	97.7	(21.8)	-18.2%
<b>Net Cash Surplus/(Deficit)</b>	(\$542.9)	(\$570.2)	(\$27.3)	-5.0%

### **Steven Weiss**

Financial Liaison, Metro-North Railroad  
MTA Office of the Chief Financial Officer

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

June 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$667.9 million was \$5.6 million or 0.8% unfavorable vs. the Budget.

Major drivers of the June 2021 YTD unfavorable result of \$5.6 million include higher Non-Reimbursable Expenses of \$9.9 million mainly due to higher labor costs and non-cash liability adjustments partially offset by lower contractual costs and consulting and engineering services. Non-Reimbursable Revenues were favorable by \$4.4 million, primarily driven by higher farebox revenue partially offset by lower advertising, net GCT Retail Income and parking revenue.

June 2021 YTD Reimbursable Expenses of \$110.7 million were \$56.6 million favorable vs. the Budget primarily due to the timing of several projects including the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Connecticut Track Program, Devon Supply Transformer Replacement, Connecticut Positive Train Control and other various projects.

### **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$14.2 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 11.3 million was 27.5% favorable vs. the Budget, 35.2% unfavorable vs 2020 and 73.4% unfavorable vs pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$9.8 million unfavorable vs. the Budget primarily due to lower advertising, net GCT Retail Income and parking revenue.
- **Capital and Other Reimbursements** – YTD was \$56.6 million or 33.8% unfavorable vs. the Budget primarily due to scheduling and timing changes noted above.

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

**Total Expenses** – YTD expenses of \$884.2 million were \$46.7 million or 5.0% favorable vs. the Budget.

**Labor Expenses (including fringes and overhead recoveries)** of \$550.2 million YTD were \$1.7 million favorable vs. the Budget.

- **Payroll** – YTD was \$3.5 million favorable vs. the Budget primarily due to lower train & engine crew payments partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$5.9 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 \$198.1 million YTD were \$54.4 million favorable vs. the Budget.

- **Electric Power** – YTD results were flat vs. the Budget.
- **Fuel** – YTD expenses were \$0.1 million unfavorable vs. the Budget primarily due to higher rates partially offset by lower usage.
- **Maintenance & Other Operating Contracts** – YTD was \$8.2 million favorable vs. the Budget due to the timing of Non-Reimbursable expenses for BL-20 locomotive overhauls, infrastructure maintenance and miscellaneous maintenance and operating contracts partially offset by Graybar COVID-19 cleaning.
- **Professional Services** – YTD was \$13.5 million favorable vs. the Budget due to the timing of Reimbursable project activity primarily related to the Connecticut Positive Train Control and Sasco Creek Power Supply Station projects and timing of Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$32.7 million favorable vs. the Budget primarily due to the timing of Reimbursable project activity for the Waterbury Branch Cab Signal and Power

Infrastructure Restoration Projects as well as the timing of rolling stock maintenance events and material usage partially offset by miscellaneous inventory adjustments.

- **Other Business Expenses** – YTD was \$1.1 million unfavorable vs. the Budget primarily due to higher subsidy payments to New Jersey Transit and lower Amtrak recoveries partially offset by lower credit card fees.

**Depreciation and Other Non-Cash Liability Adjustments** were \$9.4 million unfavorable vs. the YTD Budget primarily due to higher depreciation expense reflecting the capitalization of the Positive Train Control (PTC) project partially offset by lower GASB 68 expense, which reflects adjustments to account for MNR's net pension liability as well as lower environmental remediation expenses.

### **CASH DEFICIT SUMMARY**

June YTD Net Cash Deficit of \$570.2 million was \$27.3 million or 5.0% unfavorable to the Budget primarily due to the partial payment of 2020 deferred payroll taxes allowed under the CARES Act.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 17.7% was 1.3 percentage points favorable vs. the Budget.
- Adjusted Cost per Passenger of \$54.15 was \$17.25 favorable vs. the Budget.
- Revenue per Passenger of \$8.20 was \$0.66 unfavorable vs. the Budget.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$16.772	\$24.052	\$7.280	43.4	\$0.000	\$0.000	\$0.000	-	\$16.772	\$24.052	\$7.280	43.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.571	0.730	(2.841)	(79.6)	0.000	0.000	0.000	-	3.571	0.730	(2.841)	(79.6)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.433	9.459	(1.973)	(17.3)	11.433	9.459	(1.973)	(17.3)
CDOT	0.000	0.000	0.000	-	9.619	16.326	6.707	69.7	9.619	16.326	6.707	69.7
Other	0.000	0.000	0.000	-	1.231	1.756	0.526	42.7	1.231	1.756	0.526	42.7
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	22.282	27.542	5.259	23.6	22.282	27.542	5.259	23.6
<b>Total Revenue</b>	<b>\$20.343</b>	<b>\$24.782</b>	<b>\$4.439</b>	<b>21.8</b>	<b>\$22.282</b>	<b>\$27.542</b>	<b>\$5.259</b>	<b>23.6</b>	<b>\$42.625</b>	<b>\$52.323</b>	<b>\$9.698</b>	<b>22.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$43.105	\$43.224	(\$0.119)	(0.3)	\$4.933	\$3.693	\$1.240	25.1	\$48.038	\$46.917	\$1.121	2.3
Overtime	6.977	6.702	0.275	3.9	2.772	2.272	0.500	18.0	9.749	8.974	0.775	8.0
Health and Welfare	8.640	8.489	0.151	1.7	1.726	1.274	0.452	26.2	10.366	9.763	0.603	5.8
OPEB Current Payment	3.083	3.482	(0.399)	(12.9)	0.000	0.000	0.000	-	3.083	3.482	(0.399)	(12.9)
Pensions	9.973	11.290	(1.317)	(13.2)	1.357	1.073	0.284	20.9	11.330	12.363	(1.033)	(9.1)
Other Fringe Benefits	10.154	10.543	(0.389)	(3.8)	1.296	1.033	0.263	20.3	11.450	11.576	(0.126)	(1.1)
Reimbursable Overhead	(6.851)	(4.057)	(2.794)	(40.8)	6.622	4.445	2.177	32.9	(0.229)	0.388	(0.617)	*
<b>Total Labor</b>	<b>\$75.082</b>	<b>\$79.673</b>	<b>(\$4.592)</b>	<b>(6.1)</b>	<b>\$18.706</b>	<b>\$13.790</b>	<b>\$4.916</b>	<b>26.3</b>	<b>\$93.787</b>	<b>\$93.463</b>	<b>\$0.324</b>	<b>0.3</b>
<i>Non-Labor:</i>												
Electric Power	\$4.027	\$3.351	\$0.676	16.8	\$0.000	\$0.000	\$0.000	-	\$4.027	\$3.351	\$0.676	16.8
Fuel	1.075	1.429	(0.354)	(32.9)	0.000	0.000	0.000	-	1.075	1.429	(0.354)	(32.9)
Insurance	1.766	1.472	0.294	16.6	0.000	0.156	(0.156)	-	1.766	1.628	0.138	7.8
Claims	0.096	0.022	0.074	77.5	0.000	0.000	0.000	-	0.096	0.022	0.074	77.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.105	8.926	1.179	11.7	0.657	1.085	(0.428)	(65.2)	10.762	10.011	0.751	7.0
Professional Service Contracts	3.814	2.283	1.531	40.1	1.562	1.456	0.106	6.8	5.376	3.739	1.637	30.4
Materials & Supplies	8.752	9.507	(0.755)	(8.6)	1.326	11.038	(9.712)	*	10.078	20.545	(10.467)	*
Other Business Expenses	1.205	1.291	(0.086)	(7.1)	0.033	0.017	0.016	48.1	1.237	1.308	(0.070)	(5.7)
<b>Total Non-Labor</b>	<b>\$30.840</b>	<b>\$28.281</b>	<b>\$2.559</b>	<b>8.3</b>	<b>\$3.577</b>	<b>\$13.752</b>	<b>(\$10.175)</b>	<b>*</b>	<b>\$34.417</b>	<b>\$42.032</b>	<b>(\$7.616)</b>	<b>(22.1)</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$105.922</b>	<b>\$107.954</b>	<b>(\$2.032)</b>	<b>(1.9)</b>	<b>\$22.282</b>	<b>\$27.542</b>	<b>(\$5.259)</b>	<b>(23.6)</b>	<b>\$128.204</b>	<b>\$135.495</b>	<b>(\$7.291)</b>	<b>(5.7)</b>
Depreciation	20.542	25.699	(5.157)	(25.1)	0.000	0.000	0.000	-	20.542	25.699	(5.157)	(25.1)
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	(3.046)	3.614	*	0.000	0.000	0.000	-	0.568	(3.046)	3.614	*
Environmental Remediation	0.333	(0.220)	0.553	*	0.000	0.000	0.000	-	0.333	(0.220)	0.553	*
GASB75 Adjustment	0.000	(0.693)	0.693	-	0.000	0.000	0.000	-	0.000	(0.693)	0.693	-
<b>Total Expenses</b>	<b>\$127.365</b>	<b>\$129.693</b>	<b>(\$2.329)</b>	<b>(1.8)</b>	<b>\$22.282</b>	<b>\$27.542</b>	<b>(\$5.259)</b>	<b>(23.6)</b>	<b>\$149.647</b>	<b>\$157.235</b>	<b>(\$7.588)</b>	<b>(5.1)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$107.022)</b>	<b>(\$104.912)</b>	<b>\$2.110</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$107.022)</b>	<b>(\$104.912)</b>	<b>\$2.110</b>	<b>2.0</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	25.699	5.157	25.1	0.000	0.000	0.000	-	20.542	25.699	5.157	25.1
Operating/Capital	(12.599)	(1.711)	10.887	86.4	0.000	0.000	0.000	-	(12.599)	(1.711)	10.887	86.4
Other Cash Adjustments	1.498	(21.435)	(22.933)	*	0.000	0.000	0.000	-	1.498	(21.435)	(22.933)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$9.441</b>	<b>\$2.553</b>	<b>(\$6.889)</b>	<b>(73.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$9.441</b>	<b>\$2.553</b>	<b>(\$6.889)</b>	<b>(73.0)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$97.581)</b>	<b>(\$102.359)</b>	<b>(\$4.778)</b>	<b>(4.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$97.581)</b>	<b>(\$102.359)</b>	<b>(\$4.778)</b>	<b>(4.9)</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$78.751	\$92.908	\$14.157	18.0	\$0.000	\$0.000	\$0.000	-	\$78.751	\$92.908	\$14.157	18.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	22.410	12.648	(9.762)	(43.6)	0.000	0.000	0.000	-	22.410	12.648	(9.762)	(43.6)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	75.328	48.971	(26.357)	(35.0)	75.328	48.971	(26.357)	(35.0)
CDOT	0.000	0.000	0.000	-	85.244	55.007	(30.237)	(35.5)	85.244	55.007	(30.237)	(35.5)
Other	0.000	0.000	0.000	-	6.727	6.697	(0.030)	(0.4)	6.727	6.697	(0.030)	(0.4)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	167.299	110.675	(56.624)	(33.8)	167.299	110.675	(56.624)	(33.8)
<b>Total Revenue/Receipts</b>	<b>\$101.161</b>	<b>\$105.556</b>	<b>\$4.395</b>	<b>4.3</b>	<b>\$167.299</b>	<b>\$110.675</b>	<b>(\$56.624)</b>	<b>(33.8)</b>	<b>\$268.461</b>	<b>\$216.231</b>	<b>(\$52.230)</b>	<b>(19.5)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$256.402	\$257.766	(\$1.363)	(0.5)	\$26.883	\$22.067	\$4.816	17.9	\$283.285	\$279.833	\$3.453	1.2
Overtime	41.648	37.476	4.171	10.0	14.708	12.977	1.730	11.8	56.355	50.453	5.902	10.5
Health and Welfare	51.151	53.836	(2.685)	(5.2)	9.288	7.515	1.774	19.1	60.439	61.351	(0.911)	(1.5)
OPEB Current Payment	18.500	20.757	(2.257)	(12.2)	0.000	0.000	0.000	-	18.500	20.757	(2.257)	(12.2)
Pensions	59.388	64.362	(4.975)	(8.4)	7.355	6.345	1.010	13.7	66.742	70.707	(3.965)	(5.9)
Other Fringe Benefits	60.717	61.002	(0.285)	(0.5)	6.988	6.079	0.909	13.0	67.704	67.081	0.623	0.9
Reimbursable Overhead	(36.206)	(27.098)	(9.108)	(25.2)	35.075	27.116	7.959	22.7	(1.132)	0.018	(1.150)	*
<b>Total Labor</b>	<b>\$451.599</b>	<b>\$468.101</b>	<b>(\$16.503)</b>	<b>(3.7)</b>	<b>\$100.296</b>	<b>\$82.099</b>	<b>\$18.197</b>	<b>18.1</b>	<b>\$551.895</b>	<b>\$550.200</b>	<b>\$1.695</b>	<b>0.3</b>
<i>Non-Labor:</i>												
Electric Power	\$25.794	\$25.564	\$0.230	0.9	\$0.000	\$0.261	(\$0.261)	-	\$25.794	\$25.825	(\$0.031)	(0.1)
Fuel	8.019	8.104	(0.084)	(1.1)	0.000	0.000	0.000	-	8.019	8.104	(0.084)	(1.1)
Insurance	10.035	8.473	1.562	15.6	0.000	0.821	(0.821)	-	10.035	9.294	0.741	7.4
Claims	0.573	0.112	0.461	80.5	0.000	0.000	0.000	-	0.573	0.112	0.461	80.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	59.673	51.475	8.198	13.7	6.176	6.174	0.003	0.0	65.850	57.649	8.201	12.5
Professional Service Contracts	21.454	15.470	5.985	27.9	11.083	3.521	7.563	68.2	32.538	18.990	13.547	41.6
Materials & Supplies	51.505	50.663	0.842	1.6	49.548	17.695	31.853	64.3	101.052	68.358	32.695	32.4
Other Business Expenses	8.504	9.700	(1.196)	(14.1)	0.196	0.105	0.090	46.2	8.700	9.805	(1.105)	(12.7)
<b>Total Non-Labor</b>	<b>\$185.558</b>	<b>\$169.560</b>	<b>\$15.998</b>	<b>8.6</b>	<b>\$67.003</b>	<b>\$28.576</b>	<b>\$38.427</b>	<b>57.4</b>	<b>\$252.561</b>	<b>\$198.136</b>	<b>\$54.425</b>	<b>21.5</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$637.157</b>	<b>\$637.661</b>	<b>(\$0.504)</b>	<b>(0.1)</b>	<b>\$167.299</b>	<b>\$110.675</b>	<b>\$56.624</b>	<b>33.8</b>	<b>\$804.456</b>	<b>\$748.336</b>	<b>\$56.120</b>	<b>7.0</b>
Depreciation	123.253	143.344	(20.090)	(16.3)	0.000	0.000	0.000	-	123.253	143.344	(20.090)	(16.3)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	1.135	(6.801)	7.936	*	0.000	0.000	0.000	-	1.135	(6.801)	7.936	*
Environmental Remediation	2.000	(0.160)	2.160	*	0.000	0.000	0.000	-	2.000	(0.160)	2.160	*
GASB75 Adjustment	0.000	(0.549)	0.549	-	0.000	0.000	0.000	-	0.000	(0.549)	0.549	-
<b>Total Expenses</b>	<b>\$763.545</b>	<b>\$773.494</b>	<b>(\$9.949)</b>	<b>(1.3)</b>	<b>\$167.299</b>	<b>\$110.675</b>	<b>\$56.624</b>	<b>33.8</b>	<b>\$930.845</b>	<b>\$884.169</b>	<b>\$46.675</b>	<b>5.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$662.384)</b>	<b>(\$667.939)</b>	<b>(\$5.555)</b>	<b>(0.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$662.384)</b>	<b>(\$667.939)</b>	<b>(\$5.555)</b>	<b>(0.8)</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	123.253	143.344	20.090	16.3	0.000	0.000	0.000	-	123.253	143.344	20.090	16.3
Operating/Capital	(34.601)	(15.835)	18.766	54.2	0.000	0.000	0.000	-	(34.601)	(15.835)	18.766	54.2
Other Cash Adjustments	30.864	(29.760)	(60.624)	*	0.000	0.000	0.000	-	30.864	(29.760)	(60.624)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$119.517</b>	<b>\$97.750</b>	<b>(\$21.767)</b>	<b>(18.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$119.517</b>	<b>\$97.750</b>	<b>(\$21.767)</b>	<b>(18.2)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$542.867)</b>	<b>(\$570.189)</b>	<b>(\$27.322)</b>	<b>(5.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$542.867)</b>	<b>(\$570.189)</b>	<b>(\$27.322)</b>	<b>(5.0)</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**June 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	\$7.280	43.4%	Reflects higher East of Hudson non-commutation ridership partially offset by lower East of Hudson commutation ridership.	\$14.157	18.0%	Reflects higher East of Hudson non-commutation ridership partially offset by lower East of Hudson commutation ridership.		
OTHER OPERATING REVENUE	Non-Reimb	(\$2.841)	(79.6%)	Lower GCT retail and advertising revenues.	(\$9.762)	(43.6%)	Lower advertising, GCT retail, and parking revenues.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$5.259	23.6%	Higher reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$56.624)	(33.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Reimb	\$1.240	25.1%	Primarily reflects lower activity on the Connecticut Track Program as well as the Network Infrastructure Phase 2 Design and Positive Train Control (NY) Project partially offset by the Station Improvement Program.	\$4.816	17.9%	Primarily reflects lower activity on Positive Train Control (NY), Rock Slope Remediation, Signal Replacement from Greenwich to South Norwalk and Replace Timbers on Undergrade Bridges Projects as well as the Cyclical Track and Connecticut Track Programs partially offset by higher activity on the Universal Interlock Project.		
OVERTIME	Non-Reimb	\$0.275	3.9%	See overtime charts.	\$4.171	10.0%	See overtime charts.		
	Reimb	\$0.500	18.0%	See overtime charts.	\$1.730	11.8%	See overtime charts.		
HEALTH AND WELFARE	Non-Reimb	\$0.151	1.7%		(\$2.685)	(5.2%)	Reflects higher than budgeted rates partially offset by lower labor costs.		
	Reimb	\$0.452	26.2%	Primarily reflects lower activity on the Connecticut Track Program as well as the Network Infrastructure Phase 2 Design and Positive Train Control (NY) Projects.	\$1.774	19.1%	Primarily reflects lower activity on the Positive Train Control (NY), Replace Timbers on Undergrade Bridges and Signal Replacement from Greenwich to South Norwalk Projects as well as the Connecticut Track and Cyclical Track Programs partially offset by higher activity on the Universal Interlock Project.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.399)	(12.9%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(\$2.257)	(12.2%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.		
PENSIONS	Non-Reimb	(\$1.317)	(13.2%)	Primarily reflects a year-to-date catch-up adjustment for higher than budgeted Pension rates combined with an increase in the COVID-19 Death Benefit provision.	(\$4.975)	(8.4%)	Primarily reflects higher than budgeted rates combined with an increase in the COVID-19 Death Benefit provision.		
	Reimb	\$0.284	20.9%	Primarily reflects lower activity on the Connecticut Track Program as well as the Network Infrastructure Phase 2 Design and Positive Train Control (NY) Projects.	\$1.010	13.7%	Primarily reflects lower activity on the Positive Train Control (NY) and Replace Timbers on Undergrade Bridges Projects as well as the Cyclical Track and Connecticut Track Programs partially offset by higher activity on the Universal Interlock 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**  
**June 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		
		\$	%		\$	%			
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.389)	(3.8%)	Primarily reflects higher rates combined with a higher employee claim provision than budgeted.	(\$0.285)	(0.5%)	Primarily reflects lower activity on the Positive Train Control (NY) and Replace Timbers on Undergrade Bridges Projects as well as the Cyclical Track and Connecticut Track Programs partially offset by higher activity on the Universal Interlock Project.		
	Reimb	\$0.263	20.3%	Primarily reflects lower activity on the Connecticut Track Program as well as the Network Infrastructure Phase 2 Design and Positive Train Control (NY) Projects.	\$0.909	13.0%			
REIMBURSABLE OVERHEAD	Non-Reimb	(\$2.794)	(40.8%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$9.108)	(25.2%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.		
	Reimb	\$2.177	32.9%		\$7.959	22.7%			
ELECTRIC POWER	Non-Reimb	\$0.676	16.8%	Lower than budgeted traction electric usage partially offset by higher than budgeted traction electric rates.	\$0.230	0.9%			
FUEL	Non-Reimb	(\$0.354)	(32.9%)	Higher than budgeted revenue diesel rates.	(\$0.084)	(1.1%)			
INSURANCE	Non-Reimb	\$0.294	16.6%	Reflects lower than budgeted premiums.	\$1.562	15.6%	Reflects lower than budgeted premiums.		
	Reimb	(\$0.156)	-	Primarily reflects higher activity on the Turnouts Replacement, Power Infrastructure Restoration and Waterbury Branch Cab Signal Projects as well as the Connecticut Track and Station Improvement Programs.	(\$0.821)	-	Primarily reflects higher activity on the Connecticut Track Program, Turnouts Replacement, Power Infrastructure Restoration and Waterbury Branch Cab Signal Projects.		
CLAIMS	Non-Reimb	\$0.074	77.5%	Reflects a lower passenger claims provision than budgeted.	\$0.461	80.5%	Reflects a lower passenger claims provision than budgeted.		
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.179	11.7%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as miscellaneous maintenance and operating contracts.	\$8.198	13.7%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts partially offset by a nine month catch-up charge for Graybar COVID-19 cleaning efforts.		
	Reimb	(\$0.428)	(65.2%)	Primarily reflects higher activity on the Signal Replacement from Greenwich to South Norwalk and Positive Train Control (CT) Projects.	\$0.003	0.0%			
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.531	40.1%	Lower than anticipated consulting and engineering services.	\$5.985	27.9%	Lower than anticipated consulting and engineering services.		
	Reimb	\$0.106	6.8%	Reflects lower activity on the Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects partially offset by the Maybrook Trail-Beacon Line Project.	\$7.563	68.2%		Reflects lower activity on the Positive Train Control (CT), Sasco Creek Traction Power Supply Station and Waterbury Branch Cab Signal Projects partially offset by the Maybrook Trail-Beacon Line Project.	

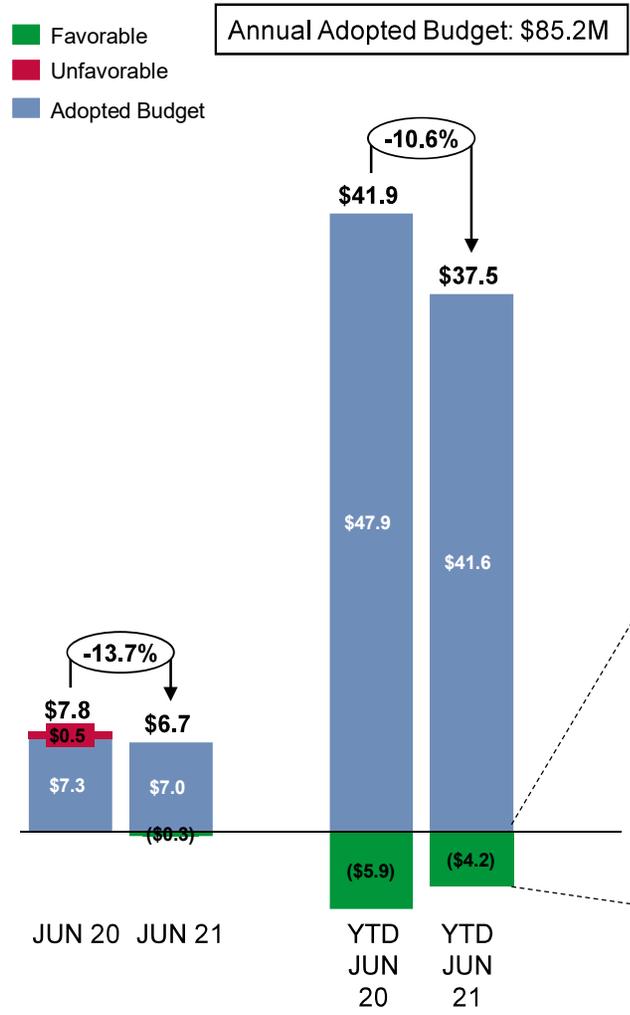
**MTA METRO-NORTH RAILROAD**  
**ACCUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**June 2021**  
**(\$ in millions)**

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
		\$	%		\$	%	
MATERIALS AND SUPPLIES	Non-Reimb	(\$0.755)	(8.6%)	Primarily due higher net inventory adjustments resulting from second quarter true-ups partially offset by the timing of rolling stock maintenance events, rolling stock material usage, and infrastructure repairs.	\$0.842	1.6%	Reflects lower activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Devon Supply Transformer Replacement, Phase V of the Harmon Shop Replacement and Turnouts Replacement Projects as well as the Connecticut Track Program partially offset by higher activity on the Positive Train Control (CT) Project.
	Reimb	(\$9.712)	*	Reflects higher activity on the Positive Train Control (CT) Project and Station Improvement Program.	\$31.853	64.3%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.086)	(7.1%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments partially offset by lower credit card fees.	(\$1.196)	(14.1%)	Primarily due to higher subsidy payments to New Jersey Transit and lower Amtrak recoveries partially offset by lower credit card fees.
	Reimb	\$0.016	48.1%	Primarily reflects lower activity on the Program Scope Development Project.	\$0.090	46.2%	Primarily reflects lower activity on the Program Scope Development Project.
DEPRECIATION	Non-Reimb	(\$5.157)	(25.1%)	Reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use, most notably the Positive Train Control and West of Hudson Signal Improvement Projects. The July Financial Plan will be adjusted to reflect this increase in capitalized assets.	(\$20.090)	(16.3%)	Reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use, most notably the Positive Train Control Project. The July Financial Plan will be adjusted to reflect this increase in capitalized assets.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$3.614	*	Reflects adjustments to account for MNR's net pension liability.	\$7.936	*	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.553	*	Reflects timing of projects requiring remediation.	\$2.160	*	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.693	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	\$0.549	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$10.887	86.4%	Primarily reflects timing for the following projects: Track Geometry Car, GCT Exhaust Duct Repair, CTC Signal System Upgrades, Vehicle Replacement Program, Power Control SCADA Upgrade, Hudson Rail Link Bus Replacement and Radio System Analysis partially offset by GCT Air Handling Units/Glycol Cooling.	\$18.766	54.2%	Primarily reflects timing primarily for the following projects: Upper Harlem Pole Replacement, GCT Exhaust Duct Repair, Vehicle Replacement Program, Track Geometry Car, GCT ADA Compliant Signage and CTC Signal System Upgrades.

# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

## June 2021 and YTD Budget vs. variance

\$M

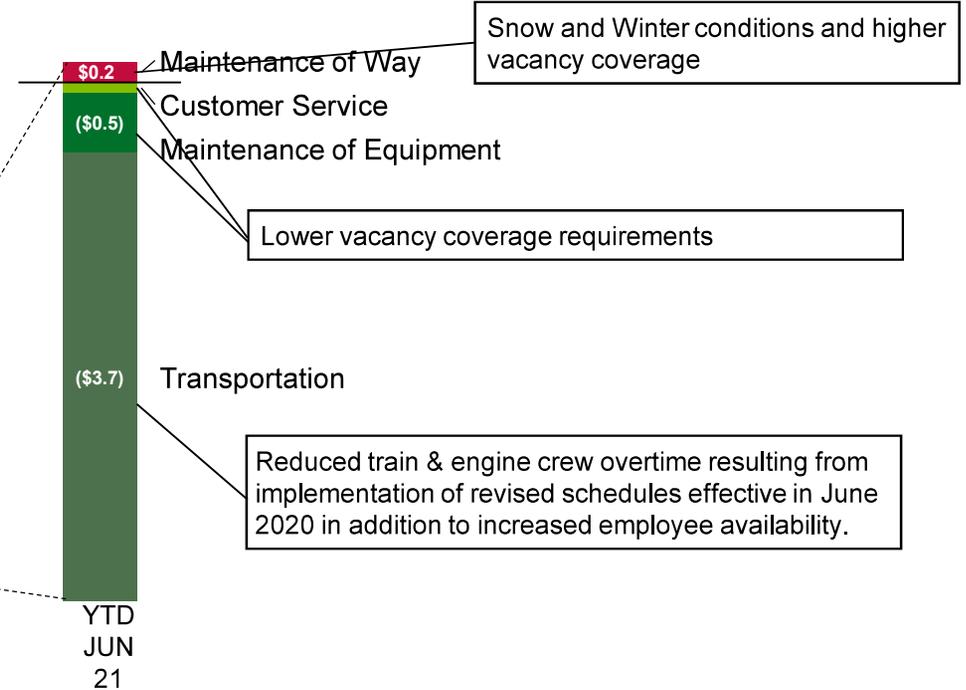


## Overview

- Overall decrease of \$4.5M or 10.6% compared to YTD June 2020
- 10.0% 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 and Maintenance of Equipment
- Connecticut paid \$9.7M of total \$37.5M; Connecticut's share of YTD Variance is favorable \$1.5M of the favorable \$4.2M

## YTD variance by division

(\$4.2M), (10.0%)



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

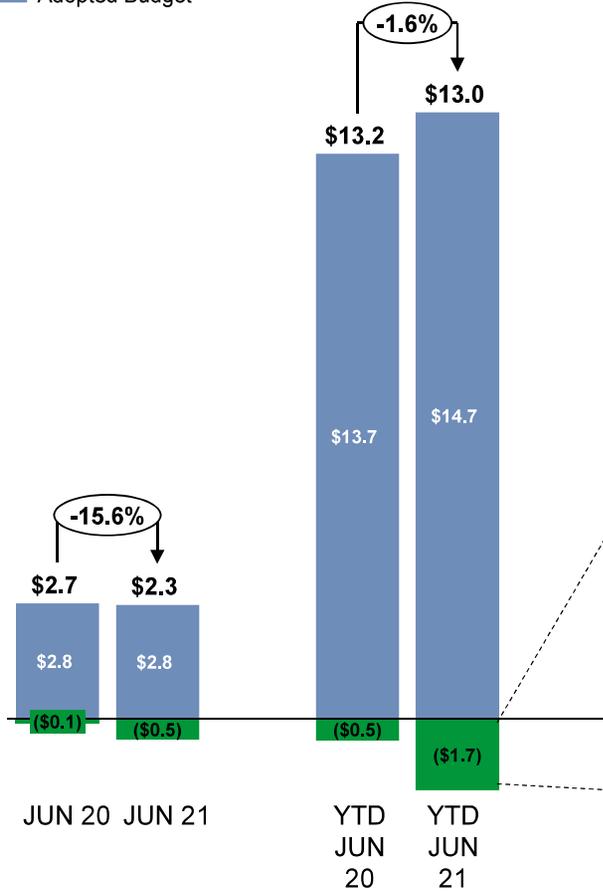
# METRO-NORTH RAILROAD –Reimbursable Overtime Variance

## June 2021 and YTD Budget vs. variance

\$M

- Favorable
- Unfavorable
- Adopted Budget

Annual Adopted Budget: \$29.8M

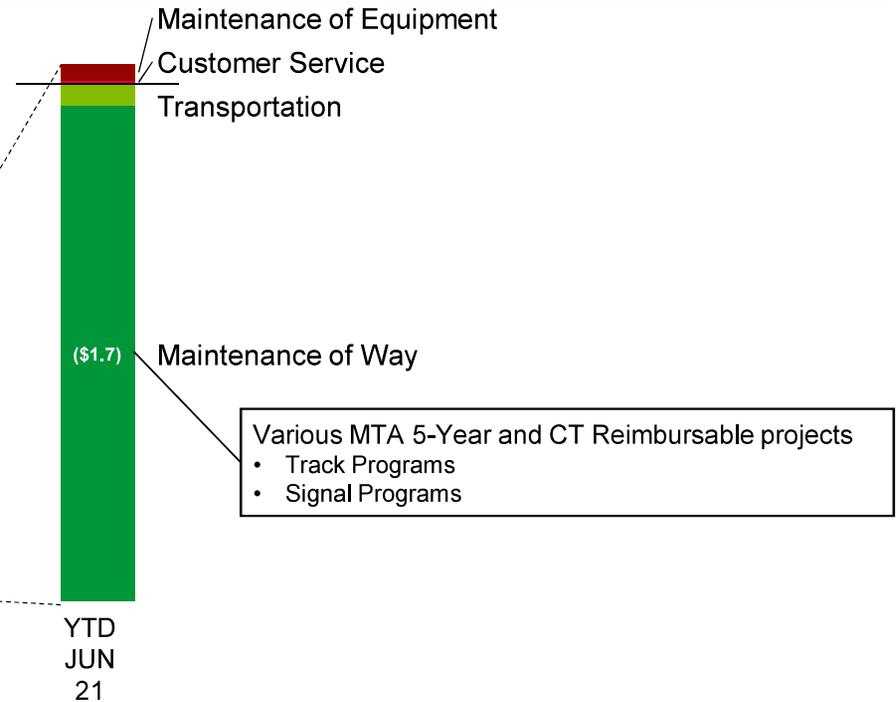


## Overview

- Overall decrease of \$0.2M or 1.6% compared to YTD June 2020
- 11.8% 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 \$5.1M of total \$13.0M; Connecticut's share of YTD Variance is favorable \$0.6M of the favorable \$1.7M

## YTD variance by division

(\$1.7M), (11.8%)



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

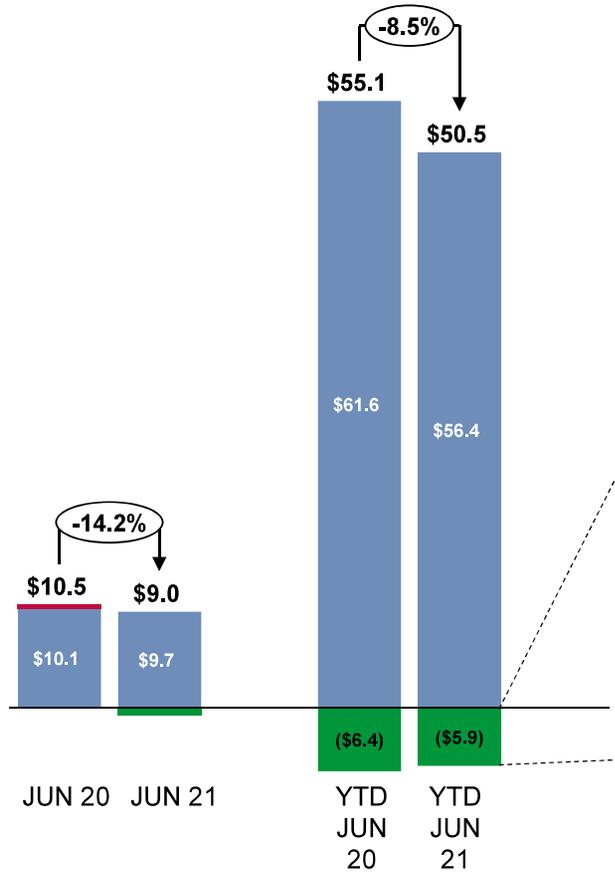
# METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

## June 2021 and YTD Budget vs. variance

\$M

- Favorable
- Unfavorable
- November Forecast

Annual Adopted Budget: \$114.9M

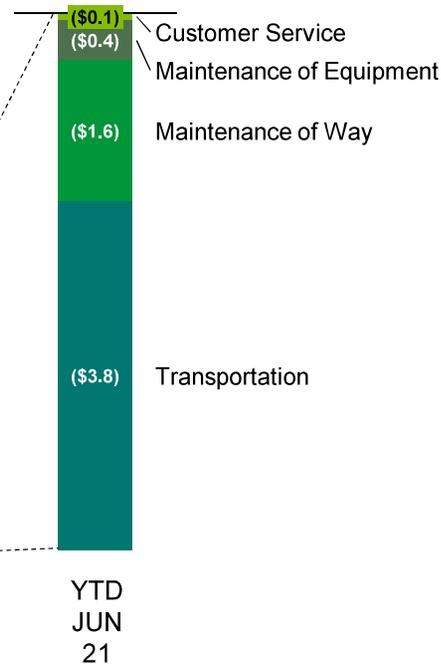


## Overview

- Overall decrease of \$4.7M or 8.5% compared to YTD June 2020
- 10.5% below 2021 Adopted Budget
- Revised crew needs in Transportation, lower Reimbursable Project activity in Maintenance of Way and lower vacancy coverage in Customer Service and Maintenance of Equipment
- Connecticut paid \$14.8M of total \$50.5M; Connecticut's share of YTD Variance is a favorable \$2.1M of the overall favorable \$5.9M

## YTD variance by division

(\$5.9M), (10.5%)



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**

	JUNE 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$16.149	\$24.790	\$8.641	53.5	\$75.852	\$89.829	\$13.977	18.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.390	0.986	(6.404)	(86.7)	39.775	29.352	(10.423)	(26.2)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	14.107	7.977	(6.130)	(43.5)	72.384	36.951	(35.433)	(49.0)
CDOT	9.619	9.668	0.049	0.5	85.244	63.059	(22.185)	(26.0)
Other	1.231	1.354	0.123	10.0	6.727	7.068	0.341	5.1
Total Capital and Other Reimbursements	24.956	18.999	(5.957)	(23.9)	164.356	107.078	(57.278)	(34.8)
<b>Total Receipts</b>	<b>\$48.496</b>	<b>\$44.775</b>	<b>(\$3.721)</b>	<b>(7.7)</b>	<b>\$279.983</b>	<b>\$226.259</b>	<b>(\$53.724)</b>	<b>(19.2)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$47.697	\$42.568	\$5.129	10.8	\$277.223	\$264.275	\$12.948	4.7
Overtime	9.947	8.046	1.901	19.1	55.850	48.259	7.591	13.6
Health and Welfare	11.382	24.585	(13.203)	*	66.407	70.122	(3.715)	(5.6)
OPEB Current Payment	3.083	6.355	(3.272)	*	18.500	20.756	(2.256)	(12.2)
Pensions	11.309	12.729	(1.420)	(12.6)	67.855	70.198	(2.343)	(3.5)
Other Fringe Benefits	10.965	13.707	(2.742)	(25.0)	64.064	116.689	(52.625)	(82.1)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$94.384</b>	<b>\$107.990</b>	<b>(\$13.606)</b>	<b>(14.4)</b>	<b>\$549.899</b>	<b>\$590.299</b>	<b>(\$40.400)</b>	<b>(7.3)</b>
<i>Non-Labor:</i>								
Electric Power	\$4.187	\$4.285	(\$0.098)	(2.3)	\$26.751	\$29.350	(\$2.599)	(9.7)
Fuel	1.033	1.331	(0.298)	(28.9)	7.765	7.400	0.365	4.7
Insurance	0.470	5.160	(4.690)	*	3.235	5.160	(1.925)	(59.5)
Claims	1.711	0.088	1.623	94.9	2.693	0.549	2.144	79.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	21.937	10.275	11.662	53.2	76.448	62.773	13.675	17.9
Professional Service Contracts	4.718	3.559	1.159	24.6	24.028	13.753	10.275	42.8
Materials & Supplies	13.209	9.893	3.316	25.1	108.141	62.631	45.510	42.1
Other Business Expenditures	4.428	4.553	(0.125)	(2.8)	23.891	24.533	(0.642)	(2.7)
<b>Total Non-Labor</b>	<b>\$51.693</b>	<b>\$39.144</b>	<b>\$12.549</b>	<b>24.3</b>	<b>\$272.951</b>	<b>\$206.149</b>	<b>\$66.802</b>	<b>24.5</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$146.076</b>	<b>\$147.134</b>	<b>(\$1.058)</b>	<b>(0.7)</b>	<b>\$822.850</b>	<b>\$796.448</b>	<b>\$26.402</b>	<b>3.2</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$97.581)</b>	<b>(\$102.359)</b>	<b>(\$4.778)</b>	<b>(4.9)</b>	<b>(\$542.867)</b>	<b>(\$570.189)</b>	<b>(\$27.322)</b>	<b>(5.0)</b>
<b>Subsidies</b>								
MTA	72.187	67.172	(5.015)	(6.9)	393.261	350.655	(42.606)	(10.8)
CDOT	25.394	30.451	5.057	19.9	149.606	169.601	19.995	13.4
<b>Total Subsidies</b>	<b>\$97.581</b>	<b>\$97.623</b>	<b>\$0.042</b>	<b>0.0</b>	<b>\$542.867</b>	<b>\$520.256</b>	<b>(\$22.611)</b>	<b>(4.2)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$34.379)</b>	<b>(\$34.379)</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$37.317)</b>	<b>(\$37.317)</b>	<b>-</b>

**Notes:**  
-- Results are preliminary and subject to audit review.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

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

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	June Month vs Budget			Year-to-Date as of June 30th, 2021 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
FARE REVENUE	8.641	53.5%	Primarily reflects higher non-commutation ridership partially offset by lower commutation ridership on the East of Hudson line as well as cash in transit.	13.977	18.4%	Primarily reflects higher non-commutation ridership partially offset by lower commutation ridership on the East of Hudson line partially offset by cash in transit.
OTHER OPERATING REVENUE	(6.404)	(86.7%)	Primarily reflects lower net GCT retail and parking revenues due to the COVID-19 pandemic.	(10.423)	(26.2%)	Primarily reflects lower GCT retail, parking and advertising revenues partially offset by a refund of insurance premiums.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(6.130)	(43.5%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.	(35.433)	(49.0%)	Primarily reflects lower cash receipts combined with lower capital related project activity than budgeted.
CDOT	0.049	0.5%		(22.185)	(26.0%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	0.123	10.0%	Reflects higher cash receipts partially offset by lower reimbursable related project activity than budgeted.	0.341	5.1%	Reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.
PAYROLL	5.129	10.8%	Primarily reflects timing of RWA payments and pay periods partially offset by inter-agency payroll and remittance payments for the employee portion of withheld income taxes.	12.948	4.7%	Primarily reflects timing of RWA payments and pay periods partially offset by inter-agency payroll and remittance payments for the employee portion of withheld income taxes.
OVERTIME	1.901	19.1%	Primarily reflects reduced train & engine crew overtime resulting from the reduced service schedule combined with lower activity than planned on the Connecticut Track Program.	7.591	13.6%	Primarily reflects reduced train & engine crew overtime resulting from the reduced service schedule.
HEALTH & WELFARE	(13.203)	*	Primarily reflects the timing of payments for health insurance premiums.	(3.715)	(5.6%)	Primarily reflects the timing of payments for health insurance premiums.
OPEB CURRENT PAYMENT	(3.272)	*	Primarily reflects the timing of payments for health insurance premiums for retirees.	(2.256)	(12.2%)	Primarily reflects the timing of payments for health insurance premiums for retirees.
PENSIONS	(1.420)	(12.6%)	Primarily reflects timing of payments of COVID-19 Death Benefits.	(2.343)	(3.5%)	Primarily reflects timing of payments for pension and COVID-19 Death Benefits.
OTHER FRINGE BENEFITS	(2.742)	(25.0%)	Primarily reflects the timing of an employee claim payment.	(52.625)	(82.1%)	Primarily due to the partial payment of Railroad Retirement Taxes which were deferred in 2020.
ELECTRIC POWER	(0.098)	(2.3%)		(2.599)	(9.7%)	Primarily reflects timing of payments partially offset by lower than budgeted non-traction usage and rates.
FUEL	(0.298)	(28.9%)	Primarily reflects higher revenue diesel rates than budgeted.	0.365	4.7%	

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

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	June Month vs Budget			Year-to-Date as of June 30th, 2021 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
INSURANCE	(4.690)	*	Primarily reflects the timing of insurance premium payments.	(1.925)	(59.5%)	Primarily reflects the timing of insurance premium payments.
CLAIMS	1.623	94.9%	Reflects lower than budgeted passenger injury settlements.	2.144	79.6%	Reflects lower than budgeted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	11.662	53.2%	Primarily reflects the timing of payments for MTA Police Services and the expenses for the BL-20 locomotive overhaul as well as miscellaneous maintenance and operating contracts.	13.675	17.9%	Primarily reflects the timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, miscellaneous maintenance and operating contracts, timing of payments for MTA Police Services as well as lower project activity on the Upper Harlem Pole Replacement and Exhaust Duct State of Good Repair Projects partially offset by the timing of payments for track leases and utilities.
PROFESSIONAL SERVICE CONTRACTS	1.159	24.6%	Primarily reflects the timing of engineering services for capital related projects (Power Control Scada Upgrade, Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects) as well as lower than anticipated consulting and other engineering services.	10.275	42.8%	Primarily reflects the timing of engineering services for capital related projects (Positive Train Control (CT) and Sasco Creek Traction Power Supply Station Projects) as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	3.316	25.1%	Primarily reflects lower costs resulting from the timing of rolling stock maintenance events, rolling stock material usage and infrastructure repairs.	45.510	42.1%	Primarily reflects lower project activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration and Devon Supply Transformer Replacement Projects as well as lower costs resulting from the timing of rolling stock maintenance events as well as lower rolling stock material usage.
MTA SUBSIDY RECEIPTS	(5.015)	(6.9%)	Reflects higher CDOT subsidy and available cash balance partially offset by higher cash deficit.	(42.606)	(10.8%)	Reflects available cash balance and higher CDOT subsidy partially offset by higher cash deficit.
CDOT SUBSIDY RECEIPTS	5.057	19.9%	Primarily reflects the timing of the receipt of the estimated 2021 Q1 and Q2 Administrative Asset invoices.	19.995	13.4%	Primarily reflects the timing of the receipt of the estimated 2020 Q4 and 2021 Q1 & Q2 Administrative Assets invoices combined with 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)

	JUNE 2021				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.623)	\$0.738	\$1.361	*	(\$2.899)	(\$3.079)	(\$0.180)	(6.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.820	0.256	(3.564)	(93.3)	17.365	16.704	(0.661)	(3.8)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	2.674	(1.482)	(4.156)	*	(2.944)	(12.020)	(9.076)	*
CDOT	0.000	(6.658)	(6.658)	-	0.000	8.052	8.052	-
Other	0.000	(0.402)	(0.402)	-	0.000	0.371	0.371	-
Total Capital and Other Reimbursements	2.674	(8.543)	(11.217)	*	(2.944)	(3.597)	(0.653)	(22.2)
<b>Total Revenue/Receipts</b>	<b>\$5.871</b>	<b>(\$7.548)</b>	<b>(\$13.419)</b>	<b>*</b>	<b>\$11.522</b>	<b>\$10.028</b>	<b>(\$1.494)</b>	<b>(13.0)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$0.341	\$4.349	\$4.008	*	\$6.062	\$15.558	\$9.496	*
Overtime	(0.198)	0.928	1.126	*	0.505	2.194	1.689	*
Health and Welfare	(1.016)	(14.822)	(13.805)	*	(5.967)	(8.771)	(2.804)	(47.0)
OPEB Current Payment	0.000	(2.873)	0.000	-	0.000	0.001	0.001	-
Pensions	0.020	(0.366)	(0.387)	*	(1.113)	0.509	1.622	*
Other Fringe Benefits	0.485	(2.131)	(2.616)	*	3.640	(49.608)	(53.248)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.229)	0.388	0.617	*	(1.132)	0.018	1.150	*
<b>Total Labor</b>	<b>(\$0.596)</b>	<b>(\$14.527)</b>	<b>(\$13.930)</b>	<b>*</b>	<b>\$1.996</b>	<b>(\$40.099)</b>	<b>(\$42.094)</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.160)	(\$0.934)	(\$0.774)	*	(\$0.957)	(\$3.525)	(\$2.568)	*
Fuel	0.042	0.098	0.056	*	0.255	0.704	0.449	*
Insurance	1.296	(3.532)	(4.827)	*	6.800	4.134	(2.666)	(39.2)
Claims	(1.616)	(0.066)	1.549	95.9	(2.120)	(0.437)	1.682	79.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(11.175)	(0.264)	10.911	97.6	(10.598)	(5.124)	5.474	51.6
Professional Service Contracts	0.658	0.180	(0.478)	(72.6)	8.510	5.237	(3.273)	(38.5)
Materials & Supplies	(3.131)	10.652	13.783	*	(7.088)	5.727	12.815	*
Other Business Expenses	(3.190)	(3.245)	(0.055)	(1.7)	(15.191)	(14.728)	0.463	3.1
<b>Total Non-Labor</b>	<b>(\$17.276)</b>	<b>\$2.888</b>	<b>\$20.164</b>	<b>*</b>	<b>(\$20.389)</b>	<b>(\$8.013)</b>	<b>\$12.376</b>	<b>60.7</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Non-Cash Liability Adjs.</b>	<b>(\$17.873)</b>	<b>(\$11.639)</b>	<b>\$6.234</b>	<b>34.9</b>	<b>(\$18.394)</b>	<b>(\$48.112)</b>	<b>(\$29.718)</b>	<b>*</b>
Depreciation	20.542	25.699	5.157	25.1	123.253	143.344	20.090	16.3
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.568	(3.046)	(3.614)	*	1.135	(6.801)	(7.936)	*
Environmental Remediation	0.333	(0.220)	(0.553)	*	2.000	(0.160)	(2.160)	*
GASB75 Adjustment	0.000	(0.693)	(0.693)	*	0.000	(0.549)	(0.549)	-
<b>Total Expenditures Adjustments</b>	<b>\$3.571</b>	<b>\$10.101</b>	<b>\$6.530</b>	<b>*</b>	<b>\$107.995</b>	<b>\$87.721</b>	<b>(\$20.273)</b>	<b>(18.8)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$9.441</b>	<b>\$2.553</b>	<b>(\$6.889)</b>	<b>(73.0)</b>	<b>\$119.517</b>	<b>\$97.750</b>	<b>(\$21.767)</b>	<b>(18.2)</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED	2021	2020 <sup>(A)</sup>	ADOPTED			ADOPTED	2021	2020 <sup>(A)</sup>	ADOPTED			2020	
	BUDGET			BUDGET	2020	BUDGET	2021			BUDGET	2020			
<b>FAREBOX REVENUE</b>														
<i>Harlem Line - Commutation</i>	2.486	1.318	0.538	(1.168)	-47.0%	0.780	145.1%	12.345	6.834	29.641	(5.510)	-44.6%	(22.807)	-76.9%
<i>Harlem Line - Non-Commutation</i>	2.271	5.132	1.308	2.861	126.0%	3.823	292.2%	10.338	19.028	20.924	8.689	84.0%	(1.896)	-9.1%
<b>TOTAL HARLEM LINE</b>	<b>\$4.757</b>	<b>\$6.450</b>	<b>\$1.846</b>	<b>\$1.693</b>	<b>35.6%</b>	<b>\$4.604</b>	<b>249.4%</b>	<b>\$22.683</b>	<b>\$25.862</b>	<b>\$50.565</b>	<b>\$3.179</b>	<b>14.0%</b>	<b>(\$24.703)</b>	<b>-48.9%</b>
<i>Hudson Line - Commutation</i>	1.660	0.940	0.395	(0.720)	-43.4%	0.545	138.1%	8.455	4.911	19.825	(3.543)	-41.9%	(14.913)	-75.2%
<i>Hudson Line - Non-Commutation</i>	2.015	4.779	1.356	2.764	137.2%	3.423	252.3%	9.004	18.246	18.044	9.241	102.6%	0.202	1.1%
<b>TOTAL HUDSON LINE</b>	<b>\$3.675</b>	<b>\$5.719</b>	<b>\$1.751</b>	<b>\$2.044</b>	<b>55.6%</b>	<b>\$3.968</b>	<b>226.6%</b>	<b>\$17.459</b>	<b>\$23.157</b>	<b>\$37.868</b>	<b>\$5.698</b>	<b>32.6%</b>	<b>(\$14.711)</b>	<b>-38.8%</b>
<i>New Haven Line - Commutation</i>	3.385	1.562	0.562	(1.823)	-53.8%	1.001	178.1%	17.027	7.604	40.102	(9.424)	-55.3%	(32.498)	-81.0%
<i>New Haven Line - Non-Commutation</i>	4.638	9.766	2.114	5.128	110.6%	7.652	362.0%	20.065	34.092	38.238	14.027	69.9%	(4.146)	-10.8%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$8.023</b>	<b>\$11.328</b>	<b>\$2.676</b>	<b>\$3.305</b>	<b>41.2%</b>	<b>\$8.653</b>	<b>323.4%</b>	<b>\$37.092</b>	<b>\$41.695</b>	<b>\$78.340</b>	<b>\$4.603</b>	<b>12.4%</b>	<b>(\$36.644)</b>	<b>-46.8%</b>
<b>All Lines - Commutation</b>	<b>7.532</b>	<b>3.821</b>	<b>1.494</b>	<b>(3.711)</b>	<b>-49.3%</b>	<b>2.326</b>	<b>155.7%</b>	<b>37.827</b>	<b>19.349</b>	<b>89.567</b>	<b>(18.477)</b>	<b>-48.8%</b>	<b>(70.218)</b>	<b>-78.4%</b>
<b>All Lines - Non-Commutation</b>	<b>8.923</b>	<b>19.677</b>	<b>4.779</b>	<b>10.753</b>	<b>120.5%</b>	<b>14.898</b>	<b>311.8%</b>	<b>39.408</b>	<b>71.365</b>	<b>77.206</b>	<b>31.957</b>	<b>81.1%</b>	<b>(5.841)</b>	<b>-7.6%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$16.455</b>	<b>\$23.497</b>	<b>\$6.273</b>	<b>\$7.042</b>	<b>42.8%</b>	<b>\$17.224</b>	<b>274.6%</b>	<b>\$77.234</b>	<b>\$90.714</b>	<b>\$166.773</b>	<b>\$13.480</b>	<b>17.5%</b>	<b>(\$76.059)</b>	<b>-45.6%</b>
West of Hudson <sup>(B)</sup>	<u>\$0.317</u>	<u>\$0.555</u>	<u>\$0.533</u>	<u>\$0.238</u>	<u>75.1%</u>	<u>\$0.021</u>	<u>4.0%</u>	<u>\$1.517</u>	<u>\$2.193</u>	<u>\$3.601</u>	<u>0.677</u>	<u>44.6%</u>	<u>(1.408)</u>	<u>-39.1%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$16.772</b>	<b>\$24.052</b>	<b>\$6.807</b>	<b>\$7.280</b>	<b>43.4%</b>	<b>\$17.245</b>	<b>253.4%</b>	<b>\$78.751</b>	<b>\$92.908</b>	<b>\$170.374</b>	<b>\$14.157</b>	<b>18.0%</b>	<b>(\$77.466)</b>	<b>-45.5%</b>
<b>RIDERSHIP</b>														
<i>Harlem Line - Commutation</i>	0.350	0.231	0.095	(0.118)	-33.8%	0.136	143.0%	1.700	1.204	3.354	(0.496)	-29.2%	(2.150)	-64.1%
<i>Harlem Line - Non-Commutation</i>	0.235	0.597	0.179	0.362	153.5%	0.418	234.1%	1.114	2.369	2.296	1.255	112.6%	0.073	3.2%
<b>TOTAL HARLEM LINE</b>	<b>0.585</b>	<b>0.828</b>	<b>0.274</b>	<b>0.243</b>	<b>41.6%</b>	<b>0.555</b>	<b>202.5%</b>	<b>2.815</b>	<b>3.573</b>	<b>5.650</b>	<b>0.759</b>	<b>27.0%</b>	<b>(2.077)</b>	<b>-36.8%</b>
<i>Hudson Line - Commutation</i>	0.198	0.127	0.055	(0.071)	-35.9%	0.072	131.5%	0.976	0.647	1.915	(0.328)	-33.7%	(1.267)	-66.2%
<i>Hudson Line - Non-Commutation</i>	0.176	0.451	0.134	0.275	156.7%	0.317	235.4%	0.795	1.752	1.563	0.957	120.4%	0.190	12.1%
<b>TOTAL HUDSON LINE</b>	<b>0.373</b>	<b>0.578</b>	<b>0.189</b>	<b>0.204</b>	<b>54.7%</b>	<b>0.389</b>	<b>205.3%</b>	<b>1.771</b>	<b>2.400</b>	<b>3.477</b>	<b>0.629</b>	<b>35.5%</b>	<b>(1.078)</b>	<b>-31.0%</b>
<i>New Haven Line - Commutation</i>	0.464	0.286	0.095	(0.177)	-38.3%	0.191	200.7%	2.252	1.379	4.306	(0.872)	-38.7%	(2.927)	-68.0%
<i>New Haven Line - Non-Commutation</i>	0.431	1.004	0.268	0.574	133.2%	0.736	274.5%	1.878	3.756	3.678	1.877	100.0%	0.077	2.1%
<b>TOTAL NEW HAVEN LINE</b>	<b>0.894</b>	<b>1.291</b>	<b>0.363</b>	<b>0.396</b>	<b>44.3%</b>	<b>0.927</b>	<b>255.2%</b>	<b>4.130</b>	<b>5.135</b>	<b>7.985</b>	<b>1.005</b>	<b>24.3%</b>	<b>(2.850)</b>	<b>-35.7%</b>
<b>Total Ridership East of Hudson</b>														
<b>All Lines - Commutation</b>	<b>1.011</b>	<b>0.644</b>	<b>0.245</b>	<b>(0.367)</b>	<b>-36.3%</b>	<b>0.399</b>	<b>162.9%</b>	<b>4.927</b>	<b>3.231</b>	<b>9.575</b>	<b>(1.697)</b>	<b>-34.4%</b>	<b>(6.344)</b>	<b>-66.3%</b>
<b>All Lines - Non-Commutation</b>	<b>0.842</b>	<b>2.052</b>	<b>0.581</b>	<b>1.211</b>	<b>143.8%</b>	<b>1.471</b>	<b>253.1%</b>	<b>3.788</b>	<b>7.878</b>	<b>7.537</b>	<b>4.090</b>	<b>108.0%</b>	<b>0.340</b>	<b>4.5%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>1.853</b>	<b>2.697</b>	<b>0.826</b>	<b>0.844</b>	<b>45.5%</b>	<b>1.870</b>	<b>226.3%</b>	<b>8.715</b>	<b>11.108</b>	<b>17.112</b>	<b>2.393</b>	<b>27.5%</b>	<b>(6.004)</b>	<b>-35.1%</b>
West of Hudson <sup>(B)</sup>	<u>0.036</u>	<u>0.056</u>	<u>0.021</u>	<u>0.020</u>	<u>55.7%</u>	<u>0.035</u>	<u>171.2%</u>	<u>0.171</u>	<u>0.221</u>	<u>0.379</u>	<u>0.050</u>	<u>29.1%</u>	<u>(0.158)</u>	<u>-41.7%</u>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>1.889</b>	<b>2.753</b>	<b>0.847</b>	<b>0.864</b>	<b>45.7%</b>	<b>1.906</b>	<b>225.0%</b>	<b>8.887</b>	<b>11.329</b>	<b>17.491</b>	<b>2.443</b>	<b>27.5%</b>	<b>(6.162)</b>	<b>-35.2%</b>

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

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

**MTA METRO-NORTH RAILROAD**  
**2021 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**June 30, 2021**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	2	1	
Labor Relations	10	9	1	
Safety	51	55	(4)	D
Security	18	17	1	
Office of the Executive VP	7	5	2	
Corporate & Public Affairs	15	13	2	
Customer Service	48	52	(4)	
Legal	10	9	1	
Claims	6	5	1	
Human Resources	35	34	1	
Training	78	70	8	
Employee Relations & Diversity	4	4	-	
VP Planning	2	2	-	
Operations Planning & Analysis	19	-	19	B
Capital Planning & Programming	10	10	-	
Long Range Planning	5	5	-	
Controller	67	54	13	C
Budget	16	15	1	
Procurement & Material Mgmt	21	17	4	
<b>Total Administration</b>	<b>425</b>	<b>378</b>	<b>47</b>	
<b>Operations</b>				
Operations Support	39	47	(8)	B, D
Rolling Stock & EAM	15	14	1	
Transportation	1,658	1,569	89	A
Customer Service	369	337	32	A, C
Metro-North West	29	31	(2)	
<b>Total Operations</b>	<b>2,110</b>	<b>1,998</b>	<b>112</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,570	1,522	48	A
Maintenance of Way	2,142	2,026	116	A
Procurement & Material Mgmt	112	109	3	
<b>Total Maintenance</b>	<b>3,824</b>	<b>3,657</b>	<b>167</b>	
<b>Engineering/Capital</b>				
Construction Management	19	19	0	
Engineering & Design	59	54	5	
<b>Total Engineering/Capital</b>	<b>78</b>	<b>73</b>	<b>5</b>	
<b>Total Positions</b>	<b>6,437</b>	<b>6,106</b>	<b>331</b>	
<b>Non-Reimbursable</b>	<b>5,698</b>	<b>5,509</b>	<b>189</b>	
<b>Reimbursable</b>	<b>739</b>	<b>597</b>	<b>142</b>	
<b>Total Full-Time</b>	<b>6,436</b>	<b>6,105</b>	<b>331</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

- (A) Variance reflects higher attrition than planned.
- (B) Reflects the transfer of the Operations Planning & Analysis group to Operations Support.
- (C) Reflects the transfer of the Mail & Ride group to Customer Service.
- (D) Reflects the transfer of the Drug & Alcohol Testing group to Safety.

**MTA METRO-NORTH RAILROAD**  
**2021 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**June 30, 2021**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	148	128	20
Professional, Technical, Clerical	277	250	27
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>425</b>	<b>378</b>	<b>47</b>
<b>Operations</b>			
Managers/Supervisors	234	228	6
Professional, Technical, Clerical	251	242	9
Operational Hourlies	1,625	1,529	96
<b>Total Operations</b>	<b>2,110</b>	<b>1,998</b>	<b>112</b>
<b>Maintenance</b>			
Managers/Supervisors	645	637	8
Professional, Technical, Clerical	482	473	9
Operational Hourlies	2,697	2,548	149
<b>Total Maintenance</b>	<b>3,824</b>	<b>3,657</b>	<b>167</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	30	27	3
Professional, Technical, Clerical	48	46	2
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>78</b>	<b>73</b>	<b>5</b>
<b>Total Positions</b>			
Managers/Supervisors	1,057	1,020	37
Professional, Technical, Clerical	1,058	1,010	48
Operational Hourlies	4,322	4,076	246
<b>Total Positions</b>	<b>6,437</b>	<b>6,106</b>	<b>331</b>

**MTA METRO-NORTH RAILROAD  
2021 ADOPTED BUDGET VS. ACTUALS  
June 30, 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 the transfer of the Operations Planning & Analysis and Mail & Ride groups to Operations, partially offset by the transfer of Drug & Alcohol Testing group from Operations
Operations	2,110	1,998	112	Primarily reflects higher attrition than planned and the transfer of Drug & Alcohol Testing group to Administration, partially offset by the transfer of the Operations Planning & Analysis and Mail & Ride groups from Administration
Maintenance	3,824	3,657	167	Primarily reflects higher attrition than planned
Engineering / Capital	78	73	5	
<b>Total Agency-wide Headcount</b>	<b>6,437</b>	<b>6,106</b>	<b>331</b>	
Non-Reimbursable	5,698	5,509	189	
Reimbursable	739	597	142	

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

	MONTH			VARIANCE	
	BUD	2021	2020*	Fav/(Unfav) BUD	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	14.6%	22.7%	6.0%	8.1%	16.7%
Adjusted <sup>(C)</sup>	18.6%	24.6%	8.4%	6.0%	16.3%
Cost per Passenger					
Standard <sup>(B)</sup>	\$60.79	\$38.52	\$123.12	\$22.28	\$84.60
Adjusted <sup>(C)</sup>	\$59.41	\$37.36	\$123.86	\$22.05	\$86.50
Passenger Revenue/Passenger	\$8.88	\$8.74	\$7.36	(\$0.14)	\$1.38

	YEAR-TO-DATE			VARIANCE	
	BUD	2021	2020*	Fav/(Unfav) BUD	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	12.1%	14.7%	27.2%	2.6%	-12.4%
Adjusted <sup>(C)</sup>	16.5%	17.7%	33.4%	1.3%	-15.7%
Cost per Passenger					
Standard <sup>(B)</sup>	\$73.10	\$55.76	\$35.11	\$17.34	(\$20.64)
Adjusted <sup>(C)</sup>	\$71.41	\$54.15	\$34.34	\$17.25	(\$19.81)
Passenger Revenue/Passenger	\$8.86	\$8.20	\$9.54	(\$0.66)	(\$1.34)

(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



## June 2021

Morning Ridership at Grand Central Terminal

*Photo by Jennifer Benepe*





# Metro-North Railroad

## June 2021 Highlights: Ridership Report

(Note: June West of Hudson ridership is preliminary)

### June 2021 vs. 2020

The substantial ridership increase in June 2021 compared to June 2020 is attributed to the full month of stay-at-home measures and closures last year from the COVID-19 pandemic that affected ridership significantly.

- East of Hudson ridership increased 226.3% vs. June 2020 and was 45.5% above the budget.
- East of Hudson Commutation ridership increased by 162.9%.
- East of Hudson Non-Commutation ridership increased by 253.1%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 205.3%.
- Harlem Line Ridership increased by 202.5%.
- New Haven Line Ridership increased by 255.2%.

### June 2021 vs. 2019

Total Rail Ridership decreased -63.7%

- East of Hudson ridership decreased -62.8%.
- West of Hudson ridership decreased -52.5%.

**Note:**

June ridership Includes Mail & Ride returned and unused refund adjustments.

**Ben Cornelius**

Director

Operations Planning & Analysis

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

**RIDERSHIP SUMMARY**

**June Ridership and Revenue (millions)**

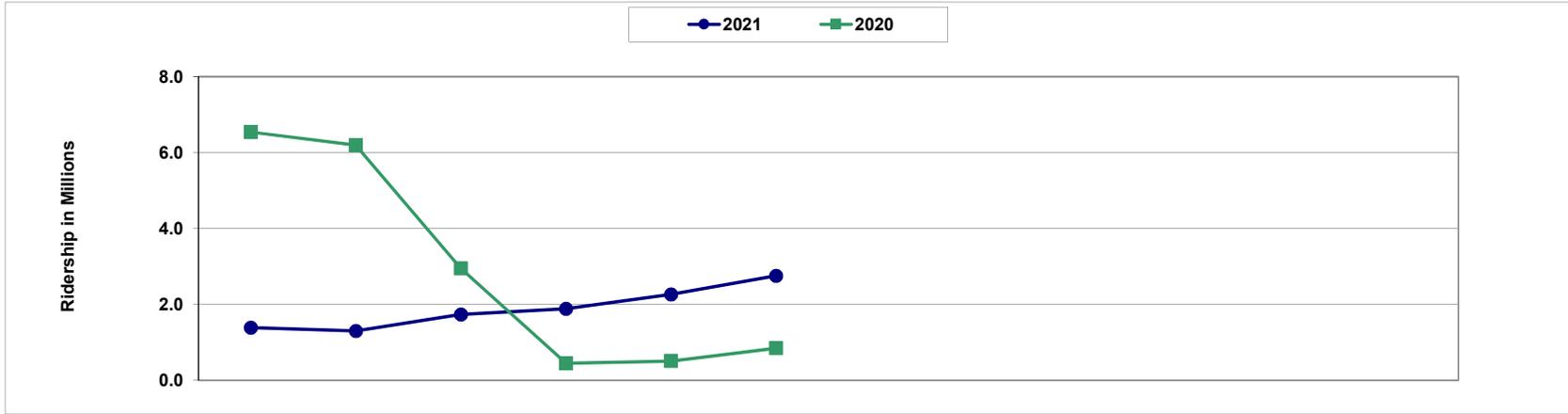
	June 2021	% Change vs. 2020
Total Rail Ridership	2.753	▲ 224.96%
Commutation Ridership	0.654	▲ 161.95%
Non-Commutation Ridership	2.099	▲ 251.26%
Connecting Service Ridership	0.008	▲ 266.01%
Total MNR System Ridership	2.760	▲ 225.06%
Rail Revenue	\$24.05	▲ 253.36%

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

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	11.329	▼ -35.23%	▲ 27.49%
Commutation Ridership	3.280	▼ -66.52%	▼ -34.68%
Non-Commutation Ridership	8.049	▲ 4.62%	▲ 108.26%
Connecting Service Ridership	0.034	▼ -71.05%	▲ 16.72%
Total MNR System Ridership	11.363	▼ -35.47%	▲ 27.45%
Rail Revenue	\$92.91	▼ -45.47%	▲ 17.98%

JUNE 2021 RAIL RIDERSHIP (1)

- June's Total Rail Ridership was 225.0% above 2020 and 45.7% above forecast.

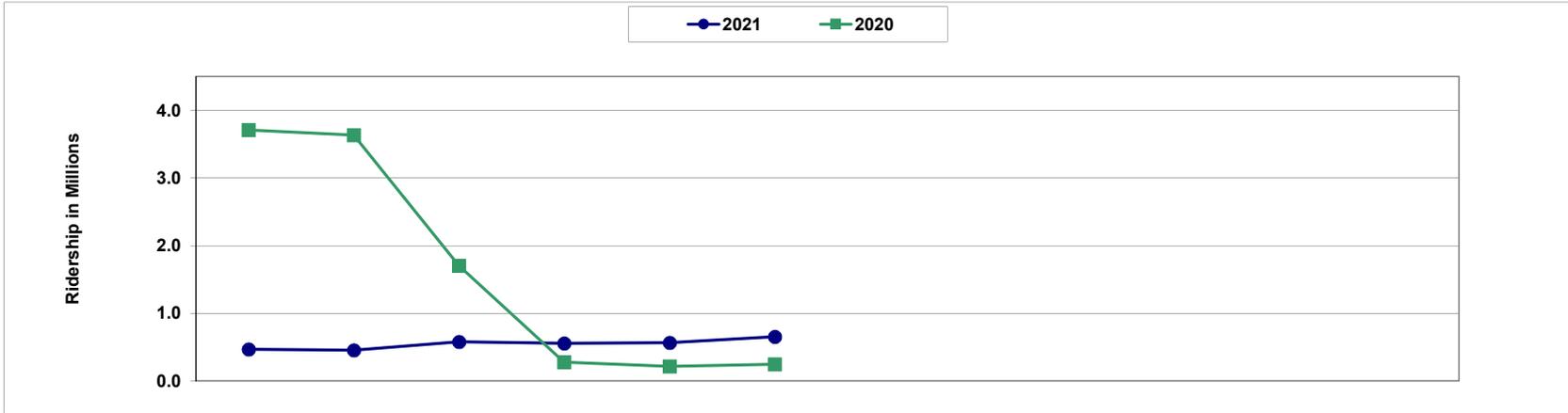


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.4	1.3	1.7	1.9	2.3	2.8							11.3
<b>2020</b>	6.5	6.2	3.0	0.4	0.5	0.8							17.5
<b>PCT CHG.</b>	-78.8%	-79.0%	-41.1%	320.5%	345.3%	225.0%							-35.2%

1) Includes East and West of Hudson.

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

- June's Rail Commutation Ridership was 162.0% above 2020 and -36.6% below forecast.

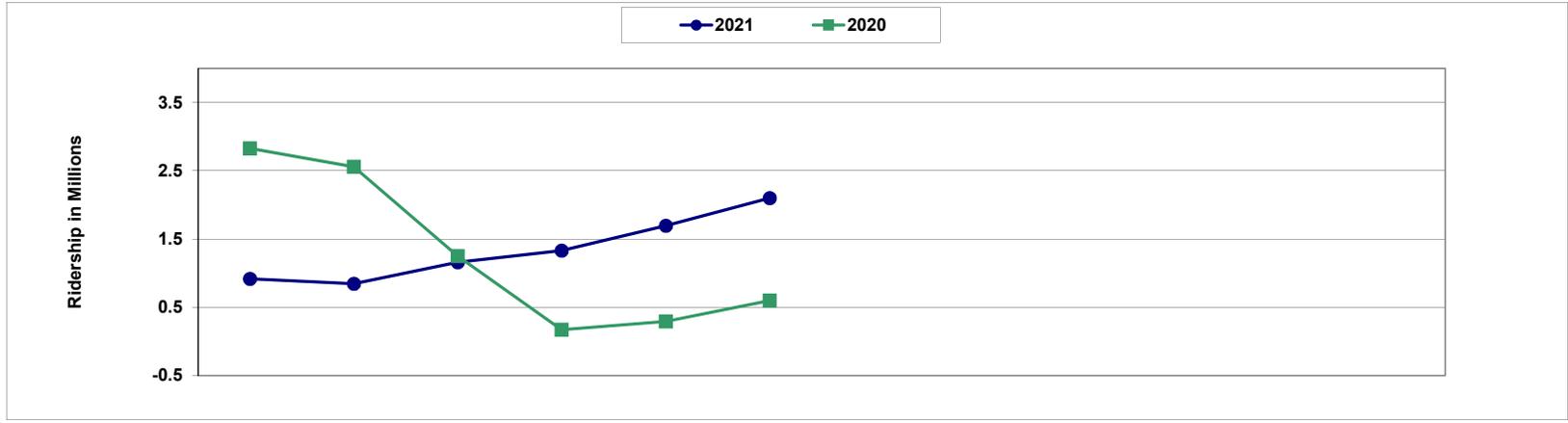


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.5	0.5	0.6	0.6	0.6	0.7							3.3
<b>2020</b>	3.7	3.6	1.7	0.3	0.2	0.2							9.8
<b>PCT CHG.</b>	-87.4%	-87.5%	-66.0%	98.8%	160.3%	162.0%							-66.5%

1) Includes East and West of Hudson.

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

- June's Rail Non-Commutation Ridership was 251.3% above 2020 and 144.5% above forecast.

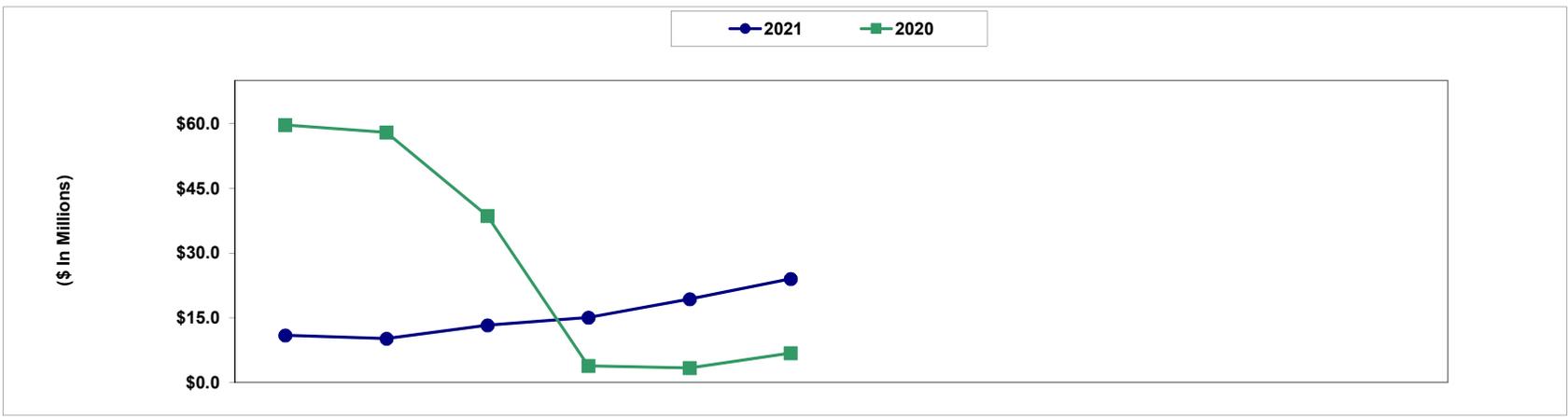


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.9	0.8	1.2	1.3	1.7	2.1							8.0
<b>2020</b>	2.8	2.6	1.2	0.2	0.3	0.6							7.7
<b>PCT CHG.</b>	-67.6%	-66.9%	-7.1%	686.9%	484.1%	251.3%							4.6%

1) Includes East and West of Hudson.

**JUNE 2021 RAIL REVENUE (1)**

- June's Total Rail Revenue was 253.4% above 2020 and 43.4% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	\$11.0	\$10.2	\$13.3	\$15.1	\$19.4	\$24.1							\$92.9
<b>2020</b>	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8							\$170.4
<b>PCT CHG.</b>	-81.6%	-82.5%	-65.7%	294.2%	469.9%	253.4%							-45.5%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
JUNE 2021

TICKET TYPE/SERVICE	JUNE 2021	JUNE 2021	VARIANCE VS. FORECAST		JUNE 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	644,488	1,011,193	(366,705)	-36.3%	245,185	399,303	162.9%
West of Hudson	9,068	19,214	(10,146)	-52.8%	4,307	4,761	110.5%
<b>Total Rail Commutation Ridership</b>	<b>653,556</b>	<b>1,030,407</b>	<b>(376,851)</b>	<b>-36.6%</b>	<b>249,492</b>	<b>404,064</b>	<b>162.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,052,312	841,750	1,210,562	143.8%	581,298	1,471,014	253.1%
West of Hudson	46,826	16,679	30,147	180.8%	16,306	30,520	187.2%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,099,138</b>	<b>858,429</b>	<b>1,240,709</b>	<b>144.5%</b>	<b>597,604</b>	<b>1,501,534</b>	<b>251.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	2,696,800	1,852,943	843,857	45.5%	826,483	1,870,317	226.3%
West of Hudson (2)	55,894	35,893	20,001	55.7%	20,613	35,281	171.2%
<b>TOTAL RAIL RIDERSHIP</b>	<b>2,752,694</b>	<b>1,888,836</b>	<b>863,859</b>	<b>45.7%</b>	<b>847,096</b>	<b>1,905,598</b>	<b>225.0%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>7,668</b>	<b>13,050</b>	<b>(5,382)</b>	<b>-41.2%</b>	<b>2,095</b>	<b>5,573</b>	<b>266.0%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>2,760,362</b>	<b>1,901,886</b>	<b>858,477</b>	<b>45.1%</b>	<b>849,191</b>	<b>1,911,171</b>	<b>225.1%</b>

**Notes:**

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

**MTA METRO-NORTH RAILROAD  
RIDERSHIP 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
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,230,596	4,927,463	(1,696,867)	-34.4%	9,574,706	(6,344,110)	-66.3%
West of Hudson	49,359	94,093	(44,734)	-47.5%	222,580	(173,221)	-77.8%
<b>Total Rail Commutation Ridership</b>	<b>3,279,955</b>	<b>5,021,556</b>	<b>(1,741,601)</b>	<b>-34.7%</b>	<b>9,797,286</b>	<b>(6,517,331)</b>	<b>-66.5%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	7,877,501	3,787,803	4,089,698	108.0%	7,537,467	340,034	4.5%
West of Hudson	171,676	77,145	94,531	122.5%	156,608	15,068	9.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>8,049,177</b>	<b>3,864,948</b>	<b>4,184,229</b>	<b>108.3%</b>	<b>7,694,075</b>	<b>355,102</b>	<b>4.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	11,108,097	8,715,266	2,392,831	27.5%	17,112,173	(6,004,076)	-35.1%
West of Hudson	221,035	171,238	49,797	29.1%	379,188	(158,153)	-41.7%
<b>TOTAL RAIL RIDERSHIP</b>	<b>11,329,132</b>	<b>8,886,504</b>	<b>2,442,628</b>	<b>27.5%</b>	<b>17,491,361</b>	<b>(6,162,229)</b>	<b>-35.2%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>34,211</b>	<b>29,311</b>	<b>4,900</b>	<b>16.7%</b>	<b>118,188</b>	<b>(83,977)</b>	<b>-71.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>11,363,343</b>	<b>8,915,815</b>	<b>2,447,528</b>	<b>27.5%</b>	<b>17,609,549</b>	<b>(6,246,206)</b>	<b>-35.5%</b>

**Notes:**

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

MTA METRO-NORTH RAILROAD  
RIDERSHIP BY LINE  
JUNE 2021

LINE	JUNE 2021 ACTUAL	JUNE 2020 RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	828,393	273,887	554,506	202.5%
Hudson Line	577,791	189,227	388,564	205.3%
New Haven Line	1,290,616	363,369	927,247	255.2%
<b>Total East of Hudson</b>	<b>2,696,800</b>	<b>826,483</b>	<b>1,870,317</b>	<b>226.3%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	35,310	13,363	21,947	164.2%
Pascack Valley Line	20,584	7,250	13,334	183.9%
<b>Total West of Hudson (2)</b>	<b>55,894</b>	<b>20,613</b>	<b>35,281</b>	<b>171.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>2,752,694</b>	<b>847,096</b>	<b>1,905,598</b>	<b>225.0%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	7,668	2,095	5,573	266.0%
Haverstraw-Ossining Ferry	NA	NA	NA	NA
Newburgh-Beacon Ferry	NA	NA	NA	NA
<b>Total Connecting Services</b>	<b>7,668</b>	<b>2,095</b>	<b>5,573</b>	<b>266.0%</b>
<b>TOTAL MNR SYSTEM</b>	<b>2,760,362</b>	<b>849,191</b>	<b>1,911,171</b>	<b>225.1%</b>

**Notes:**

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

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

TICKET TYPE/SERVICE	2021 YTD ACTUAL	2020 YTD RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	3,573,397	5,649,933	(2,076,536)	-36.8%
Hudson Line	2,399,657	3,477,449	(1,077,792)	-31.0%
New Haven Line	5,135,043	7,984,791	(2,849,748)	-35.7%
<b>Total East of Hudson</b>	<b>11,108,097</b>	<b>17,112,173</b>	<b>(6,004,076)</b>	<b>-35.1%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	141,498	221,283	(79,785)	-36.1%
Pascack Valley Line	79,537	157,905	(78,368)	-49.6%
<b>Total West of Hudson</b>	<b>221,035</b>	<b>379,188</b>	<b>(158,153)</b>	<b>-41.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>11,329,132</b>	<b>17,491,361</b>	<b>(6,162,229)</b>	<b>-35.2%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	34,211	83,673	(49,462)	-59.1%
Haverstraw-Ossining Ferry	NA	23,309	(23,309)	NA
Newburgh-Beacon Ferry	NA	11,206	(11,206)	NA
<b>Total Connecting Services</b>	<b>34,211</b>	<b>118,188</b>	<b>(83,977)</b>	<b>-71.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>11,363,343</b>	<b>17,609,549</b>	<b>(6,246,206)</b>	<b>-35.5%</b>

**Notes:**

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



# Metro-North Railroad

## June 2021 Highlights: Capital Program Status Report



### Harmon Shop Improvements

Harmon Stage 2 - RRSS area - Structural steel installation

**Ziona Rubin**

Acting Vice President  
Capital Programs



# Metro-North Railroad

## June 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 June, Metro-North committed task totaling \$50.3 million including the 2021 Cyclical Track program. Metro-North had completions totaling \$12 million including the Undergrade Bridge Rehabilitation Design project. Metro-North had no contract closeouts scheduled.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 6/30</u>	<u>Achieved thru 6/30</u>	<u>% thru 6/30</u>
Design Awards*	\$25.1	\$5.12	\$3.4	66%
Construction Awards*	\$49.6	\$18.3	\$0	0%
Substantial Completions	\$963	\$541.7	\$287	53%
Closeouts*	\$278	\$119	\$40.1	34%

\*Does not include support costs

**Ziona Rubin**  
Acting Vice President  
Capital Programs

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**June 2021**

#### **CONTRACT AWARDS:**

##### **M8030211 Park Avenue Viaduct Interim Repairs**

##### **Milestone: Contract Award \$8,725,000**

This contract was awarded in June 2021 for construction of repairs to the Park Avenue Viaduct from 115<sup>th</sup> Street to 123<sup>rd</sup> Street and 128<sup>th</sup> Street to 131<sup>st</sup> Street.

##### **M7020102 Park Ave Tunnel Fire & Life Safety Improvements**

##### **Milestone: Contract Award \$3,403,127**

This contract was awarded in June 2021 for a fire life safety study/assessment to study, assess and develop recommendations with regards to fire life safety considerations in Grand Central Terminal, the Trainshed, and the Park Avenue Tunnel, including evaluating existing non-hazard egress as well as emergency egress, ventilation conditions and conducting pedestrian flow simulations.

#### **PROJECT COMPLETIONS:**

##### **M7030303 Design Rehabilitation of Undergrade Bridge Rehabilitation**

##### **Milestone: Substantial Completion**

**Project Budget: \$ 12,037,372**

This project repaired, rehabilitated or replaced existing undergrade bridges located along the Port Jervis Line that are not in a State of Good Repair.

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

### **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 conduit installation for C&S; transformers; fiber; snow melters; sectionalizing switches and track lateral/crossings at different areas; terminating, splicing and pulling cables as well as C&S trough and signal power duct banks. Continued installation of signal power, negative feeders, continuity jumpers, lateral and crossing cables; fencing at different platforms; site survey and punch list work; and various elevated platforms for MNR procured equipment.

Overall project substantial completion is anticipated after successful cutover and system commissioning is completed in the fourth quarter 2021.

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

- Tarrytown – This substation is online and currently running revenue service.
- 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 Brewster Substation. This substation is scheduled to complete required various manhole cable splices by MNR Power by October 2021, with substation cutover & commissioning to follow.
- Riverdale – Continued demolition of the existing substation. Asphalt pavement work to follow. This substation is online and currently running revenue service.
- The Brewster Substation (under Project M6050103) – short circuit testing and disconnection of the temporary feeder from the substation are upcoming. This substation is scheduled for substantial completion after achieving a successful cutover during testing and commissioning in July 2021.

### **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 HP/SCADA acceptance and startup testing and continued energization for various site transformers. Continued installation of other utilities including water fire lines, hydrants, snow melter conduits, electrical ductbanks, site lighting, etc., in the available portion of north yard. Continued demolition of tracks west of RRSS and track 84 in the north yard. Continued installation of building foundations, beams and structural steel along the J, L and H lines, car hoist pits and caissons along track 47, elevator pits and under slab utilities in the Running Repair and Support Shop area.

## 2021 MNR Capital Program Goals As of June 30th, 2021 In Millions

