



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

November 2021

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

Monday, 11/15/2021

9:30 - 10:30 AM ET

2 Broadway

20th Floor Board Room

New York, NY

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 5

3. APPROVAL OF MINUTES - October 18, 2021

LIRR Minutes

LIRR Minutes - Page 6

MNR Minutes

MNR Minutes - Page 13

4. 2021 Work Plans

LIRR Work Plan

LIRR Work Plan - Page 22

MNR Work Plan

MNR Work Plan - Page 27

5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 33

MNR Report

- **MNR Safety Report**

MNR Safety Report - Page 36

MTA C&D Report - None

MTA Police Report

MTA Police Report - Page 39

6. AGENCY INFORMATION ITEMS

LIRR Information Items

- **Thanksgiving & Event Service**
Thanksgiving & Event Service - Page 48
- **East Side Access Support Projects Update**
East Side Access Support Projects Update - Page 51

MNR Information Items

- **Progress on Way Ahead Strategic Plan**
Progress on Way Ahead Strategic Plan - Page 64

7. PROCUREMENTS

LIRR Procurements - None

MNR Procurements - None

MTA C&D Procurements

MTA C&D Procurements - Page 82

- **Non-Competitive - None**
- **Competitive**
MTA C&D Competitive - Page 86
- **Ratifications - None**

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

LIRR Reports

- **LIRR Operations Report**
LIRR Operations Report - Page 93
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 103
- **LIRR Finance Report**
LIRR Finance Report - Page 106
- **LIRR Ridership Report**
LIRR Ridership Report - Page 127
- **LIRR Capital Program Report**
LIRR Capital Program Report - Page 135

MNR Reports

- **MNR Operations Report**
MNR Operations Report - Page 138
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 146
- **MNR Finance Report**
MNR Finance Report - Page 149

- **MNR Ridership Report**
MNR Ridership Report - Page 169
- **MNR Capital Program Report**
MNR Capital Program - Page 180

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Posillico Civil, Inc.	\$38,092,008.00	MTA Construction & Development requests the Board approve the award of a publicly advertised, competitively solicited and negotiated Public Works contract to Construct Phase 3B of Long Island Rail Road's Sandy Restoration and Resiliency Project for the Long Island City Storage Yard.
Contracts	Jacobs/LiRo Joint Venture (A joint venture consisting of Jacobs Civil Consultants Inc. and LiRo Engineers, Inc.)	\$14,272,889.00	<p>MTA Construction and Development requests the Board approve the award of Modification No. 26 to the Contract, which seeks:</p> <ol style="list-style-type: none"> 1. Additional funding to cover the anticipated costs associated with the remaining thirteen months (i.e., December 1, 2021 – December 31, 2022) of a two-year option that was previously exercised; 2. The inclusion of an option for the period commencing on January 1, 2023 until final close-out of all ESA contracts.
Contracts	WSP USA, Inc.	\$ 6,355,431.31	MTA Construction and Development requests Board approval to award Modification No. 1 to the contract to extend the contract term for an additional twelve month period from January 23, 2023 to January 22, 2024.

Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, October 18, 2021

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 am

The following Board members were present in person:

Hon. Kevin Law, Co-Chair
Hon. Frank Borelli
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Robert Linn
Hon. David Mack
Hon. Harold Porr
Hon. Vincent Tessitore, Jr.

The following Board members were present via video conference:

Hon. Michael Fleisher

The following Board members were not present:

Hon. Rhonda Herman
Hon. Neal Zuckerman

Representing Long Island Rail Road: Rob Free, Lori Ebbighausen, Francis Landers, Paul Dietlin.

Representing MTA Construction & Development Company:

The members of the Long Island Rail Road (“LIRR”) Committee met jointly with the members of the Metro-North Committee. In addition to LIRR Senior Vice President – Operations Rob Free, who spoke on behalf of LIRR President Phillip Eng, and members of LIRR staff noted above, Metro-North President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee for the meeting of October 18, 2021 should be consulted for matters addressed at the joint meeting relating to Metro-North.

Co-Chair Law called the joint meeting to order.

PUBLIC COMMENT:

Metro-North Vice President-General Counsel & Secretary Susan Sarch introduced the five public speakers.

The following public speakers commented on matters related to LIRR:

Lisa Daglian, Executive Director of the PCAC, called for more flexible ticket types that better reflect the way people are commuting. She noted that the LIRR commuter council has been calling for 20 trip tickets at a 20% discount with longer expiration dates than the 10 trip tickets, and that this would be a great incentive to get people back on the rails.

Christopher Greif spoke in support of the Freedom Ticket and the need to extend it on LIRR, including on the Port Washington branch.

Debra Greif thanked LIRR for the Freedom Ticket and for LIRR Care.

Additional details of the comments made by the public speakers are contained in the minutes of the Metro-North Committee for the meeting of October 18, 2021. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the September 13, 2021 Long Island Rail Road Committee Meeting - with a correction removing public commenter Jason Anthony's affiliation with the entity Passengers United.

LIRR 2021 WORK PLAN:

Senior Vice President Free reported that there were no changes to the LIRR Work Plan. The 2021 Work Plan is filed with the records of this meeting.

LIRR PRESIDENT'S REPORT:

Senior Vice President Free reported with deep sadness that on September 27, we lost a LIRR family member to COVID. Anthony Shiu joined LIRR in 1998 and dedicated more than two decades to public service with us in the Transportation Services Department as a Conductor. We extend our deepest condolences to Anthony's family, including his wife Melissa and their three children, Hunter, Tyler, and Gabriella. He asked that everyone join him in keeping Anthony and his family in their thoughts and prayers, and all those who knew Anthony at the Railroad.

Senior Vice President Free stated that fall has arrived and since the conclusion of last season, we have been preparing, applying lessons learned, and making improvements for what this season always brings. He stated that our multifaceted plan includes vegetation

management, pressure washing the running rails, and a low adhesion desk for oversight and coordination. Two years ago, we launched a first in the United States - a laser train that zaps the pectin off our rails, which creates slippery conditions for our trains. He observed that this technology has proven immensely successful - keeping our trains running optimally, significantly reducing occurrences of flat wheels, providing reliable service during adverse conditions, and saving LIRR money. He stated that last year, we added a second laser train and increased the speed to cover even more of our territory in shorter amounts of time. This year, we are building on the success we have had the last two years. He stated that we have worked closely with our vendor on improving maintainability and effectiveness of the laser, making the laser trains more reliable and maintenance more efficient. This means our laser trains will experience less down time in between runs, which again saves us money while deploying the trains back out there faster.

Senior Vice President Free reported that in support of this effort, we will be adjusting certain schedules in November on the Greenport and Ronkonkoma Branches to coincide with a new timetable on November 9. Customers will also see two trains added on the Port Washington Branch schedule, one in the AM peak and one in the PM peak, as well as minor adjustments on other branches. To further our system reliability, we are continuing to move forward with our State-of-Good-Repair (“SOGR”) program, which significantly improves our operational performance and safety of the system. The schedule adjustments are:

- On the Port Washington Branch, track surfacing and SOGR work east of Great Neck for the weekend of November 6-7, with bus service replacing trains as the track will be out of service to Port Washington.
- On the weekends of October 23-24 and October 30-31, both main tracks between New Hyde Park and Hicksville will be out of service for 48 hours during Queens Interlocking switch project work.
- On the Montauk Branch, on November 3-4, PSEG will be doing feeder cable work in support of our new Ocean Substation at Rockville Centre in the overnight hours, affecting service.
- There will be switch installation work on the Hempstead Branch for the weekends of November 6-7 and November 13-14 between Bellerose and Floral Park. Busing will be in place for some of those customers.
- On the Port Jefferson Branch, we will be doing a rail drop and other SOGR work on November 13, with bus service replacing trains between Huntington and Port Jefferson for a 24 hour period.

Reporting on On-Time-Performance (“OTP”), Senior Vice President Free stated that our record OTP numbers reflect all the work we have been doing and will continue to do. For the month of September, OTP closed at 95.1% - above the monthly goal of 94.0%. Our 2021 Year-to-Date OTP is 96.1%, an increase of 0.2 percentage points as compared to last year. He stated that the most significant event affecting OTP in September was Tropical Storm Ida, which

produced record rainfall amounts impacting train service for two days. This storm alone affected 283 trains, reducing our September OTP by 1.5%.

Senior Vice President Free reported that ridership is holding above projections, with discretionary travel remaining robust. He noted that one area where we have seen promising growth is customers who are taking the train to area events. Summer ridership was at 70% of pre-pandemic levels. Year-to-Date, approximately 153,000 people have used our system to travel to Mets-Willets Point - with more than 72,000 in September alone. Compared to the last pre-pandemic season to Mets-Willets, we are at nearly 81% of pre-pandemic ridership. In addition, there has been steady ridership to attend concerts at Forest Hills Stadium – we have carried more than 10,000 customers there since July. He stated that we also expect to see positive ridership for the much-anticipated opening of the UBS Arena in Elmont next month – home of the New York Islanders. This shows that people are trusting us to get them where they need to go, safely and on time. He concluded his report by stating that with our current OTP and ridership numbers, clean and safe service, and our SOGR program which further improves our system, we are confident that we will continue to see customers come back, in addition to attracting new customers.

In response to a question from Co-Chair Law, Senior Vice President Free stated that LIRR weekday ridership is about 150,000 customers – about 50% of pre-pandemic levels, with Saturday ridership at about 70% of pre-pandemic levels and Sunday ridership as high as 80% of pre-pandemic levels.

Following a statement from Board Member Linn expressing his opinion that vaccine mandates work and that we need to have a meaningful testing program in the absence of such mandates, and a question from Co-Chair Law regarding vaccinated employee figures, Senior Vice President Free said about 62% of LIRR employees are vaccinated, that the testing program has been rolled out, and that we are vigorously promoting vaccinations and testing.

Board Member Bringmann commented about gaps in scheduled revenue train service in diesel territory and suggested possibly running an equipment train as a scheduled revenue train. He also said that we should try and move forward in making Mets-Willets Point an accessible station.

In response to a question from Co-Chair Law, Senior Vice President Free stated that the eastbound side of Elmont station will be open for Hempstead branch trains by the Islanders home opening night, that LIRR will have shuttle trains from Jamaica, and that next year it will have westbound service.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Senior Vice President Free's presentation, comments, and questions from Board members.

LIRR SAFETY REPORT:

Vice President – Corporate Safety Lori Ebbighausen stated that LIRR's Safety Report appears on page 38 of the Committee Book, reporting on safety through the end of August 2021.

LIRR's average reportable customer injury rate was 3.34 per million customers as compared to 4.61 per million customers over the same period last year. During this reporting period, the employee lost time injury rate was 3.79 per 200,000 hours worked as compared to 3.06 per 200,000 hours worked for the same period last year.

Vice President Ebbighausen made a pitch for LIRR's school safety contest and extended an invitation to those in the home school community to submit their ideas for the superhero contest. She also expressed her appreciation to her colleagues for engaging with customers regarding the importance of masks.

The full safety report is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Vice President Ebbighausen's presentation.

MTAPD REPORT:

Acting Chief of the MTA Police Department ("MTAPD") Joseph McGrann noted that the crime numbers have been skewed during the pandemic. For LIRR, there have been 51 major felonies in 2021 compared to 49 in 2020, although there were 66 in 2019. He stated that while grand larceny remains the most stubborn crime, he is particularly concerned about felony assaults on employees – conductors and police officers. He stresses de-escalation training for his officers and is working with LIRR Chief Security Officer Robert Murphy regarding similar training for conductors.

Chief McGrann stated that they have been conducting mask enforcement throughout the entire system. While they have not issued a tremendous number of summonses, he believes the word has gotten out. They also have officers monitor mask compliance by stepping on and off the trains at different platforms and riding the trains. He stated that, while conductors can advise individuals to wear masks, they should not take any serious enforcement action and instead call the police.

In response to a question from Board Member Brown, Chief McGrann stated that one conductor assault was related to a mask interaction.

Board Member Bringmann complimented MTAPD for placing officers at the Penn Station 33 Street entrance and said that he noticed no homeless individuals or people harassing customers at that location.

The full MTAPD report is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Chief McGrann's presentation, comments, and questions from Board Members.

JOINT INFORMATION ITEMS:

Metro-North President Catherine Rinaldi presented the joint LIRR/Metro-North PTC Project Update to the Committee. In response to a question from Co-Chair Law, LIRR Senior Vice President Free noted that both LIRR and Metro North were FRA compliant.

The details of joint information items are contained in reports filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of comments made by Board members and staff.

LIRR INFORMATION ITEMS:

LIRR's November timetable change and track work programs were presented as information items.

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

LIRR PROCUREMENTS:

There were no LIRR procurements.

MTA CONSTRUCTION & DEVELOPMENT PROCUREMENT ITEMS:

MTA Construction & Development ("C&D") Vice President David Cannon presented two procurements:

1. A competitively solicited and negotiated design build contract to Railroad Construction Company in the amount of \$16,663,538 for the removal and replacement of the Cherry Valley Avenue bridge in Garden City on LIRR's Hempstead branch, and a total payment of \$300,000 to the six unsuccessful proposers.
2. A modification to the East Side Access ("ESA") program management consultant contract with AECOM USA, Inc. in the amount of \$27,996,042 for additional funding and an additional option for the final closeout of all ESA contracts. The additional funding is required as the result of extended duration of certain construction contracts, the impact of certain development projects, and scope additions. The option period, to be exercised at C&D's sole discretion, extends the contract past the ESA revenue service date to allow AECOM to assist in the closeout process of ESA construction contracts. Funding is available in the ESA project budget.

Upon motion duly made and seconded, both of these procurement items were approved by the Committee.

The details of these procurements are contained in reports filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of comments made by Board members and staff.

OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, FINANCIAL, AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports are contained in reports filed with the records of the meeting.

In response to a question from Board Member Bringmann regarding the Village of Garden City's refusal to provide permits necessary for the third track project, MTA C&D General Counsel Evan Eisland provided the status of legal proceedings regarding that matter.

ADJOURNMENT:

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

Respectfully submitted,



Stephen N. Papandon
Acting Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, October 18, 2021

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 a.m.

The following Board Members were present in person:

Hon. Kevin Law
Hon. Frank Borelli
Hon. Randolph Glucksman
Hon. Robert W. Linn
Hon. Harry Porr, III
Hon. Vincent Tessitore, Jr.
Hon. David Mack
Hon. Gerard Bringmann
Hon. Norman Brown

The following Board Members were present via video conference:

Hon. Michael Fleischer

The following Board Members were not present:

Hon. Rhonda Herman
Hon. Neal Zuckerman

Also present in person or via video conference:

Catherine Rinaldi – President
Nathan Gilbertson – Vice President, Operations Support & Organizational Resiliency
Susan Sarch – Vice President and General Counsel
David Melillo – Vice President, Engineering
Yvonne Hill-Donald – Vice President, Human Resources
Ziona Rubin – Acting Vice President, Capital Programs/Construction & Development
Justin Vonashek – Senior Vice President, Operations
Mark Mannix – Senior Director, Corporate and Public Affairs
Clyde Armstrong – Vice President, System Safety
Anthony Gardner – Senior Director, Procurement and Material Management
Steven Weiss – Financial Liaison, MTA Metro-North Railroad

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. In addition to the Metro-North President and Metro-North staff noted above, various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Rail Road Committee for the meeting of October 18, 2021 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Board Member Law called the joint meeting to order.

PUBLIC COMMENT:

The following public speakers commented on matters related to Metro-North:

Jason Anthony, with Amazon Labor Union, requested a correction to his comments in the minutes of the September 13, 2021 Metro-North Committee meeting and expressed his support for expanding the Freedom Ticket to Metro-North.

Lisa Daglian, Executive Director of the Permanent Citizen's Advisory Committee, commented on the need for more flexible ticket types, including a twenty-trip ticket at a 20% discount with a longer expiration date than the traditional ten-trip ticket. She stated that many commuters are now working on a hybrid schedule and more people are taking advantage of leisure activities on the weekend.

Murray Bodin mentioned the Breakneck Ridge hiking trail, expressed concerns about global warming, and encouraged the railroads to reduce their use of materials.

Christopher Greif expressed his support for expanding the Freedom Ticket to Metro-North.

Debra Greif expressed her support for the Freedom Ticket and the Long Island Cares program and expanding both programs to Metro-North.

Additional details of the comments made by the public speakers are contained in the minutes of the Long Island Rail Road Committee for the meeting of October 18, 2021. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

SUMMARY OF ACTIONS:

Board Member Law stated that the Metro-North Summary of Actions was located in the Committee book.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the September 13, 2021 Metro-North Committee Meeting with a correction removing public commenter Jason Anthony's affiliation with the entity Passengers United.

METRO-NORTH 2021 WORK PLAN:

President Rinaldi reported that there were no changes to the Metro-North Work Plan. The 2021 Work Plan is filed with the records of this meeting.

METRO-NORTH PRESIDENT'S REPORT:

President Rinaldi's report focused on two priority areas: (1) service delivery and continuing cleanup and recovery efforts from Hurricane Ida, and (2) Metro-North's ridership trends and initiatives underway as riders are welcomed back.

The remnants of Hurricane Ida unleashed record-setting rains during the overnight of September 1st to the 2nd and disrupted train service for days. President Rinaldi expressed her thanks to all employees who worked tirelessly through the night and day. Metro-North was able to

restore some train service on the Harlem and New Haven Lines on September 3rd. The Hudson Line experienced the most significant damage from Ida and customers continue to experience the impacts on service while restoration work remains ongoing.

Metro-North teams worked around the clock to perform the necessary track, power, and signal work between Glenwood and Greystone stations in Yonkers, which restored two of the four tracks to service on Tuesday, September 7th, and another track to service on Monday, September 13th. Work to restore the remaining track immediately adjacent to where waters cascaded down from Warburton Avenue at multiple locations was completed last Monday, October 11th. Maintenance of Way crews were hard at work removing debris and mud from the tracks, replacing ties, installing stone ballast, resurfacing the track bed, cleaning out existing culverts, replacing damaged third rail, creating a ditch along the tracks, and testing the signal system. There was also a significant washout of the entire culvert just north of Dobbs Ferry station. While Metro-North has been able to implement a temporary fix that allows service to run over two of the four tracks in that location, it will take months for permanent repairs to be completed on the remaining two tracks. These two tracks, on an approximately six mile stretch between Greystone and Tarrytown stations, will remain out of service while crews continue significant restoration work.

To accommodate this work, on September 20th, Metro-North implemented a new schedule on the Hudson Line that more closely reflects actual travel times. This schedule adjustment makes trips more reliable as the permanent repairs continue. Pre-Ida service frequencies have also been restored on the Hudson Line, with weekday service returning to 82% of pre-pandemic levels and weekend service to 100% of pre-pandemic levels.

President Rinaldi stated that she cannot emphasize enough the Herculean efforts put forth by Metro-North's crews. It is because of these efforts that Metro-North was able to resume pre-Ida service levels. President Rinaldi also thanked Hudson Line customers and the communities Metro-North serves for their patience and understanding while restoration work is completed.

While taking on these challenges, on-time performance during the month of September stood at 95%, and Metro-North is at 97.4% on-time performance year to date. During the month of September:

- Hudson Line service performed at 92%;
- Harlem Line service performed at 94.3%; and
- New Haven Line service performed at 97.1%.

September's West of Hudson service operated at 91.8%, and year-to-date performance was slightly below goal at 93.4%.

In addition to the incredible work following Ida, Metro-North crews have been busy throughout the system maintaining infrastructure and bringing it to a state of good repair as reported in the quarterly track program update on today's agenda. Highlights in the report include the following:

- Replacement of over 43,000 railroad ties, installation of seven miles of new rail, and welding of over 700 rail joints so far this year.
- Performance of ultrasonic rail testing, track geometry testing, and rail grinding to restore the rail profile on 80 miles of rail, while other crews have been busy resurfacing over 95 miles of track to ensure a smooth ride throughout the territory.

- Replacement of 22 track switches, including two at one of Metro-North's critical interlockings on the Harlem Line near Hartsdale Station to improve service reliability and ensure operational flexibility.
- Performance of repairs to overhead vehicular bridges and undergrade bridges that carry trains.

These incredible efforts are due to the hard work of Metro-North's track and structures personnel. President Rinaldi thanked them for all their efforts in maintaining Metro-North's infrastructure.

With respect to West of Hudson, forces also advanced track work on the Port Jervis Line ahead of schedule, which allowed Metro-North to resume weekday, off-peak train service last Monday in place of substitute busing a week earlier than planned. Train service resumed on the Waterbury Branch following completion of major infrastructure improvements crews began in June in coordination with the Connecticut Department of Transportation to improve the safety and reliability of Branch service. The work included the completion of the new signal system that will enable Positive Train Control ("PTC") to be operational on the Branch by the end of the year. This highlight can be found in the PTC project update in today's agenda along with software testing underway to further improve PTC operations in advance of a software release for Metro-North's M8 fleet in December.

Metro-North is starting to experience slip-slide rail conditions caused by leaves, which impacts all railroads in the Northeast. Leaves fall onto tracks and coat them with a slimy residue. Metro-North continues to take a very proactive approach to minimize delays. Metro-North's established process includes:

- Engineers report slippery conditions immediately to Metro-North's Operations Control Center.
- Providing additional training on how to operate through these slippery areas and issuing notifications to train crews regarding speed restrictions and proper train operations during slip-slide conditions.
- Metro-North's enhanced computerized train-tracking system allows for automatic reporting of slip-slide incidents and conditions, enabling Metro-North to take corrective action more quickly.
- A Wheel Impact Load Detector ("WILD") is installed across all four tracks in the Park Avenue Tunnel which monitors for wheel flats that may have developed during service and allows Metro-North to identify and prioritize wheels for repair.
- A state-of-the-art wheel true facility in Harmon and New Haven yards that can cut both wheels on a truck simultaneously. This allows for proper wheel diameter matching and helps Metro-North return cars to service more quickly.

Finally, Metro-North has also stepped-up efforts to keep the right of way as leaf-free as possible. Crews use two large high-pressure rail washers and rail scrubbers to remove crushed leaf residue from the tracks. On-board sanders on diesel trains also automatically drop sand on tracks to help improve traction and reduce wheel slippage when it begins to occur.

Turning to ridership and welcoming back customers, President Rinaldi reported that Metro-North added trains to the Hudson Line weekend schedule on Saturday, October 2nd just as Fall foliage season kicked off in the Hudson Valley. The Hudson Valley is gorgeous year-round, but anyone familiar with the region knows the Fall foliage season is in its own league. To encourage people to enjoy the great weather, beautiful views and destinations on the Hudson Line, Metro-North added five trains to the Saturday schedule and four trains to the Sunday schedule through

November 7th to supplement the regular weekend schedule and provide more options and capacity for customers.

Metro-North's focus also continues to be on restoring ridership, guided by the initiatives in the Way Ahead – Moving Forward plan launched in June. Since August 29th, Metro-North has been providing 82% of its weekday service. Metro-North has experienced eight business days in a row with ridership over 120,000. Last week's ridership averaged 126,601 riders a day. Ridership is on a steady upward trend. Saturday, October 9th had been Metro-North's third highest day of ridership since the COVID-19 pandemic, and this past Sunday, Metro-North set a new COVID-19 record with 69,730 rides, which is 86.8% of a pre-COVID-19 Sunday.

President Rinaldi stated that in addition to increasing service and travel options, and as more and more riders continue to return to the rails, it is essential that Metro-North is doing everything it can to accommodate them. With this in mind:

- Board Members Harry Porr and Randy Glucksman joined President Rinaldi, elected officials, and former Board Member Susan Metzger to celebrate the completion of the Port Jervis station improvements, which make the station fully accessible and give it a more modern feel as customers continue their return to the railroad. The top-to-bottom transformation at the West of Hudson terminus station included the construction of a one-car length high-level platform, a concrete ramp leading from the parking lot to the platform, and a new sidewalk.
- Metro-North's popular TrainTime application will be available on Apple watches beginning this Friday, October 22nd and for Android watches soon. Customers will be able to easily save their favorite trips and station information for quick, easy, and safe viewing on their smart watch. They will no longer need to look for their phone while traveling on Metro-North. Through the creation of bookmarks in the TrainTime application on their phones, customers will receive push notifications to their watch alerting them of track changes, service alerts, and passenger crowding information affecting their bookmarked trips while saving them time and providing a safer experience. This information will also be available in Spanish, Italian, Chinese, Portuguese and Yiddish.

President Rinaldi thanked Metro-North staff who worked in collaboration with the MTA IT Department to provide a companion application for travel information. This is one more tool that will provide customers with a better travel experience.

Speaking of customers, Metro-North forces are at many stations handing out masks daily to any customers who may need one. And as part of the MTA's Mask Force, President Rinaldi stated that she will be at the Tuckahoe station tomorrow joined by Assembly Member Amy Paulin and Senator Shelley Mayer handing out pink masks in honor of Breast Cancer Awareness Month. Staff will also be at Grand Central Terminal, Harlem-125th Street, Peekskill, and Westport stations.

Metro-North is promoting bike use through a Bike Pod that will be coming to Grand Central Terminal. Details are included on today's agenda. President Rinaldi thanked Board Member Brown for pushing this initiative forward. Metro-North and Long Island Rail Road customers no longer need a bike permit to travel with bikes and this pilot is another way to encourage bike usage throughout the region.

As a thank you to customers — and to get those who have been missing the trains back on board — Long Island Rail Road and Metro-North are continuing to offer plenty of deals and discounts for riders this fall. Off-peak fares remain in effect through the end of the year, so

customers using single-ride trips and ten-trip tickets can benefit from savings of up to nearly 40% of the normal price depending on the distance traveled. As part of the MTA's "Welcome Back New York" campaign Metro-North continues with its "Autumn Weekends" promotion, which provides riders an affordable way to get out of the house, out of their cars, and onto the train for weekend trips. The fall program runs through Sunday, November 21st and is available on both Saturdays and Sundays. The railroads will honor all monthly tickets systemwide on weekends, valid for travel to all stations and fare zones. Monthly ticketholders traveling on those weekend days are also able to bring up to four additional travelers for only \$1.00 per person each way. On top of that incentive, through October 27th, there is also a "Friends and Family Wednesdays" promotion, when monthly ticket holders may bring an extra person on Wednesdays for only \$1.00. Customers can also save with discount packages to places like the New York Botanical Gardens and the Lincoln Depot Museum, both located steps from Metro-North's Botanical Garden and Peekskill stations that are being offered as part of the new MTA Away Deals where riders can save on admission to area attractions when riding on Metro-North.

Board Member Law asked if Metro-North has quantified the Ida storm damage costs and whether those costs will be reimbursed by the Federal Emergency Management Agency ("FEMA"). President Rinaldi confirmed that she has been working closely with staff to quantify the costs of all damages and will be seeking reimbursement from FEMA. Board Member Glucksman asked whether trains to accommodate holiday shoppers, or "shopper specials" will be reinstated, which President Rinaldi also confirmed.

After the Long Island Rail Road's President's Report, presented by Robert Free, Senior Vice President of Operations for the Long Island Rail Road on behalf of President Eng, Board Member Linn commented on the importance of prioritizing employee COVID-19 vaccinations and advocated for a vaccination mandate or, at the very least, a meaningful COVID-19 testing program. President Rinaldi stated that Metro-North has approximately 70% of its employees vaccinated and believes there may be more vaccinated employees who have not uploaded their vaccination cards. She further commented on the robust efforts Metro-North was undertaking to encourage more employees to get vaccinated.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks and comments made by Board Members.

METRO-NORTH SAFETY REPORT:

Clyde Armstrong, Vice President, System Safety for Metro-North, reported that FRA reportable customer accident rate per million customers is 1.81 and the FRA reportable employee lost time injury rate per 200,000 hours worked is 1.92 for the reporting period. Metro-North has experienced no grade crossing incidents and no main line FRA reportable train derailments or collisions during the reporting period. Metro-North logged 16,477 employee safety training hours during the month of August. Community outreach and education, including the TRACKS Program, has been very successful.

The full safety report is filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Armstrong's remarks.

MTAPD REPORT:

Joseph McGrann, Acting Chief of the MTA Police Department (“MTAPD”) reported on recent crime statistics. He stated that although grand larcenies remain an issue, felony assaults on employees are also a serious concern. He emphasized the use of de-escalation training for MTAPD officers and stated that he has been working with Michael Metz, Metro-North Chief Security Officer, to conduct de-escalation training for Metro-North conductors. Acting Chief McGrann also commented on an assault on a Metro-North conductor that occurred in the month of October and on recent mask usage enforcement efforts.

Board Member Brown asked how many employee assaults were preceded by a mask enforcement interaction. Acting Chief McGrann identified one incident. Board Member Linn commented that September was a challenging month for Metro-North as total major felonies were up from five to thirteen. He asked if these were isolated incidents or if they represented an upward trend. Chief McGrann responded that when one compares the 2021 statistics to the statistics in 2019, the number of total major felonies only increased by three for the month of September, and if one reviews the year-to-date statistics, the numbers are down significantly from 2019. Therefore, he does not see any trends emerging.

President Rinaldi stated that conductor assaults are a critical issue and she and all of Metro-North are absolutely committed to making the environment as safe as possible for Metro-North employees. Metro-North already provides de-escalation training, which it is looking to increase, and is partnering with MTA Security and the MTAPD to ensure there is an adequate and visible police presence to deter bad actions. President Rinaldi recognized that Metro-North is calling on employees to do more than they have ever done before.

The full MTAPD report is filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Acting Chief McGrann’s remarks and comments made by Board Members and staff.

JOINT INFORMATION ITEMS:

Two joint information items were presented to the Committee:

- 2022 Preliminary Budget (Public Comment)
- Long Island Rail Road/Metro-North PTC Project Update

Board Member Law asked President Rinaldi to provide highlights of the PTC project update. President Rinaldi stated that Metro-North is operating on the Waterbury Branch pursuant to a PTC exclusion; however, Metro-North has finished the installation of the underlying signal system and will be operating in full PTC functionality by the end of the year. Additionally, President Rinaldi stated that Metro-North has struggled with the reliability of the PTC system on the M-8 fleet. The system improved significantly with a software update a few months ago and there is another software update coming at the end of December, which should realize further improvements. President Rinaldi further stated that there are a few outstanding FRA conditions on Metro-North’s safety plan which Metro-North continues to work with the FRA to address.

The details of the information items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of comments made by Board Members and staff.

METRO-NORTH INFORMATION ITEMS:

Three Metro-North information items were presented to the Committee:

- Track Program Quarterly Update
- Breakneck Ridge hiking trailhead – disposition of land
- Bike Storage Pilot Permit at Grand Central Terminal

Commenting on the Breakneck Ridge hiking trailhead disposition of land, President Rinaldi stated that Metro-North is seeking to convey approximately 2.4 acres of MTA/MNR property to the New York State Office of Parks, Recreation and Historic Preservation. The property has been used by the public for decades to access the Breakneck Ridge trail and Metro-North is retaining an easement for its operations. President Rinaldi also commented on the bike storage pilot. A pod for bike storage will be located in the old taxi stand area at Grand Central Terminal for a one-year pilot program. The pod will provide a higher level of security for bike storage.

The details of the information items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of comments made by Board Members and staff.

METRO-NORTH PROCUREMENTS:

The Committee was presented with the following competitive Metro-North procurement:

- Board approval for a contract modification in the not-to-exceed amount of \$1,760,000 for KS Engineers, PC, a certified Minority Business Enterprise, to provide additional inspection services throughout Metro-North's Harlem, Hudson, and New Haven Lines. The additional services will include the inspection of retaining walls and transmission poles/towers. The original 36-month contract was competitively solicited and awarded to KS Engineers, PC in April 2021 in the not-to-exceed amount of \$2,991,792.

Board Member Brown stated that employees have informed him that a recent mud slide was very foreseeable and there are many known areas in Metro-North's territory in jeopardy of collapse. He asked if these issues were already being addressed by the Capital Program. President Rinaldi stated that there are already culvert replacement projects in the Capital Program, which will be advanced. She remarked that Ida was a real wake up call with respect to the vulnerability of the Hudson Line. Metro-North did perform an inspection program right after the storm to ensure there were no immediate safety issues. President Rinaldi further stated that there were three separate mudslide locations, but the southernmost location was the most problematic. The Metro-North team continues to work with the private landowner at the top of the location to stabilize the area. Overall, Metro-North recognizes the need to prioritize resiliency projects throughout its territory.

Upon motion duly made and seconded, the Committee voted to recommend the foregoing procurement to the full Board. The details of the foregoing procurement are contained in documentation filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of comments made by Board Members and staff.

OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, FINANCIAL, AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports are contained in reports filed with the records of the meeting.

ADJOURNMENT:

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

Respectfully submitted,



Susan Sarch
Vice President, General Counsel and
Secretary

October 2021 Committee Minutes – FINAL

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2021 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA C&D Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP – Operations
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>November 2021</u>	
East Side Access Support Projects Update	President/Sr. Staff
Thanksgiving & Event Service	Service Planning
<u>December 2021</u>	
2022 Final Proposed Budget	Management & Budget
2022 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd 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
<u>February 2022</u>	
Adopted Budget/Financial Plan 2022	Management & Budget
2021 Annual Operating Results	Operations
Diversity/EEO Report – 4 th Q 2021	Administration/Diversity
March Timetable and Trackwork Programs	Service Planning
<u>March 2022</u>	
Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
<u>April 2022</u>	
Final Review of 2021 Operating Budget Results	Management & Budget
2021 Annual Ridership Report	Finance/Marketing
Spring Trackwork Programs	Service Planning

May 2022

June Timetable Change & Trackwork Programs	Service Planning
Diversity/EEO Report – 1 st Q 2022	Administration/Diversity
PTC Status Report	President

June 2022

Summer Track Work Programs	Service Planning
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July 2022

September Timetable Change & Trackwork Programs	Service Planning
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September 2022

2023 Preliminary Budget (Public Comment)	
2022 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning
Diversity/EEO Report – 2 nd Quarter 2022	Administration/Diversity

October 2022

2022 Preliminary Budget (Public Comment)	
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2021 Work Plan

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

President's Report

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

Safety Report

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

MTA C&DCapital 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

NOVEMBER 2021

East Side Access Support Projects Update

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

Year-End Schedule

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

DECEMBER 2021

Diversity & EEO Report– 3rd Quarter 2021

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

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

2022 Final Proposed Budget

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

Proposed 2022 Committee Work Plan

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

Review Committee Charter

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

JANUARY 2022

FEBRUARY 2022

Adopted Budget/Financial Plan 2022

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

2021 Annual Operating Results

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

Diversity & EEO Report– 4th Quarter 2021

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

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2022

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

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– 1st 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

JULY 2022

Summer Trackwork Programs & Summer Service

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

SEPTEMBER 2022

2022 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2022 Mid-Year Forecast

The agency will provide the 2022 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

OCTOBER 2022

2022 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.

2021 Metro-North Railroad Committee Work Plan

<u>I. RECURRING AGENDA ITEMS</u>	<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	
<u>II. SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<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 rd 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
<u>February 2022</u>	
Adopted Budget/Financial Plan 2022	Finance
2021 Annual Operating Results	Operations
Diversity/EEO Report – 4th Quarter 2020	Diversity and EEO
<u>March 2022</u>	
Annual Elevator & Escalator Report	Engineering
<u>April 2022</u>	
Final Review of 2021 Operating Budget Results	Finance
2021 Annual Ridership Report	Operations Planning & Analysis

May 2022

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

Engineering
President
Diversity and EEO

June 2022

Progress on Way Ahead Strategic Plan

Strategic Initiatives

July 2022

Grand Central Terminal Retail Development
Track Program Quarterly Update

MTA Real Estate
Engineering

September 2022

2023 Preliminary Budget (Public Comment)
2021 Mid-Year Forecast
Diversity/EEO Report – 2nd Quarter 2022

Finance
Finance
Diversity and EEO

October 2022

2023 Preliminary Budget (Public Comment)
LIRR/MNR PTC Implementation Update
Track Program Quarterly Update

Finance
President
Engineering

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2021 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

NOVEMBER 2021

Progress on Way Ahead Strategic Plan

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

DECEMBER 2021

2022 Final Proposed Budget

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

2022 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2021

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

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

JANUARY 2022

Approval of 2022 Committee Work Plan

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

Track Program Quarterly Update

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

FEBRUARY 2022

Adopted Budget/Financial Plan 2022

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

2021 Annual Operating Results

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

Diversity & EEO Report– 4th Quarter 2021

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

MARCH 2022

Annual Elevator/Escalator Report

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

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 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– 1st 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.

JULY 2022

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 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Budget.

2022 Mid-Year Forecast

The agency will provide the 2022 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 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.



Long Island Rail Road

Safety Report Highlights





Long Island Rail Road

On Sunday October 17, 2021 LIRR partnered with the Elmont Fire Department to conduct an emergency responder simulation exercise at the Belmont Park Station. Belmont Park is immediately adjacent to the Islanders new UBS arena and soon to be opened Elmont Station. The exercise gave emergency responders the opportunity to practice procedures to safely respond in the event of an emergency on LIRR property and on our equipment. There are unique hazards responding to an event including third rail, moving equipment, etc. This exercise was essential to prepare the volunteer fire departments and emergency medical services for the LIRR's new service to Elmont Station and the first Islander game at the new arena this month.

The exercise simulated an M7 train striking debris causing a derailment and fire. Responders practiced their skills communicating with LIRR personnel, evaluating the scene, establishing Incident Command, extinguishing the simulated fire, extricating the engineer, evacuating passengers, and establishing a triage area for injured customers. Volunteers from the various Fire Department Explorer Teams were staged on the train to simulate search and rescue operations as well as triage protocols.

Special thanks to Chief Ronald Conti, Elmont Fire Department, and the Corporate Safety Department Office of the Fire Marshal who planned the drill. The following LIRR Departments were instrumental to the success of the training exercise: Corporate Safety, Transportation, Maintenance of Equipment, Engineering, and Employee Training and Corporate Development.

Participating agencies included:

- Elmont Fire Department
- Bellerose Terrace Fire Department
- Stewart Manor Fire Department
- South Floral Park Fire Department
- Nassau County Office of Emergency Management
- Nassau Fire Service Academy
- NYS Department of Transportation Public Transportation Safety Board
- Valley Stream Fire Department
- Lakeview Fire Department
- Massapequa Fire Department
- Franklin Square and Munson Fire Department
- Nassau County Emergency Ambulance Bureau
- Fire Department of New York
- Federal Railroad Administration
- Franklin Square Fire Department
- Floral Park Fire Department
- East Norwich Fire Department
- Nassau County Fire Command
- MTA Police Department
- NYS Division of Homeland Security and Emergency Services

The LIRR planning team and leadership from the Elmont Fire Department will be meeting in the coming weeks for an after action review to formally debrief and document the lessons learned from this exercise.

For the reporting period ending September 2021, the average Reportable Customer Injury Rate was 3.08 injuries per million customers as compared to 4.78 injuries per million customers over the same period last year. Slips, trips, and falls continue to result in the most injuries. The type of injury most customers sustain are bruises and contusions followed closely by lacerations and abrasions. During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.97 injuries per 200,000 hours worked as compared to 3.30 injuries per 200,000 hours worked in the previous reporting period. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President and Chief Safety Officer
Corporate Safety

September Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	October 2018 - September 2019	October 2019 - September 2020	October 2020 - September 2021		
FRA Reportable Customer Accident Rate per Million Customers	2.22	4.78	3.08		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.27	3.30	3.97		
		2020		2021	
		September	Year to Date	September	Year to Date
Grade Crossing Incidents ¹	0	2	0	3	
Mainline FRA Reportable Train Derailments	0	1	0	1	
Mainline FRA Reportable Train Collisions	0	1	0	2	

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

Leading Indicators				
Focus on Safety Training	2020		2021	
	September	Year to Date	September	Year to Date
First Responders Trained	22	235	213	477
Employee Safety Training Courses	77	582	111	633
Employees Trained	766	5,544	3,820	9,291
Employee Safety Training Hours	14,831	118,628	20,560	110,472
Customer and Community	September	Year to Date	September	Year to Date
Broken Gates	6	59	11	64
MTA Police Details	118	447	41	556
Summons	378	1,851	170	1,955
Warnings	143	625	40	744
Arrests	0	0	0	1
Community Education and Outreach	2,505	24,779	5,507	38,989
Community Education and Outreach Social Media	63,518	63,518	80,719	622,820

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

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

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

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

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

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

Summons for Grade Crossing Violation and other Infractions- The number of violations issued to a motorist for going around a 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 participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event as well as responses to social media outreach.



Metro-North Railroad



2021 Rail Safety Week REDOUT for Rail Safety Friday, September 24, 2021

Shelley Prettyman
Acting Vice President
Office of System Safety



Metro-North Railroad

Safety Highlights:

Metro-North Railroad (MNR) continues to make 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.

MNR participated in the 4th Annual Rail Safety Week, held September 20-26th, by promoting safe behaviors at or around trains, tracks, and grade crossings. Throughout the week, members of the Office of System Safety launched a rail safety contest, held outreach at stations and grade crossings, participated in Operation Clear Track and supported REDOUT for Rail Safety. REDOUT for Rail Safety Day, held on Friday, September 24th, was supported by employees in the Maintenance of Way department who wore red shirts and were photographed with Metro-Man (MNR's TRACKS mascot).

For the current 12-month period (October 2020 – September 2021) versus the previous 12-month period (October 2019 – September 2020), employee lost time injuries per 200,000 working hours decreased by 10.0%.

The customer reportable injury rate (per one million customers) increased by 55% from October 2020 - September 2021 compared to previous 12-month period (October 2019 - September 2020). This increase is attributed to the decrease in the number of passenger rides during the COVID-19 pandemic.

Shelley Prettyman
Acting Vice President
Office of System Safety

September 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	October 2018 - September 2019	October 2019 - September 2020	October 2020 - September 2021	
FRA Reportable Customer Injury Rate per Million Customers	1.00	1.13	1.75	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.14	2.08	1.88	
	2020		2021	
	September	Year to Date	September	Year to Date
Grade Crossing Incidents ¹	0	1	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2020		2021	
	September	Year to Date	September	Year to Date
First Responders Trained	116	971	112	1,157
Employee Safety Training Courses	124	296	157	297
Employees Trained	1,199	4,731	987	5,462
Employee Safety Training Hours	23,530	163,728	12,821	138,552
Customer and Community: Focus on Grade Crossings	2020		2021	
	September	Year to Date	September	Year to Date
Broken Gates	2	15	0	9
MTA Police Details	6	194	7	253
Summons	27	482	14	558
Warnings	7	147	7	200
Community Education and Outreach*	18,202	51,275	87,250	163,014

*Due to the COVID-19 pandemic, some community outreach events are held virtually. Sept. 2021 numbers are higher due to increased social media presence for Rail Safety Week.

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.



Long Island Rail Road

October 2021 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (8 vs 7) for the month of October compared to the same period last year.
- Year to date Long Island Rail Road is up 2 crimes (58 vs 56).
- There were zero (0) Hate Crimes on Long Island Rail Road for the month of October.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

October 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	3	-2	-67%
Felony Assault	1	0	1	100%
Burglary	2	1	1	100%
Grand Larceny	4	3	1	33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	7	1	14%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	19	-11	-58%
Felony Assault	18	8	10	125%
Burglary	8	5	3	60%
Grand Larceny	23	24	-1	-4%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	58	56	2	4%



Metro-North Railroad

October 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (9 vs 11) for the month of October compared to the same period last year.
- Year to date Metro-North Railroad is up 19 crimes (67 vs 48).
- There was one (1) Hate Crime on Metro-North Railroad for the month of October.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

October 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	1	1	0	0%
Burglary	2	2	0	0%
Grand Larceny	6	5	1	20%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	9	11	-2	-18%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	9	-3	-33%
Felony Assault	12	7	5	71%
Burglary	18	6	12	200%
Grand Larceny	30	24	6	25%
Grand Larceny Auto	1	2	-1	-50%
Total Major Felonies	67	48	19	40%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

October 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	5	-4	-80%
Felony Assault	2	1	1	100%
Burglary	5	3	2	67%
Grand Larceny	10	8	2	25%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	18	18	0	0%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	14	31	-17	-55%
Felony Assault	30	16	14	88%
Burglary	27	11	16	145%
Grand Larceny	53	48	5	10%
Grand Larceny Auto	2	2	0	0%
Total Major Felonies	126	108	18	17%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 10/31/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	9	23
Felony Assault	28	16
Burglary	11	4
Grand Larceny	28	15
Grand Larceny Auto	2	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	4	5
Arson	6	0
Assault-Misdemeanor	54	34
Breach of Peace	6	6
Child Endangerment	3	2
Criminal Contempt	6	8
Criminal Impersonation	2	4
Criminal Mischief	37	32
Criminal Possession Stolen Property	4	6
Criminal Tampering	4	4
Criminal Trespass	19	26
Disorderly Conduct	0	2
Drug Offenses	12	36
DUI Offenses	6	6
Falsely Reporting an Incident	5	4
Forgery	8	14
Graffiti	63	30
Harassment	1	0
Identity Theft	2	0
Menacing	13	6
Obstruct Government	5	2
Petit Larceny	40	41
Public Lewdness	26	11
Reckless Endangerment	9	11
Resisting Arrest	12	18
Sex Offenses	8	9
Stalking	0	1
Theft of Services	32	56
Unlawful Surveillance	1	0
VTL Offenses	0	1
Warrant Arrest	21	27
Weapons Offenses	8	3
Total Arrests	498	468



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - October 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	7	4	3	75 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	1	-1	-100 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	6	5	1	20 %
Sexual Orientation	1	0	1	0 %
White	1	2	-1	-50 %
Motivation Total	15	12	3	25 %

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	1	2	-1	-50 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	12	10	2	20 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	15	12	3	25 %



MTA Police Department Arrest Summary: Department Totals

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Harassment	1	0
Identity Theft	2	0
Menacing	13	6
Obstruct Government	5	2
Petit Larceny	40	41
Public Lewdness	26	11
Reckless Endangerment	9	11
Resisting Arrest	12	18
Sex Offenses	8	9
Stalking	0	1
Theft of Services	32	56
Unlawful Surveillance	1	0
VTL Offenses	0	1
Warrant Arrest	21	27
Weapons Offenses	8	3
Total Arrests	498	468

INDEX CRIME REPORT
Per Day Average
October 2021

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	1	1	0	0
Fel. Assault	2	1	1	0
Burglary	5	2	2	1
Grand Larceny	10	4	6	0
GLA	0	0	0	0
Total	18	8	9	1
Crimes Per Day	0.58	0.26	0.29	0.03



Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject THANKSGIVING & EVENT SERVICE						Date October 28, 2021			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. FREE						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM		11/15/2021			3	VP – Corp Comm	1	President 
						2	CTO 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to provide extra service to the new UBS Arena at Belmont Park and the Long Island Rail Road’s plan to provide added service for the 2021 Thanksgiving Holiday.

ADDED SERVICE TO UBS ARENA AT BELMONT PARK

Beginning on November 19th, The Long Island Railroad will provide extra passenger trains to and from Belmont Park, as well as added stops at Queens Village and the new Elmont Station (eastbound platform only) for Islander games and other special events as announced at UBS Arena at Belmont Park. This service will operate both pre and post event for customers travelling to sporting events, concerts, and other special events at the UBS Arena.

THANKSGIVING SERVICE

Thanksgiving Eve Program (Wednesday, November 24, 2021)

The LIRR will operate a regular weekday schedule with additional service added. The Thanksgiving Eve program includes the standard 10 early release afternoon eastbound trains for people leaving the City early, plus an additional Ronkonkoma Branch train and an additional Montauk Branch service opportunity from Penn Station. The extra trains will operate as follows: four will go to Babylon, two to Huntington, two to Ronkonkoma, and one each to Hicksville, Great Neck, Far Rockaway and Montauk.

Thanksgiving Day Program (Thursday, November 25, 2021)

The Thanksgiving Day program includes six extra westbound trains on Thanksgiving morning for those attending the parade in NYC, and 11 early afternoon eastbound extra trains for those returning home from the parade or heading to Long Island for Thanksgiving gatherings.

The westbound Thanksgiving morning extras operate as follows: two from Babylon, two from Ronkonkoma and one each from Speonk and Port Jefferson.

The eastbound Thanksgiving afternoon extras will operate as follows: four to Babylon, three to Ronkonkoma, and one each to Speonk, Farmingdale, Huntington and Port Jefferson.

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

IMPACT ON FUNDING

Funding for these projects is contained in the Long Island Rail Road Operating budget.

EAST SIDE ACCESS

SUPPORT PROJECTS

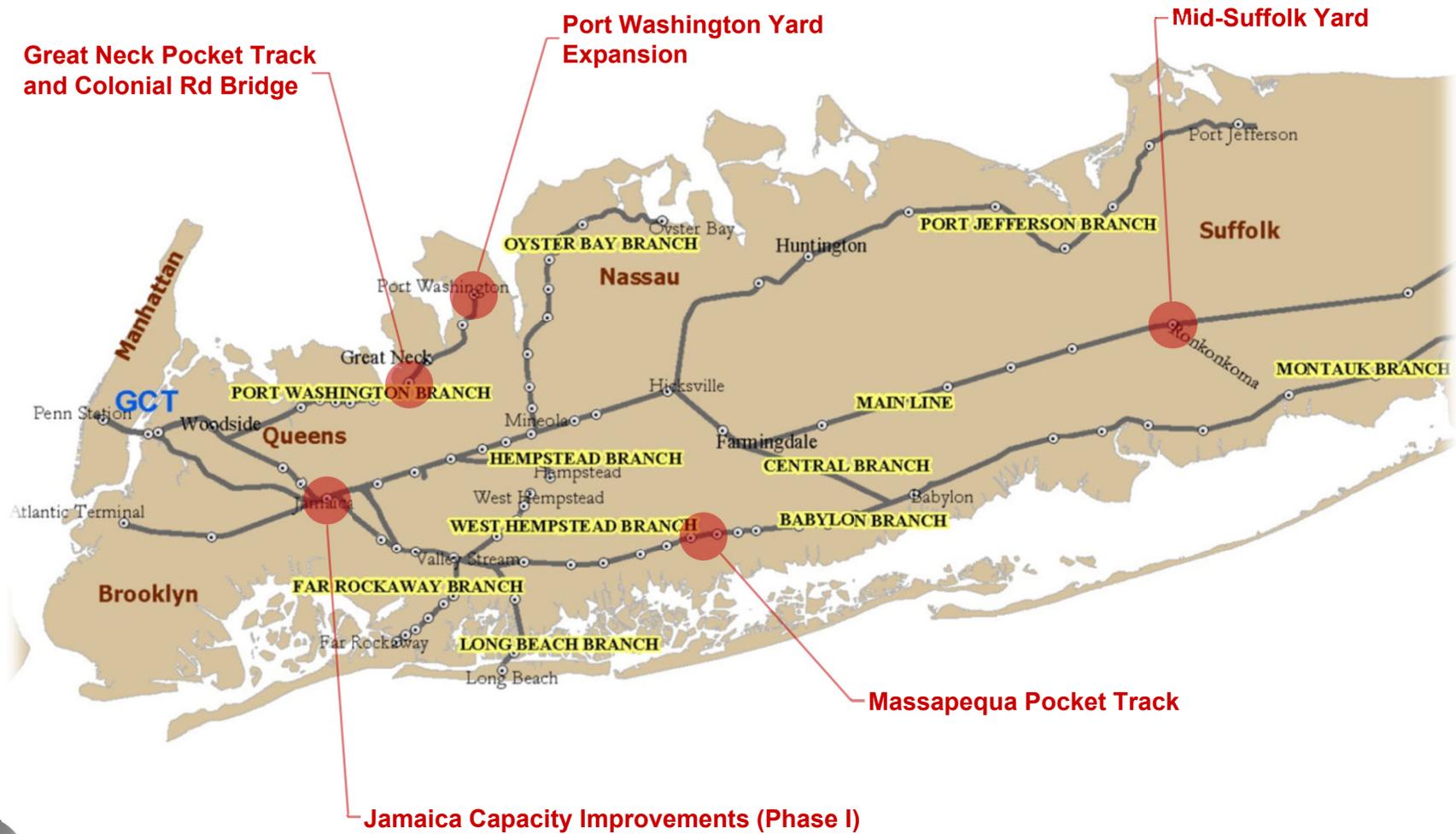
Long Island Rail Road

Long Island Committee

November 2021



PROJECT LOCATIONS



LIRR ESA SUPPORT PROJECTS

PROJECT	CURRENT PHASE	PROJECT BUDGET
Jamaica Capacity Improvements – Phase 1	Beneficial Use	\$ 301.7 M
Massapequa Pocket Track	Beneficial Use	\$ 19.6 M
Great Neck Pocket Track & Colonial Road Bridge	Construction	\$ 45.0 M
Port Washington Yard Track Extensions	Planning	\$ 3.0 M
Mid-Suffolk Yard	Beneficial Use	\$ 136.0 M
Total:		\$ 505.3 M



Jamaica Capacity Improvements - Phase I

□ Scope

- New Jamaica Platform for Brooklyn-to-Jamaica Service and associated infrastructure
- Reconfiguration of Johnson Avenue Train Yard and construction of freight bypass track
- Modifications to existing signal system
- Installation of new cross-overs to support future Phases of JCI

□ Schedule

□ Platform F & Associated Infrastructure (ESA Readiness Elements)

- Platform F Completion: February 2020 (A)
- Track 11 (North) Completion: February 2020 (A)
- Track 12 (South) Completion: October 2021 (A)

□ Other JCI Phase I Elements

- MET Interlocking: Final Cutover September 2021 (A)
- Union: Track Infrastructure Installation December 2021 (F)
- Beaver Interlocking: Final LIRR Cutover Q2-2022 (F)

□ Status of Work

□ Platform F & Associated Infrastructure (ESA Readiness Elements) - Completed

- Platform F – In Service (Beneficial Use) February 2020 (A)

□ Other JCI Phase I Elements - Ongoing

- Union: Cross-over (Switches) panels being assembled and prepared for installation in December
- Beaver Interlocking: Signal equipment huts installed on new platforms and field wiring ongoing



Jamaica Capacity Improvements - Phase I



New Jamaica Station Platform F



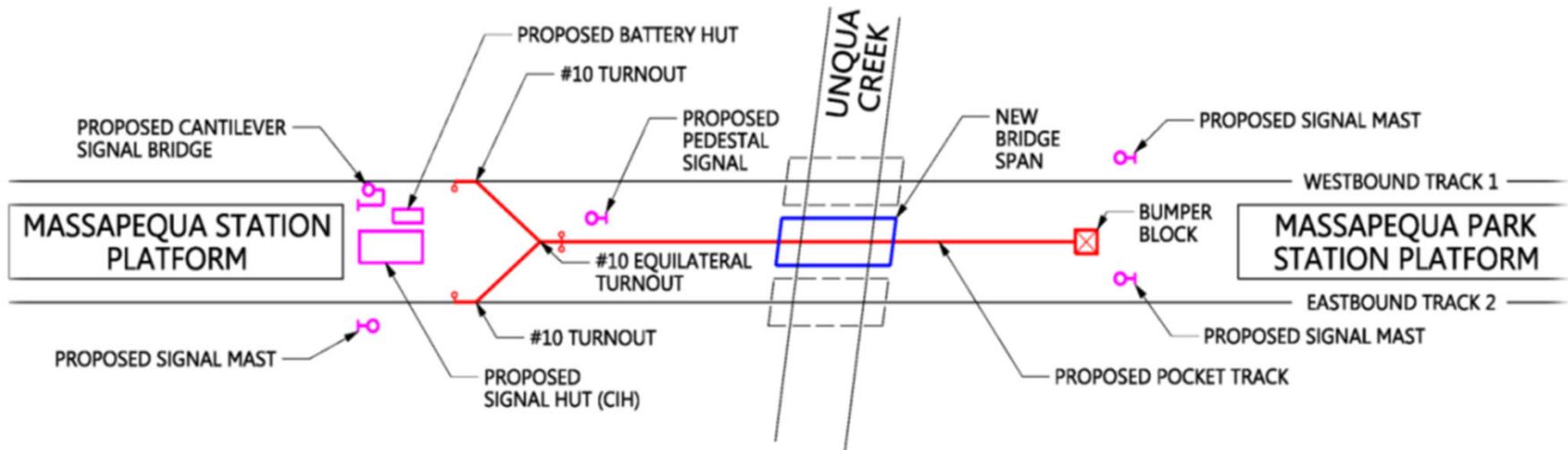
Jamaica Capacity Improvements - Phase I



Platform F Escalator/Stair to Mezzanine



Massapequa Pocket Track



Massapequa Pocket Track Configuration (Shown Red)

- **Scope**
 - Construction of 12-car stub ended pocket track and associated interlocked turnouts and infrastructure.
 - Construction of 75 ft. bridge over Unqua Creek for new track.
- **Schedule**
 - Signal System Cut-Over: March 2020 (A)
 - Commissioning: June 2021 (A)
- **Status of Work**
 - Pocket Track – In Service June 8, 2021 (A)
 - Project in Closeout Phase



Massapequa Pocket Track



Pocket Track Looking East



Central Instrument Location



Colonial Road Bridge and Great Neck Pocket Track

□ Scope

- Replacement of the Colonial Road Bridge (Overgrade) to support the new pocket track and associated drainage improvements.
- Extend to the existing Pocket Track east of Great Neck Station to accommodate an additional 12-car consist.
- Installation of new interlocked turnouts and associated infrastructure.

□ Schedule

□ Colonial Road Bridge (includes widening for Pocket Track)

- 3rd Party Design Build Completion: April 2016 (A)

□ Great Neck Pocket Track

- Neck 3 (Switch): June 2020 (A)
- Neck 2 (Cross-over): June 2022 (F)
- Signal Cut-over: July 2022 (F)
- Commissioning: August 2022 (F)

□ Status of Work

□ Colonial Road Bridge - Completed

- Bridge completed and in-service

□ Great Neck Pocket Track - Ongoing

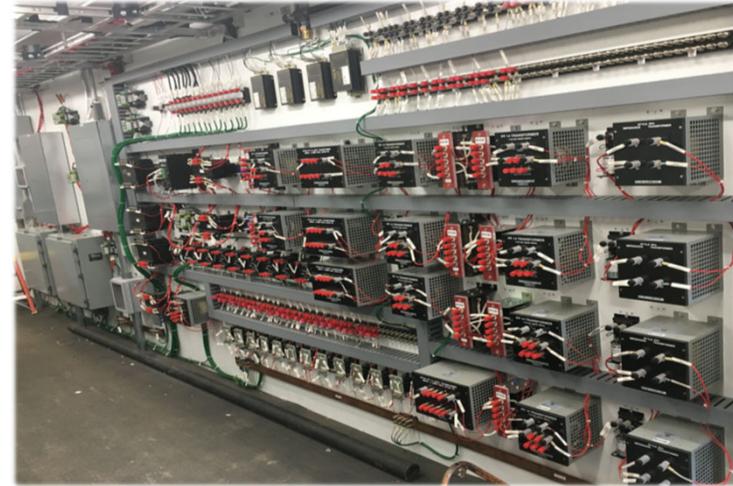
- Signal equipment huts installed. Wiring, termination, cable running and breakdown testing for Neck 3A signal hut and pocket track is ongoing.
- Planning for Neck 2 cross-over installation forecasted for June 2022 is ongoing.



Colonial Road Bridge and Great Neck Pocket Track (GNPT)



New Colonial Road - Overgrade Bridge



GNPT - Wiring of Neck 3A Signal Hut



GNPT - New Eastern Crossover (Looking East)



GNPT - New Eastern Crossover (Looking West)



Port Washington Yard Track Extensions

□ Scope

- Extend 2 tracks in Port Washington Yard to accommodate 18 additional cars. This will allow for increased peak service in support of ESA primarily benefitting Port Washington, Plandome and Manhasset. (Tracks can be extended using existing LIRR or Town property).

□ Schedule

- 3rd Party Design and Construction: TBD

□ Status of Work

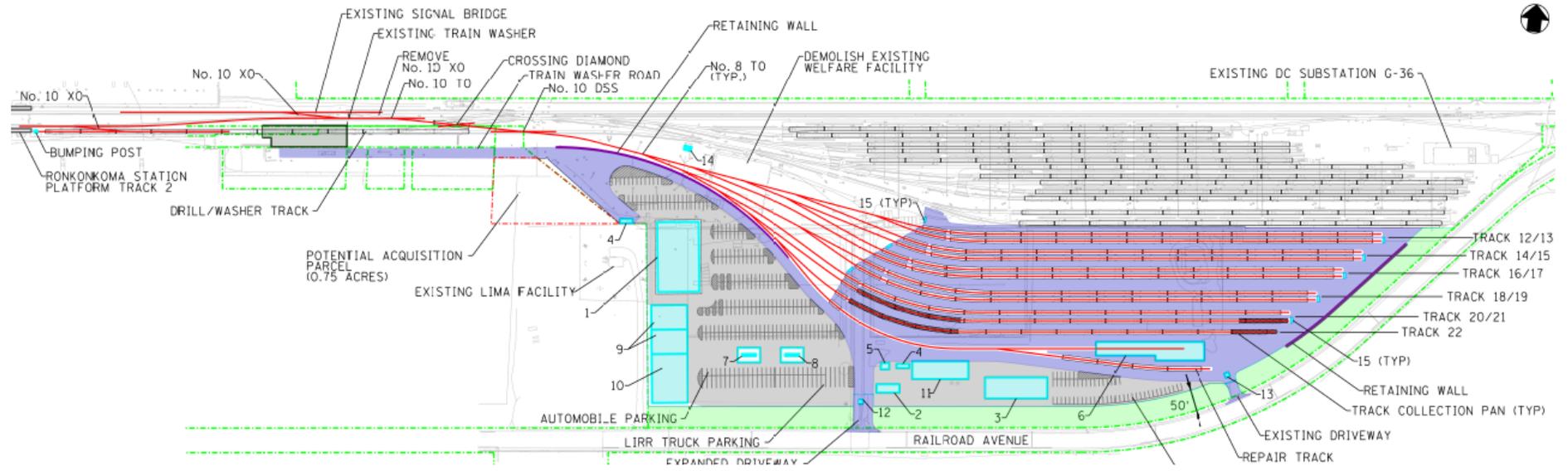
- Due to the inability to come to an agreement on parking and real estate issues, the project has been placed on hold.



Port Washington Yard and Station



Mid-Suffolk Yard



Mid-Suffolk Yard Layout

- **Scope**
 - Construction of a yard lead track and 11 (12-car capacity) train storage tracks.
 - New AC and DC Traction Power Substations
 - New Employee, storage and cleaning facilities to support the yard expansion

- **Schedule**
 - New Yard Support Facility Completion: March 2020 (A)
 - Yard & Supporting Infrastructure Completion: October 2020 (A)

- **Status of Work**
 - Yard complete and placed in service
 - Project in Closeout Phase



Mid-Suffolk Yard



New 11 Track Yard



New Yard Support Facility



Block End (Looking West)





Metro-North Railroad

Information Item

Way Ahead – Moving Forward Strategic Plan

Joint Metro-North Railroad & Long Island Railroad Committees
November 15, 2021



Metro-North Railroad

WAY AHEAD

MOVING FORWARD

Our Mission Continues

Our Mission

Why We Exist

To be a safe, reliable and efficient railroad providing regional mobility and excellent customer service

Our Vision

Where We Are Headed

Our vision is to set the standard for safety, reliability, and innovation in the delivery of excellent customer service

Our Values

What We Stand For

Respect –
Treat everyone with dignity

Honesty –
Speak and act truthfully

Pride –
Own your work and do it well



WAY AHEAD

MOVING FORWARD

We continue to:

Focus on these 3 priorities:

Our Customers

who are the reason Metro-North exists

Our People

who are Metro-North's greatest resource

Our Infrastructure

including trains, stations, track, structures, bridges communications, signals, power, shops & yards

while upholding these 3 core principles:

Safety

which rests at the heart of all our actions and initiatives

Integrity

to maintain the public's confidence in our decisions

Innovation

to encourage new ways of thinking and doing business





Our Customers

Strategy:
**Maximize
customer
health, safety
and confidence**

Actions:

- ▶ **Daily cleaning and disinfecting of stations and trains**
- ▶ **Continue to partner with MTA Police to ensure customer safety at stations and on-board trains**
- ▶ **All trains operating with full PTC functionality by end of 2021**



Strategy:
Increase customer safety awareness

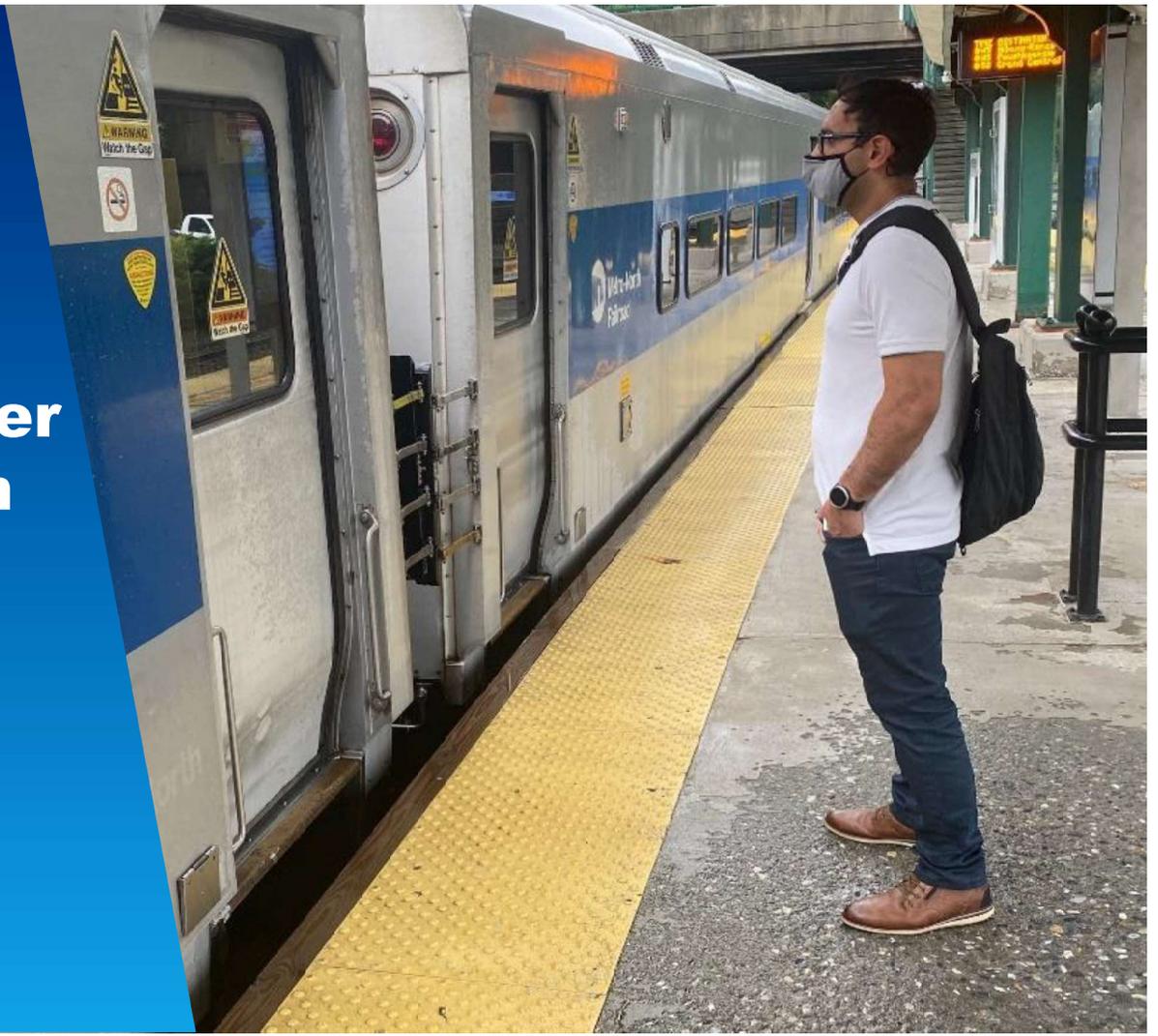
Action:
Focus new customer safety programs on slip, trip and fall prevention

Metro-North Railroad. Wear a Mask-Stop the Spread. @MetroNorth

The seasons change – but our focus on safety doesn't!

This fall, be sure to:

- ✓ Wear a mask on all trains and in stations
- ✓ Walk – don't run – to your train
- ✓ Stand back from the platform edge
- ✓ Use handrails on stairways
- ✓ Pay attention when entering or exiting your train



Strategy:
Provide safe, responsive and reliable services to meet changing customer needs

Actions:

- ▶ **Increasing service and travel options to complement growing ridership**
- ▶ **Achieving 97.3% OTP YTD**



Actions:

- ▶ **GCT Bike Pod Pilot**
- ▶ **No permit required to travel with full-size bike**
- ▶ **Promoting sustainable transportation and growth in bike usage**



Strategy:

Welcome and encourage customers to return and develop strategies to attract new riders

Action:

Welcome Back New York campaign: Off-peak fares – All the time



**Off-peak fares.
All the time.**

Ride LIRR and Metro-North
and save big through Dec. 31.

welcome
back
new york



Actions:

- ▶ **Friends & Family Wednesdays**
- ▶ **Summer Saturdays**
- ▶ **Autumn Weekends**
- ▶ **MNR Passport Program**
- ▶ **MTA AWAY**
- #TakeTheTrain**

Your Metro-North monthly pass just got even better.



Bring a friend for \$1 every Wednesday through 10/27

Bring four friends for \$1 each every weekend through 11/21

welcome back new york 



Save 20%
at New York
Botanical Garden
with Metro-North

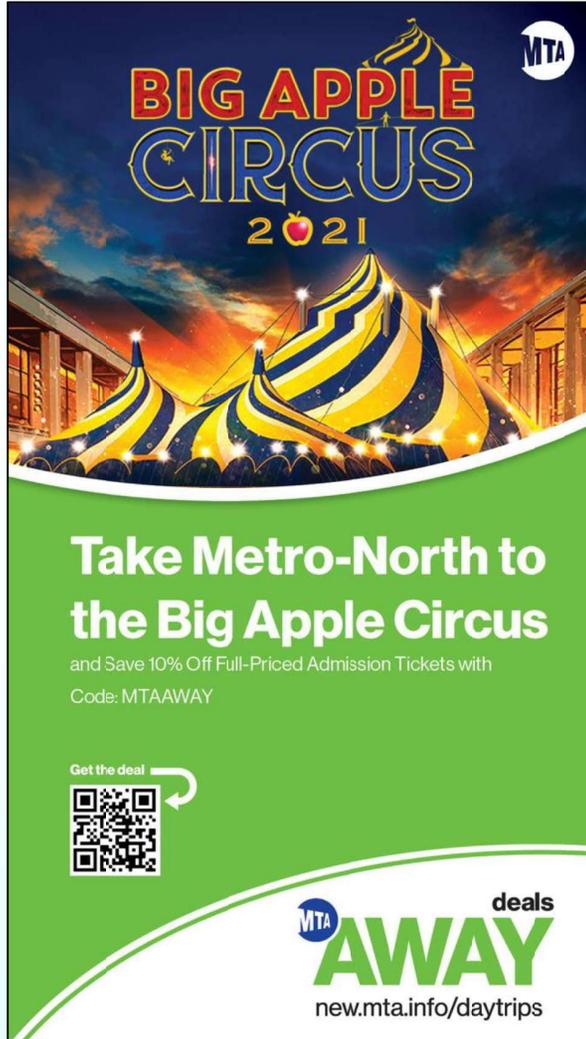
**MTA
AWAY**



**Dobbs Ferry
by bike & rail**

Save on Metro-North & bike rental

**MTA
AWAY**



**BIG APPLE
CIRCUS
2021**

MTA

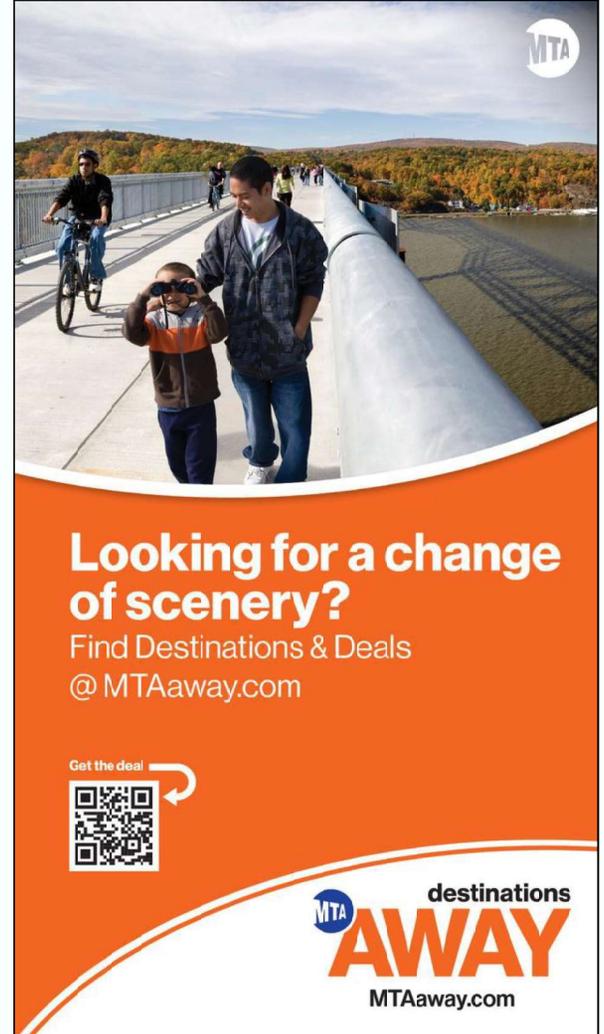
**Take Metro-North to
the Big Apple Circus**

and Save 10% Off Full-Priced Admission Tickets with
Code: MTAAWAY

Get the deal



**MTA deals
AWAY**
new.mta.info/daytrips



MTA

**Looking for a change
of scenery?**

Find Destinations & Deals
@ MTAaway.com

Get the deal



**MTA destinations
AWAY**
MTAaway.com

White Plains station renewal

Actions:

- ▶ **New entrances**
- ▶ **ADA-compliant elevator**
- ▶ **Upgraded HVAC system**
- ▶ **Extended platforms**
- ▶ **Remodeled waiting room and restroom**
- ▶ **+ Digital displays, LED lighting, platform canopies, Wi-Fi, and artwork**



Strategy:
**Enhance
accessibility
across system**

Actions:

- ▶ **Completed transformation of Port Jervis station**
- ▶ **Collaborate with MNR Accessibility Task Force to identify opportunities & solicit feedback**
- ▶ **Multi-station elevator installation project begins in 2022 in Purdys, Scarsdale and Hartsdale**
- ▶ **Promote our Call Ahead Program for customers who need assistance getting on or off trains**



Strategy:

Communicate timely, accurately & openly with customers

Actions:

- ▶ **Provide face-to-face customer service at key stations through our Station Ambassador Program**
- ▶ **Engage directly with customers through Station Talk Program, Mask Force, TRACKS and Connect with Us events**
- ▶ **Expand digital displays throughout system, including onboard trains**



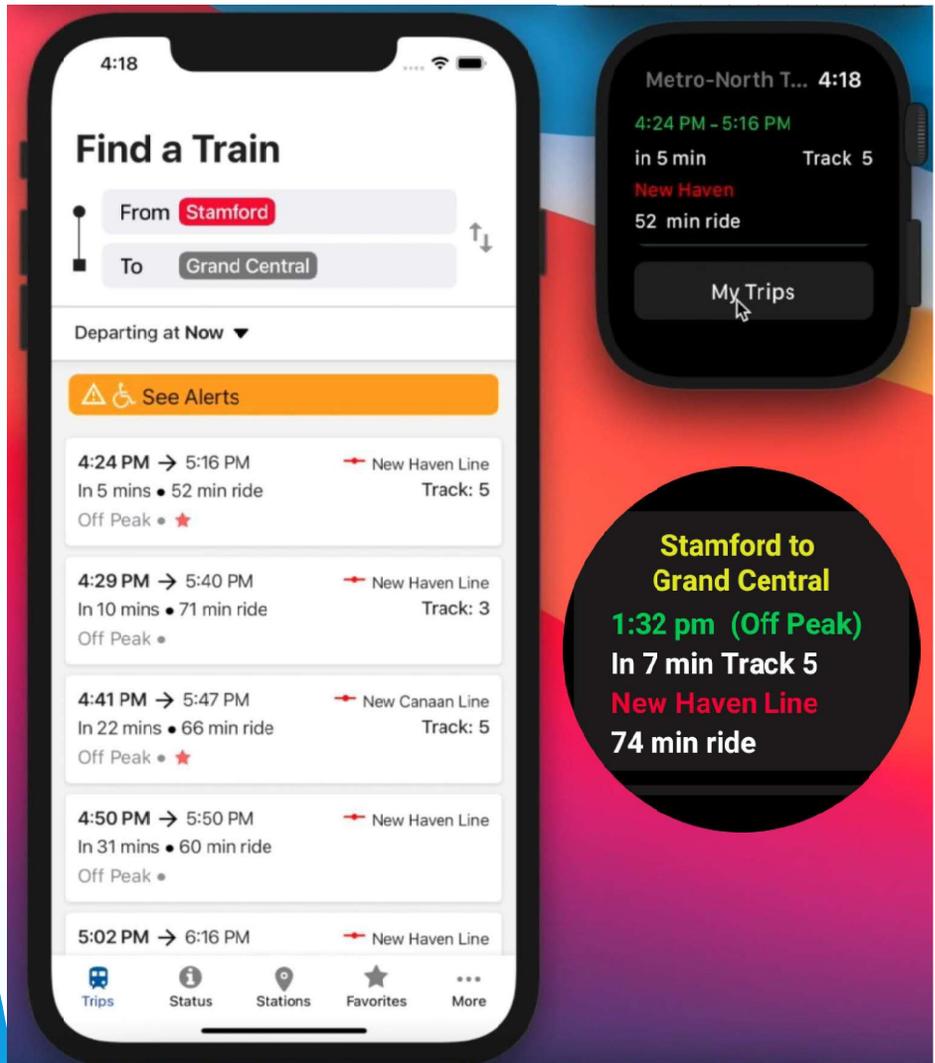
Actions

- ▶ **“Connect With Us” customer outreach program resumed for first time since start of pandemic with Grand Central Terminal forum**
- ▶ **Forum provides an opportunity for senior MNR leaders to hear directly from customers and foster an open dialogue with customers about service and progress on major issues**



Strategy:
Improve your customer experience through innovation

Action:
Launched the Train Time app integration for the Apple Watch





Metro-North Railroad

WAY AHEAD

MOVING FORWARD

See our
updated plan
new.mta.info/MNR-WayAhead

PROCUREMENT PACKAGE
November 2021

PROCUREMENTS

The Procurement Agenda this month includes three procurement actions for a proposed expenditure of \$58.7M

Staff Summary

Subject Request for Authorization to Award Procurement Actions					
Department Contracts					
Department Head Name & Title David K. Cannon, Vice President, Contracts					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Joint Committee	11/15/21	X		
2	Board	11/17/21	X		

Date: November 10, 2021			
Internal Approvals			
	Approval		Approval
	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 award two 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>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
C. Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)	<u>1</u>	<u>\$38,092,008.00</u>
SUBTOTAL	1	\$38,092,008.00
<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
H. Modifications to Personal and Miscellaneous Service Contracts	<u>2</u>	<u>\$20,628,320.31</u>
SUBTOTAL	2	\$20,628,320.31
TOTAL	3	\$58,720,328.31

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 actions 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.

NOVEMBER 2021

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

- | | | | |
|-----------|---|------------------------|--------------------------------------|
| 1. | Posillico Civil, Inc.
Contract No. 6356
670 Days (Base) 479 Days (Options) | \$38,092,008.00 | <u>Staff Summary Attached</u> |
|-----------|---|------------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised, competitively solicited and negotiated contract to Construct Phase 3B of the Long Island Rail Road's Sandy Restoration and Resiliency Project for the Long Island City Storage Yard.

Procurements Requiring Majority Vote:

**Schedule H. Modifications to Personal and Miscellaneous Service Contracts
(Staff Summaries required for all items greater than \$1M)**

- | | | | |
|-----------|--|------------------------|--------------------------------------|
| 2. | Jacobs/LiRo Joint Venture
Contract No. PS819.26 | \$14,272,889.00 | <u>Staff Summary Attached</u> |
|-----------|--|------------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award Modification No. 26 to the contract for:

1. Additional funding to cover the anticipated costs associated with the remaining thirteen months (December 1, 2021 – December 31, 2022) of a two year option that was previously exercised;
2. The inclusion of an option ("Close-Out Option") for the period commencing on January 1, 2023 until final close-out of all ESA contracts.

- | | | | |
|-----------|---|------------------------|--------------------------------------|
| 3. | WSP USA, Inc.
Contract No. PS877.1 | \$ 6,355,431.31 | <u>Staff Summary Attached</u> |
|-----------|---|------------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award Modification No. 1 to the contract to extend the contract term for an additional twelve month period from January 23, 2023 to January 22, 2024.

Dept & Dept Head Delivery Department/LIRR Business Unit, Paul Dietlin 						SUMMARY INFORMATION	
Contracts Department Ian Goldrich, LIRR Tower Lead 						Vendor Name Posillico Civil, Inc.	Contract Number 6356
Board Reviews						Description Construct Phase 3B of Long Island Rail Road's ("LIRR") Sandy Restoration and Resiliency Project for the Long Island City ("LIC") Storage Yard	
Order	To	Date	Approval	Info	Other	Total Amount \$38,092,008	
1	MNR & LIRR Joint Committee	11/15/21	X			Contract Term 670 Days (Base) + Options 470 Days for Substantial Completion	
2	Board	11/17/21	X			Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
						Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Internal Approvals						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
	Approval		Approval				
	Deputy Chief, Development		President				
MR	Deputy Chief, Delivery		Executive Vice President & General Counsel				
						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
						Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy	

PURPOSE/RECOMMENDATION

MTA Construction & Development ("C&D") requests the Board approve the award of a publicly advertised, competitively solicited and negotiated Public Works contract to Posillico Civil, Inc. (the "Contract") to construct Phase 3B of Long Island Rail Road's ("LIRR") Sandy Restoration and Resiliency Project for the Long Island City ("LIC") Storage Yard (the "Project") for the lump sum price of \$38,092,008. The negotiated lump sum price consists of the Base Contract in the amount of \$34,138,543, four options (Nos. 1, 5, 6 and 8) totaling \$3,729,705 that will be exercised at time of award and \$223,760 for four options (Nos. 2, 3, 4 and 7) which may be exercised at C&D's sole discretion on or before April 11, 2022. The design for Phase 3B was completed in 2019 and LIRR applied for and was granted a waiver from the requirement to procure Phase 3B as a design-build project.

DISCUSSION

The LIRR LIC Storage Yard (the "Yard") is located in western Queens, east of Second Street, west of Vernon Boulevard and south of Borden Avenue. The Yard serves two critical purposes: (i) it serves as the midday storage location primarily for the LIRR diesel fleet where vehicles and equipment are inspected, repaired and cleaned prior to afternoon/evening service; and (ii) it provides a location from which to position train equipment to service the LIRR stations at Long Island City and Hunterspoint Avenue, which act as one of the three LIRR Western Terminals from which trains arrive at the termination of, or depart at the inception of, New York City service. The Yard consists of thirteen (13) tracks running east/west for storage and cleaning of LIRR passenger trains as well as peak AM and PM passenger service. The northern portion of the Yard (Tracks 0 - 8) services primarily diesel powered trains while the southern portion (Tracks 7 - 12) services primarily electric MU equipment. Tracks 7 and 8 can service both diesel and electric MU equipment.

Staff Summary

Item No. 1

The Yard suffered damage during Superstorm Sandy and the Project has been undertaken to restore damaged Yard components and to increase the Yard's storm resiliency to avoid such damage in the future. Due to operational limitations, the construction work for the Project was divided into two phases. Phase 3A (completed in July 2020) included the restoration of Tracks 9 and 10, replacement of fuel lines, and construction of a fuel interlock system for Tracks 7 and 8.

The Contract provides for construction of Phase 3B including a new floodwall, pumping system, yard lighting and restoration of Tracks 11 and 12. Phase 3B includes further work that will protect other Yard components including tracks, substations, fuel tanks and the Phase 3A improvements. The Contract also includes the following eight options:

- Option 1: Installation of rail and electrification of Tracks 11 and 12
- Option 2: Graffiti-resistant coating on the yard side of the flood wall
- Option 3: Stage 1 Precast Decorative Panels along an adjacent private parking lot and an adjacent New York City Department of Transportation lot
- Option 4: Stage 6 Precast Decorative Panels
- Option 5: Stage 7 Precast Decorative Panels along 2nd Street
- Option 6: Laser Cut Metal Panels for Decorative Panel Sections
- Option 7: Flood Gate #7 and Security Gate SWG-7
- Option 8: Flood Gate #8 and Security Gate SWG-8

A one-step Request for Proposal ("RFP") was used to solicit the Contract. The requirements were publicly advertised in the New York State Contract Reporter, N.Y. Daily News, and on the MTA website. In response to the RFP, proposals were received from the following eleven (11) entities:

- ECCO III Enterprises, Inc. ("ECCO")
- EE Cruz Co. Inc. ("EE Cruz")
- Forte Construction Corp.
- John Civetta & Sons, Inc.
- J-Track, LLC. ("J-Track")
- Judlau Contracting, Inc. ("Judlau")
- Navillus Tile Inc. d/b/a Navillus Contracting
- Paul J. Scariano, Inc.
- Posillico Civil, Inc. ("Posillico")
- Skanska USA Civil Northeast Inc. ("Skanska")
- Tully Construction Co. Inc.

The proposals were evaluated and scored by a Selection Committee consisting of representatives from C&D and LIRR, utilizing pre-established selection criterion considering the following factors: Technical Approach; Planning and Scheduling; Qualifications and Experience; and Cost. Based upon the technical evaluations and scores, the following six (6) firms, ECCO, EE Cruz, J-Track, Judlau, Posillico and Skanska, were identified as the top ranked proposers.

The Selection Committee invited the six (6) top ranked proposers for oral presentations and to discuss technical clarifications and confirm each firm's overall understanding of the Project. ECCO, Posillico and Skanska demonstrated a thorough and comprehensive understanding of the Project and adequately responded to all questions. The remaining firms displayed deficiencies that removed them from a competitive range. Following the oral presentations, "Best and Final Offers" (BAFOs) were requested from ECCO, Posillico and Skanska, requesting clarifications of technical items and pricing, and revised pricing based on the current (post-orals) understanding of the Project. The results of the BAFOs, which includes the Base Contract and all 8 Options, were as follows:

ECCO	\$39,624,450
Posillico	\$38,839,688
Skanska	\$41,508,400

Staff Summary

Item No. 1

After review of the BAFOs, the Selection Committee determined that the proposal submitted by Posillico provided the best value to the MTA. Posillico, ECCO and Skanska each proposed technical approaches that met the Project requirements. However, Posillico's unique approach to key weekend outage work mitigated potential schedule risk and community impacts while simultaneously reducing flagging and railroad protection costs. Skanska's and ECCO's proposals did not provide comparable value despite their higher pricing. In addition Posillico has extensive experience with the heavy civil construction work required for the Project and has a track record of completing similar projects for LIRR on time and within budget.

C&D entered into post BAFO negotiations with Posillico with an eye towards reducing Posillico's BAFO pricing of \$38,839,688. Posillico submitted a revised BAFO of \$38,092,008 (Base \$34,138,543, all eight Options \$3,953,465) which is \$747,680 less than its initial BAFO and is 4% and 6% less than the BAFOs submitted by ECCO and Skanska respectively. A cost and price analysis was performed and it was determined that the negotiated price is fair and reasonable.

Posillico has been found to be responsible.

D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established 20% DBE goals for this contract. Posillico Civil, Inc. is committed to meet the 20% DBE requirement. Posillico Civil, Inc has achieved its MWDBE goals on previous completed contracts.

IMPACT ON FUNDING

Federal funding for this Project is included in the MTA's 2015-2019 Capital Program Budget.

ALTERNATIVES

There are no alternatives, since C&D does not have the in-house resources to construct the Project.

Vendor Name (& Location) Jacobs/LiRo Joint Venture (New York, NY)	Contract Number PS819	AWO/Modification # 26
Description Consultant Construction Management Services for the East Side Access Project	Original Contract Amount: \$ 74,550,734	
Contract Term (including Options, if any) January 28, 2008 – December 31, 2022	Prior Modifications: \$ 186,452,067	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Prior Budgetary Increases: \$ -0-	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 261,002,801	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request: \$ 14,272,889	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: MTA	% of This Request to Current Amount: 5.5%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Senior Program Executive	% of Modifications (including This Request) to Original Amount: 269%	

Discussion:

This contract (the “Contract”) is for consultant construction management services in support of the East Side Access (“ESA”) Project. MTA Construction and Development Company (“C&D”) requests Board approval of Modification No. 26 to the Contract, which seeks:

1. Additional funding in the not-to-exceed amount of \$7,118,347 to cover the anticipated costs associated with the remaining thirteen months (i.e., December 1, 2021 – December 31, 2022) of a two-year option (“Current Option”) that was previously exercised by C&D;
2. The inclusion of an option (“Close-Out Option”) for the period commencing on January 1, 2023 until final close-out of all ESA contracts for the not-to-exceed amount of \$7,154,542.

The terms of this Contract require Jacobs/LiRo Joint Venture (“Jacobs/LiRo”), a joint venture consisting of Jacobs Civil Consultants Inc. and LiRo Engineers, Inc., to provide construction consulting services for the ESA Project. These services are integral to the success of the ESA Project and include such essential work as providing consultant personnel to supplement and support C&D staff, serving as C&D’s authorized representative on certain construction contracts, overseeing and inspecting the work being performed on the project construction sites and managing the contract schedule.

In May 2019, the Board approved C&D’s request to incorporate the Current Option (i.e., January 1, 2020 – December 31, 2022) into the terms of the Contract and approved funding for the associated two-year option period in the not-to-exceed amount of \$32,504,891. However, since the Board approved this funding, additional services and staffing was required for Jacobs/LiRo to perform its function, particularly with respect to close-out of the Contracts and hand-over to LIRR. The delays in completion of construction contracts, their overlap with systems installation and issues related to interim operation and maintenance of the Project pending handover to LIRR has required a greater degree of coordination between contracts and with LIRR that has necessitated the expansion of Jacobs/LiRo’s scope of work and the addition of staff that was not initially anticipated. As a result of additions to the original Current Option scope of services, the approved funding was drawn down on much faster than originally anticipated. Thirteen months currently remain in the Current Option period and only \$10,277,989 remains in funding. This amount is not enough to fund the remainder of the Current Option period and terminating this Contract would have a detrimental effect on the project.

Recognizing that the costs associated with this Contract have exceeded initial estimates, and that Jacobs/LiRo is, in part, responsible for both the successes and missteps of this Contract, but also that Jacobs/LiRo’s services are critical to the timely completion of the ESA project, C&D has negotiated certain cost concessions with Jacobs/LiRo for this contract extension. Some of those key concessions include:

Schedule H Modifications to Personal and Miscellaneous Service Contracts

Item Number 2

Page 2 of 2

- Jacobs/LiRo was entitled by contract to a 2-3% yearly escalation on salaries. Jacobs/LiRo has agreed to no escalation for 2021 and 2022.
- Jacobs/LiRo was entitled by contract to an 8% fixed fee for all labor costs and has agreed to a reduction to 5% for 2021 and 2022.
- Jacobs has agreed that it will not be entitled to any additional compensation for closeout related activities beyond what's included in the Close-Out option.

These concessions have result in savings to the MTA in excess of \$4.5M over the course of this contract.

Jacobs/LiRo submitted a cost proposal in the not-to-exceed amount of \$7,729,832 for the additional funding needed for the remainder of the Current Option period and the not-to-exceed amount of \$7,154,542 for the additional Close-Out Option period. Negotiations were held and the parties agreed to a not-to-exceed cost of \$7,118,347 for the remainder of Current Option and a not-to-exceed amount of \$7,154,542 for the Close-Out Option. Notably, \$1M of the Current Option amount is allocated to an incentive which will only be paid if certain agreed-to milestones leading to timely revenue service is achieved. In addition, failure to timely achieve revenue service will lead to a credit to the MTA in the amount of \$1.9M. The funding for this modification is available in the East Side Access project budget.

In connection with a previous contract awarded to Jacobs Civil Consultants Inc. ("Jacobs"), one of the Jacobs/LiRo joint venture partners, Jacobs 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 Managing Director in consultation with the MTA General Counsel in October 2018. No new SAI has been found relating to Jacobs and Jacobs has been found to be responsible.¹

¹ While Jacobs has no direct SAI, its acquisition of CH2M Hill Companies Ltd. (CH2M) in December 2017 mandates reporting of CH2M's SAI. CH2M, notwithstanding its SAI, was found responsible by the MTA Chairman in December 2013 – this approval may be relied upon by Jacobs.

Vendor Name (& Location) WSP USA, Inc., One Penn Plaza, 5 th Fl., New York, NY	Contract Number PS877	AWO/Modification # 1
Description Project Management Consulting Services for the New York Penn Station LIRR Train Hall Renovation Project	Original Contract Amount:	\$ 24,488,427.00
Contract Term (including Options, if any): July 23, 2019 – January 22, 2023	Prior Modifications (includes exercised Options):	\$ -0-
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Budgetary Increases:	\$ -0-
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 24,488,427.00
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 6,355,431.31
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	25.9%
Requesting Dept/Div & Dept/Div Head Name: Jolyon Handler, East End Gateway Project	% of Modifications (including This Request) to Original Amount:	25.9%

Discussion:

This Contract is for program management consultant (“PMC”) services for administering and overseeing the New York Penn Station Long Island Rail Road (“LIRR”) Train Hall Renovation Project (the "Project"). MTA Construction and Development (“C&D”) requests Board approval to award Modification No. 1 to the contract to extend the contract term for an additional twelve month period from January 23, 2023 to January 22, 2024 for a not-to-exceed cost of \$6,335,431.31.

Under this Contract, WSP USA, Inc. (“WSP”), works as part of an integrated project management team with C&D, LIRR and other consultants to manage the Project. WSP provides services and resources including commercial and project management, design and construction compliance oversight, quality, safety and security oversight and other support services as needed.

The Project consists of two major improvements to the LIRR Train Hall at Penn Station. Phase 1, which achieved substantial completion at the end of 2020 and is now proceeding through close out, added a new entrance at West 33rd Street and 7th Avenue directly down to the 33rd Street Concourse. Phase 2, which is under construction, widens the 33rd Street Concourse and constructs other improvements in all the concourses in the LIRR Train Hall, including new lighting, refreshed floor, wall and ceiling finishes, new wayfinding signage, rehabilitated and expanded electrical and HVAC systems and greatly expanded back-of-house facilities.

The PMC contract term is forty-two (42) months, from July 23, 2019 through January 22, 2023. At time of the award of this Contract, it was anticipated that Phase 1 and Phase 2 would overlap and the Project would be completed and closed out by the end of 2022. However, the development and award of the Phase 2 construction package took longer than anticipated due to the lack of as-built data, required coordination with other projects at Penn Station, and redesigns necessary to reduce Phase 2 costs to meet the available budget. As a result, Phase 2 work did not begin until February 2021 and is scheduled for substantial completion in March 2023 and anticipated close out by December 2023. Accordingly, the Contract term requires an extension of twelve (12) months (from January 23, 2023 to January 22, 2024) to align it with the Project schedule.

The Consultant’s proposal proposed \$7,535,467 for the extension. Negotiations were held and the parties agreed to a not-to-exceed cost of \$6,355,431.31, which is deemed to be fair and reasonable.

In connection with a previous contract awarded to The Louis Berger Group, Inc. (“LBG”)^[1], LBG was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG or WSP. WSP has no SAI except that stemming from its acquisition of LBG. WSP has been found to be responsible.

^[1] LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG’s SAI.



Long Island Rail Road

October 2021 Performance Summary

Robert Free, Senior Vice President – Operations



East Side Access: On October 31, 2021 a test train ran into the new Grand Central Terminal for Long Island Rail Road carrying Governor Kathy Hochul and many senior MTA staff members. This marked a milestone in the much-anticipated East Side Access project, which is on track to be completed in December 2022.



Long Island Rail Road

October 2021 Performance Summary

Highlights

On-Time Performance (OTP) for the month of October closed at **97.8%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is **96.3%**, which is an increase of **0.3** 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 October as well as year to date.

Delays

There was only one incident this month that resulted in ten or more late/cancelled/terminated trains.

Delays relating to low adhesion on October 29th impacted 12 trains with an average delay of 14.8 minutes.

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated 182,117 in September and exceeded the goal. The year to date performance also continued to remain above it's 5-year average.



**OPERATING REPORT
FOR MONTH OF OCTOBER 2021**

Performance Summary			2021 Data			2020 Data	
			Annual Goal	October	YTD thru October	October	YTD thru October
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	97.8%	96.3%	97.2%	96.0%
		AM Peak		98.4%	96.2%	94.5%	94.3%
		PM Peak		98.6%	97.7%	98.4%	94.5%
		Total Peak		98.5%	96.9%	96.4%	94.4%
		Off Peak Weekday		97.3%	95.8%	97.2%	96.2%
		Weekend		98.3%	96.8%	98.0%	97.2%
	Babylon Branch	Overall	93.9%	98.3%	97.1%	97.6%	96.6%
		AM Peak		99.5%	96.6%	94.5%	94.9%
		PM Peak		98.9%	98.7%	98.9%	95.3%
		Total Peak		99.2%	97.6%	96.5%	95.1%
	Off Peak Weekday		97.8%	97.3%	97.9%	97.1%	
	Weekend		98.5%	96.0%	98.2%	97.0%	
Far Rockaway Branch	Overall	96.6%	99.1%	98.3%	98.9%	98.1%	
	AM Peak		100.0%	98.5%	95.0%	96.3%	
	PM Peak		100.0%	99.6%	100.0%	97.4%	
	Total Peak		100.0%	99.0%	97.4%	96.8%	
	Off Peak Weekday		98.8%	97.7%	99.5%	98.2%	
	Weekend		98.9%	98.9%	99.3%	98.9%	
Huntington Branch	Overall	92.5%	97.8%	95.8%	95.5%	95.0%	
	AM Peak		98.3%	95.3%	91.6%	93.7%	
	PM Peak		98.6%	97.7%	95.5%	90.2%	
	Total Peak		98.4%	96.5%	93.5%	92.0%	
	Off Peak Weekday		97.6%	94.8%	96.1%	95.3%	
	Weekend		97.9%	97.2%	98.6%	96.9%	
Hempstead Branch	Overall	96.5%	98.7%	97.0%	97.8%	96.7%	
	AM Peak		99.3%	98.1%	96.0%	96.2%	
	PM Peak		97.6%	98.3%	100.0%	92.8%	
	Total Peak		98.5%	98.2%	97.9%	94.6%	
	Off Peak Weekday		99.1%	96.0%	96.9%	96.6%	
	Weekend		98.3%	98.0%	98.6%	98.0%	
Long Beach Branch	Overall	95.9%	98.1%	97.6%	97.9%	96.4%	
	AM Peak		98.6%	98.2%	96.3%	95.9%	
	PM Peak		98.2%	99.0%	99.5%	95.2%	
	Total Peak		98.4%	98.6%	97.8%	95.6%	
	Off Peak Weekday		97.4%	97.4%	97.5%	96.3%	
	Weekend		99.3%	97.2%	98.7%	97.3%	
Montauk Branch	Overall	90.8%	94.7%	93.1%	95.1%	93.9%	
	AM Peak		97.3%	94.7%	94.8%	90.1%	
	PM Peak		96.4%	95.8%	98.2%	94.2%	
	Total Peak		96.9%	95.2%	96.2%	91.9%	
	Off Peak Weekday		92.8%	93.4%	94.6%	95.0%	
	Weekend		96.1%	91.6%	95.0%	93.2%	
Oyster Bay Branch	Overall	94.1%	98.0%	95.7%	98.2%	96.1%	
	AM Peak		96.2%	96.3%	97.7%	95.3%	
	PM Peak		98.8%	98.2%	98.9%	94.6%	
	Total Peak		97.4%	97.1%	98.2%	95.0%	
	Off Peak Weekday		98.1%	94.2%	97.8%	95.7%	
	Weekend		98.4%	97.4%	99.4%	98.2%	
Port Jefferson Branch	Overall	90.9%	96.1%	93.9%	94.6%	93.1%	
	AM Peak		97.3%	95.3%	90.3%	91.2%	
	PM Peak		98.6%	95.4%	97.4%	90.0%	
	Total Peak		98.0%	95.3%	93.8%	90.6%	
	Off Peak Weekday		92.7%	91.7%	94.9%	92.4%	
	Weekend		100.0%	96.6%	95.0%	97.5%	

Port Washington Branch	Overall	95.3%	98.1%	95.9%	98.7%	97.3%
	AM Peak		97.4%	93.7%	98.7%	96.7%
	PM Peak		98.4%	95.5%	98.2%	96.6%
	Total Peak		98.0%	94.6%	98.4%	96.7%
	Off Peak Weekday		97.8%	95.4%	98.8%	97.3%
	Weekend		98.7%	98.0%	98.7%	97.8%
	Ronkonkoma Branch	Overall	91.6%	97.3%	95.8%	95.3%
	AM Peak		97.9%	95.1%	89.8%	91.0%
	PM Peak		98.4%	97.7%	98.3%	94.7%
	Total Peak		98.1%	96.3%	93.6%	92.6%
	Off Peak Weekday		96.8%	94.8%	94.5%	94.1%
	Weekend		97.5%	97.5%	99.6%	97.7%
West Hempstead Branch	Overall	95.8%	99.3%	98.7%	99.2%	97.6%
	AM Peak		98.8%	98.5%	97.7%	94.7%
	PM Peak		100.0%	98.5%	100.0%	97.2%
	Total Peak		99.5%	98.5%	99.0%	96.1%
	Off Peak Weekday		99.2%	98.8%	100.0%	97.8%
	Weekend		99.4%	98.8%	97.5%	98.7%
	Operating Statistics	Trains Scheduled		18,990	178,731	20,555
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-11.1	-12.9	-12.7	-11.9
	Trains Over 15 min. Late excluding trains canceled or terminated		51	1,059	96	1,135
	Trains Canceled		7	509	48	867
	Trains Terminated		18	399	62	284
	Percent of Scheduled Trips Completed		99.9%	99.5%	99.5%	99.4%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>						
	AM Peak		100.0%			
	PM Peak		100.0%			
	Total Peak		100.0%			

System Categories Of Delay	% Total	2021	2021 Data		2020 Data		YTD 2021 Vs 2020
		Sep	October	YTD Thru October	October	YTD Thru October	
Engineering (Scheduled)	2.9%	31	12	340	14	332	8
Engineering (Unscheduled)	8.9%	47	37	841	97	1,273	(432)
Maintenance of Equipment	14.0%	121	58	742	68	829	(87)
Transportation	1.4%	15	6	131	12	261	(130)
Capital Projects	11.8%	107	49	1,006	25	675	331
Weather and Environmental	10.9%	297	45	772	24	1,103	(331)
Police	17.4%	78	72	766	200	912	(146)
Customers	19.3%	105	80	697	49	1,028	(331)
Special Events	3.6%	49	15	222	-	34	188
Other	3.9%	24	16	642	39	637	5
3rd Party Operations	5.8%	23	24	408	44	486	(78)
Total:	100.0%	897	414	6,567	572	7,570	(1,003)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxd	Term
29-Oct	Fri	Low adhesion system wide							12			12		
TOTAL FOR MONTH			0	0	0	0	0	0	12	0	0	12	0	0
												12		

Long Island Rail Road

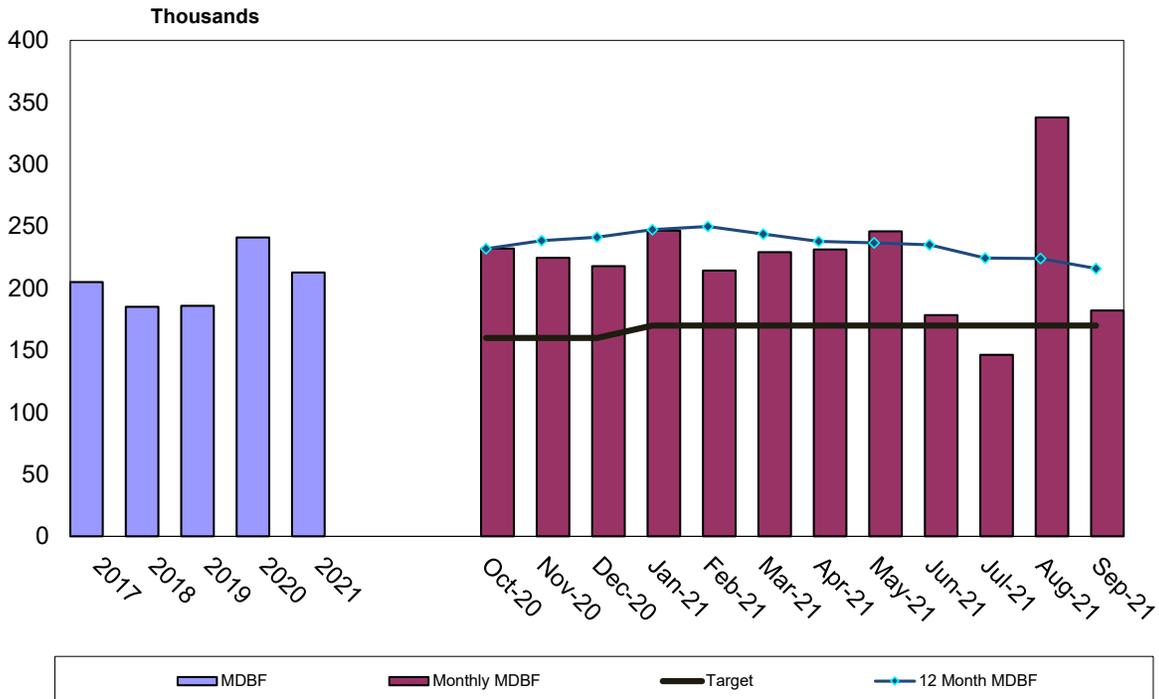
MEAN DISTANCE BETWEEN FAILURES - SEPTEMBER 2021

	Equip- ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)	12 month MDBF Rolling Avg (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)
Mean Distance Between Failures	M-3	128	60,000	0	0	0	-	0	0	76,017
	M-7	836	360,000	238,704	18	386,099	392,966	410,683	12	482,746
	M-9	104	180,000	496,580	1	240,106	240,232	327,986	1	312,790
	C-3	134	103,000	346,038	2	154,932	139,789	134,937	5	128,016
	DE	24	19,000	26,271	3	15,543	15,971	78,231	1	23,555
	DM	21	19,000	11,639	7	20,111	20,977	24,805	3	27,144
	Diesel	179	51,000	71,030	12	62,106	61,263	91,925	9	72,890
	Fleet	1,247	170,000	182,117	31	212,859	216,032	276,523	22	247,356

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 fleet was not used during entire year 2021.

ALL FLEETS Mean Distance Between Failure 2017 - 2021





Long Island Rail Road

OPERATING REPORT FOR MONTH OF OCTOBER 2021

Standee Report

East Of Jamaica

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

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF OCTOBER 2021

Standee Report

West Of Jamaica

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

Definitions

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

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

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

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

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

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

Elevator Availability		2021		2020	
		October	Year to Date	October	Year to Date
Branch	Babylon Branch	99.1%	99.2%	99.4%	99.2%
	Far Rockaway Branch	99.6%	99.5%	98.6%	98.8%
	Hempstead Branch	99.5%	99.5%	99.2%	99.4%
	Long Beach Branch	98.7%	99.5%	99.4%	99.5%
	Port Jefferson Branch	98.7%	98.8%	99.3%	98.8%
	Port Washington Branch	99.3%	99.0%	99.2%	99.0%
	Ronkonkoma Branch	99.5%	98.8%	99.5%	99.2%
	City Terminal Branch	99.2%	98.5%	99.2%	97.3%
	Overall Average	99.2%	98.9%	99.3%	98.7%

Escalator Availability		2021		2020	
		October	Year to Date	October	Year to Date
Branch	Babylon Branch	97.6%	97.6%	96.7%	97.3%
	Far Rockaway Branch	97.6%	98.0%	98.9%	98.6%
	Hempstead Branch	92.7%	97.9%	99.7%	99.0%
	Long Beach Branch	98.4%	94.8%	94.5%	97.6%
	Port Jefferson Branch	94.6%	97.9%	98.1%	97.7%
	City Terminal Branch	94.0%	93.7%	93.6%	96.6%
	Overall Average	95.7%	95.9%	95.7%	97.1%

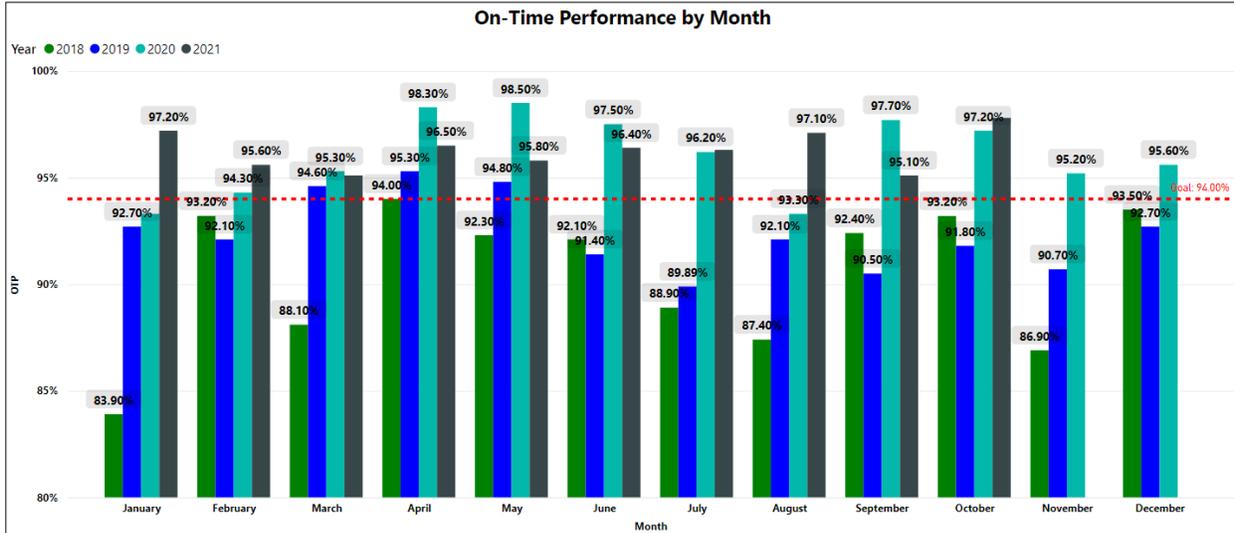
Long Island Rail Road Performance Metrics Report



On Time Performance

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

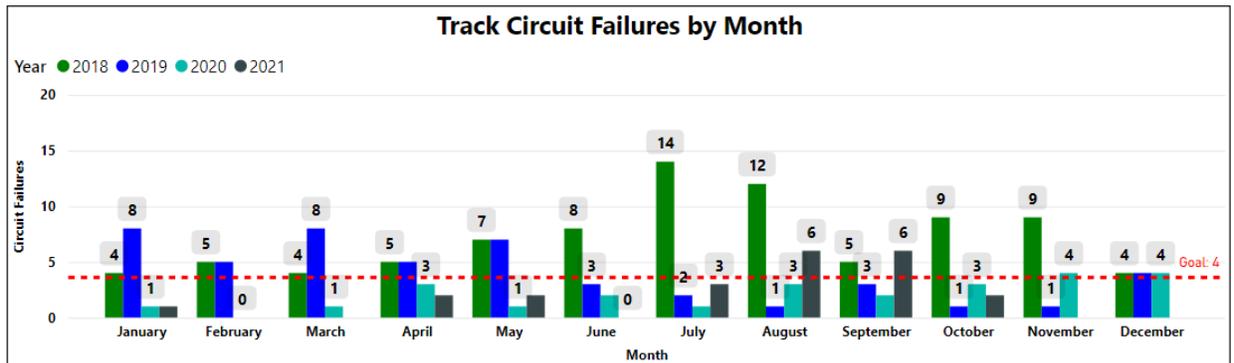
	2021		2020	
Goal	October	YTD	October	YTD
94.0%	97.8%	96.3%	97.2%	96.1%



Number of Track Circuit Failures

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

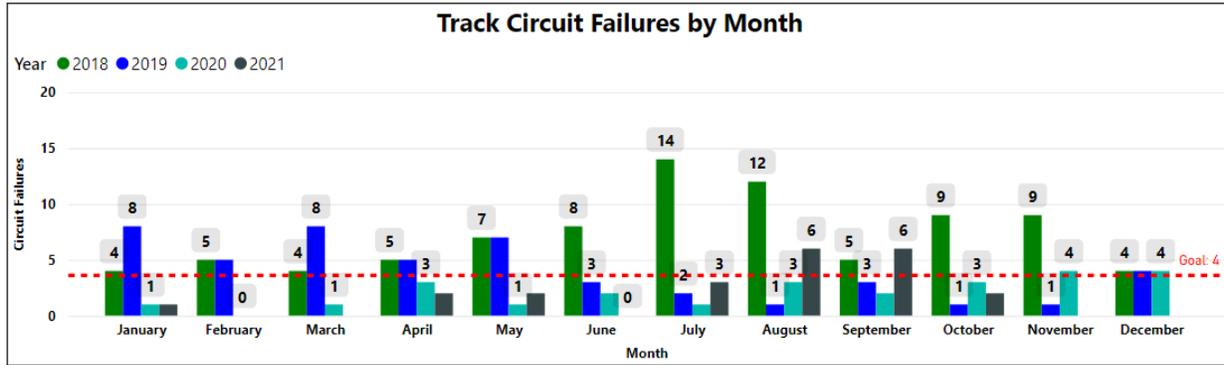
	2021		2020	
Goal	October	YTD	October	YTD
44	2	22	3	17



Number of Short Trains*

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

Goal	2021		2020	
	October	YTD	October	YTD
2,828 annually	36	586	130	1197



* 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.



Long Island Rail Road

Financial Report Highlights

October 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 Mid-Year Forecast and key financial performance indicators.

October 2021 Highlights

- Total revenue of \$624.4 million was \$18.4 million higher than the forecast. This was primarily due to higher capital and other reimbursements and higher farebox revenue.
- Through October 2021 ridership was 27.4 million, which was 4.6% above 2020 and (63.9)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 2.9% above the forecast. Commutation ridership of 7.6 million was (40.1)% below 2020 and (37.2)% below the forecast. Non-Commutation ridership of 19.8 million was 46.8% above 2020 and 36.3% above the forecast. Consequently, farebox revenue of \$232.2 million was \$6.6 million higher than the forecast.
- Total expenses before non-cash liability adjustments of \$1,584.3 million were \$136.1 million or 7.9% favorable to the forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, lower overtime, the timing of expenses for material usage, OPEB current, electric and insurance expenses.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$606.0	\$624.4	\$18.4
Total Expenses Before Non-Cash Liabilities	1,720.4	1,584.3	136.1
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$1,114.4)	(\$959.9)	\$154.5
Other Non-Cash Liabilities	366.2	382.6	(16.4)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$1,480.6)	(\$1,342.6)	\$138.1
Cash Adjustments	254.1	308.6	54.5
Net Cash Surplus/(Deficit)	(\$1,226.6)	(\$1,034.0)	\$192.6



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

October YTD operating results were favorable by \$138.1 million or 9.3% lower than the forecast.

Non-Reimbursable revenues through October were \$5.9 million favorable to the forecast. Farebox Revenue was favorable as a result of higher ridership and yield per passenger. Other Operating Revenues were unfavorable to forecast due to lower advertising revenue and the timing of miscellaneous revenue, partially offset by higher rental revenue. Total Non-Reimbursable expenses were \$132.2 million favorable due to vacant positions and associated fringe costs, accrual reversal for retroactive wages that was partially billed to reimbursable projects, the timing of materials, professional and maintenance services, and lower OPEB current, overtime and electric power, partially offset by higher depreciation and bad debt expenses.

YTD capital and other reimbursable expenditures (and reimbursements) were \$12.5 higher than the forecast due to retroactive wages billed to reimbursable projects that were previously accrued to operating and the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$624.4 were \$18.4 or 3.0% favorable to the forecast.

- **Y-T-D Farebox Revenues** were \$6.6 favorable to the forecast due to higher ridership and yield per passenger. Ridership through October was 27.4 million. This was 4.6% higher than 2020 (adjusted for the same number of calendar work days) and 2.9% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$(0.7) unfavorable to the forecast due to lower advertising and timing of miscellaneous revenue, partially offset by higher rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$12.5 favorable due retroactive wages previously accrued as operating that were billed to reimbursable projects in the month of September and the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to Date **Total Expenses** (including depreciation and other) of \$1,966.9 were favorable to the forecast by \$119.7 or 5.7%.

Labor Expenses, \$97.8 favorable Y-T-D.

- **Payroll**, \$33.0 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$32.9 favorable Y-T-D (primarily lower programmatic/routine maintenance, vacancy/absentee coverage, capital project activity and scheduled/unscheduled service).
- **Health & Welfare**, \$7.6 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$10.2 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$4.7 favorable Y-T-D (timing).
- **Other Fringe**, \$9.4 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions).

Non-Labor Expenses, \$38.3 favorable Y-T-D.

- **Electric Power**, \$4.7 favorable Y-T-D (lower usage, partially offset by higher rates).



Long Island Rail Road

Financial Report Highlights

- **Fuel**, \$(1.0) unfavorable Y-T-D (higher rates and timing of accruals, partially offset by lower consumption).
- **Insurance**, \$1.4 favorable Y-T-D (primarily force account insurance).
- **Claims**, \$1.1 favorable Y-T-D (decrease in corporate reserves).
- **Maintenance and Other Operating Contracts**, \$4.7 favorable Y-T-D (Primarily due to the timing of security service and maintenance invoices, Moynihan Train Hall one-time start-up costs, uniform invoices, maintenance and repair services and hazardous waste cleanup, delayed vehicle purchases, and lower real estate rental costs, partially offset by higher joint facility maintenance, timing of vegetation management and waste maintenance, and higher capital project activity).
- **Professional Services**, \$1.2 favorable Y-T-D (primarily due to the timing of rolling stock decommissioning, MTA Chargeback services, IT hardware and software costs for new facilities and rail inspections, partially offset by higher capital project activity).
- **Materials and Supplies**, \$28.1 favorable Y-T-D (primarily timing of fleet maintenance and modifications and right of way initiatives, partially offset by higher capital project activity).
- **Other Business Expenses**, \$(1.8) unfavorable Y-T-D (primarily due to higher bad debt reserves and credit/debit card processing fees, partially offset by lower office supplies, travel and other miscellaneous expenses).

Depreciation and Other, \$(16.4) unfavorable Y-T-D (Primarily depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through October of \$(1,033.6) was \$192.6 favorable to the forecast due to higher farebox revenue, capital and other reimbursements and the timing of and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date October Farebox Operating Ratio was 19.0%, 2.6 percentage points above the forecast resulting from higher farebox revenue and lower expenses.
- The year-to-date October Adjusted Farebox Operating Ratio was 22.8%, which is above the forecast due to higher farebox revenue and lower expenses.
- The year-to-date October Adjusted Cost per Passenger was \$40.84, which is lower than the forecast due to higher ridership and lower expenses.
- The year-to-date October Revenue per Passenger was \$8.47, which matches the forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER 2021
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$33.328	\$33.023	(\$0.304)	(0.9)	\$0.000	\$0.000	\$0.000	-	\$33.328	\$33.023	(\$0.304)	(0.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.029	2.019	(0.010)	(0.5)	0.000	0.000	0.000	-	2.029	2.019	(0.010)	(0.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	35.610	35.292	(0.318)	(0.9)	35.610	35.292	(0.318)	(0.9)
Total Revenue	\$35.357	\$35.042	(\$0.314)	(0.9)	\$35.610	\$35.292	(\$0.318)	(0.9)	\$70.966	\$70.334	(\$0.632)	(0.9)
Expenses												
<i>Labor:</i>												
Payroll	\$51.895	\$47.222	\$4.673	9.0	\$12.277	\$11.577	\$0.700	5.7	\$64.172	\$58.799	\$5.373	8.4
Overtime	13.975	9.571	4.404	31.5	6.242	4.910	1.332	21.3	20.217	14.481	5.736	28.4
Health and Welfare	10.223	9.471	0.753	7.4	3.031	2.784	0.247	8.2	13.254	12.255	1.000	7.5
OPEB Current Payment	6.521	5.109	1.412	21.7	0.000	0.000	0.000	-	6.521	5.109	1.412	21.7
Pensions	14.179	14.973	(0.793)	(5.6)	4.925	3.324	1.600	32.5	19.104	18.297	0.807	4.2
Other Fringe Benefits	11.244	12.270	(1.026)	(9.1)	3.100	3.028	0.071	2.3	14.344	15.298	(0.954)	(6.7)
Reimbursable Overhead	(0.528)	(3.278)	2.750	11.3	0.528	3.278	(2.750)	4.0	0.000	0.000	0.000	-
Total Labor Expenses	\$107.510	\$95.337	\$12.173	11.3	\$30.103	\$28.902	\$1.201	4.0	\$137.613	\$124.239	\$13.373	9.7
<i>Non-Labor:</i>												
Electric Power	\$6.796	\$6.873	(\$0.077)	(1.1)	\$0.021	\$0.034	(\$0.012)	(58.5)	\$6.817	\$6.906	(\$0.089)	(1.3)
Fuel	1.574	2.091	(0.518)	(32.9)	0.000	0.000	0.000	-	1.574	2.091	(0.518)	(32.9)
Insurance	1.650	1.644	0.006	0.4	0.768	0.537	0.231	30.1	2.418	2.182	0.237	9.8
Claims	0.381	0.150	0.231	60.6	0.000	0.000	0.000	-	0.381	0.150	0.231	60.6
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	8.180	6.796	1.384	16.9	1.316	1.627	(0.311)	(23.6)	9.497	8.423	1.073	11.3
Professional Service Contracts	3.439	2.489	0.950	27.6	0.079	0.884	(0.805)	*	3.518	3.373	0.145	4.1
Materials & Supplies	14.344	5.850	8.494	59.2	3.280	3.575	(0.294)	(9.0)	17.625	9.425	8.200	46.5
Other Business Expenses	0.879	1.402	(0.523)	(59.5)	0.042	(0.267)	0.310	*	0.921	1.135	(0.214)	(23.2)
Total Non-Labor Expenses	\$37.243	\$27.296	\$9.947	26.7	\$5.507	\$6.390	(\$0.883)	(16.0)	\$42.750	\$33.685	\$9.065	21.2
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$144.753	\$122.633	\$22.120	15.3	\$35.610	\$35.292	\$0.318	0.9	\$180.363	\$157.925	\$22.438	12.4
Depreciation	\$35.089	\$37.329	(\$2.240)	(6.4)	\$0.000	\$0.000	\$0.000	-	\$35.089	\$37.329	(\$2.240)	(6.4)
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	0.086	0.167	(0.081)	(94.0)	0.000	0.000	0.000	-	0.086	0.167	(0.081)	(94.0)
Total Expenses	\$179.928	\$160.129	\$19.800	11.0	\$35.610	\$35.292	\$0.318	0.9	\$215.538	\$195.420	\$20.118	9.3
Net Surplus/(Deficit)	(\$144.572)	(\$125.086)	\$19.485	13.5	(\$0.000)	\$0.000	\$0.000	-	(\$144.572)	(\$125.086)	\$19.485	13.5
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.089	\$37.329	\$2.240	6.4	\$0.000	\$0.000	\$0.000	-	35.089	\$37.329	\$2.240	6.4
Operating/Capital	(0.809)	(0.668)	0.141	17.4	0.000	0.000	0.000	-	(0.809)	(0.668)	0.141	17.4
Other Cash Adjustments	1.004	(13.411)	(14.415)	*	0.000	0.000	0.000	-	1.004	(13.411)	(14.415)	*
Total Cash Conversion Adjustments	\$35.284	\$23.249	(\$12.034)	(34.1)	0.000	\$0.000	\$0.000	-	\$35.284	\$23.249	(\$12.034)	(34.1)
Net Cash Surplus/(Deficit)	(\$109.288)	(\$101.837)	\$7.451	6.8	(\$0.000)	\$0.000	\$0.000	0.0	(\$109.288)	(\$101.837)	\$7.451	6.8

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
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$225.584	\$232.179	\$6.595	2.9	\$0.000	\$0.000	\$0.000	-	\$225.584	\$232.179	\$6.595	2.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	23.873	23.188	(0.685)	(2.9)	0.000	0.000	0.000	-	23.873	23.188	(0.685)	(2.9)
Capital & Other Reimbursements	0.000	0.000	0.000	-	356.532	369.026	12.494	3.5	356.532	369.026	12.494	3.5
Total Revenue	\$249.458	\$255.367	\$5.910	2.4	\$356.532	\$369.026	\$12.494	3.5	\$605.990	\$624.393	\$18.403	3.0
Expenses												
<i>Labor:</i>												
Payroll	\$482.816	\$449.274	\$33.543	6.9	\$125.407	\$125.970	(\$0.563)	(0.4)	\$608.223	\$575.244	\$32.979	5.4
Overtime	123.085	96.360	26.726	21.7	51.918	45.698	6.219	12.0	175.003	142.058	32.945	18.8
Health and Welfare	99.565	92.158	7.407	7.4	29.789	29.579	0.210	0.7	129.354	121.737	7.617	5.9
OPEB Current Payment	61.238	51.014	10.224	16.7	0.000	0.000	0.000	-	61.238	51.014	10.224	16.7
Pensions	145.052	150.129	(5.078)	(3.5)	45.055	35.326	9.728	21.6	190.106	185.456	4.651	2.4
Other Fringe Benefits	137.444	126.872	10.572	7.7	30.944	32.166	(1.222)	(3.9)	168.388	159.038	9.350	5.6
Reimbursable Overhead	(19.808)	(34.764)	14.956	75.5	19.808	34.764	(14.956)	(75.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,029.393	\$931.042	\$98.350	9.6	\$302.919	\$303.503	(\$0.584)	(0.2)	\$1,332.312	\$1,234.546	\$97.766	7.3
<i>Non-Labor:</i>												
Electric Power	\$71.879	\$67.191	\$4.687	6.5	\$0.226	\$0.263	(\$0.037)	(16.5)	\$72.104	\$67.454	\$4.650	6.4
Fuel	15.807	16.785	(0.978)	(6.2)	0.000	0.000	0.000	-	15.807	16.785	(0.978)	(6.2)
Insurance	16.098	15.952	0.146	0.9	6.780	5.564	1.216	17.9	22.878	\$21.517	1.362	6.0
Claims	3.538	2.440	1.098	31.0	0.000	0.000	0.000	-	3.538	\$2.440	1.098	31.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	69.933	62.172	7.761	11.1	13.694	16.742	(3.048)	(22.3)	83.627	\$78.914	4.713	5.6
Professional Service Contracts	34.964	30.457	4.508	12.9	1.230	4.567	(3.337)	*	36.194	\$35.023	1.171	3.2
Materials & Supplies	115.197	80.287	34.910	30.3	31.220	38.051	(6.831)	(21.9)	146.417	\$118.338	28.079	19.2
Other Business Expenses	7.079	8.961	(1.882)	(26.6)	0.464	0.335	0.129	27.7	7.542	\$9.296	(1.753)	(23.2)
Total Non-Labor Expenses	\$334.495	\$284.245	\$50.250	15.0	\$53.613	\$65.522	(\$11.909)	(22.2)	\$388.108	\$349.768	\$38.340	9.9
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,363.887	\$1,215.288	\$148.600	10.9	\$356.532	\$369.026	(\$12.494)	(3.5)	\$1,720.419	\$1,584.314	\$136.106	7.9
Depreciation	\$364.375	\$379.891	(15.517)	(4.3)	\$0.000	\$0.000	\$0.000	-	\$364.375	\$379.891	(15.517)	(4.3)
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	1.828	2.738	(0.910)	(49.8)	0.000	0.000	0.000	-	1.828	2.738	(0.910)	(49.8)
Total Expenses	\$1,730.090	\$1,597.917	\$132.173	7.6	\$356.532	\$369.026	(\$12.494)	(3.5)	\$2,086.622	\$1,966.943	\$119.680	5.7
Net Surplus/(Deficit)	(\$1,480.633)	(\$1,342.550)	\$138.083	9.3	\$0.000	\$0.000	\$0.000	-	(\$1,480.633)	(\$1,342.550)	\$138.083	9.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$364.375	\$379.891	\$15.517	4.3	\$0.000	\$0.000	\$0.000	-	364.375	\$379.891	\$15.517	4.3
Operating/Capital	(9.903)	(4.846)	5.057	51.1	0.000	0.000	0.000	-	(9.903)	(4.846)	5.057	51.1
Other Cash Adjustments	(100.389)	(66.446)	33.943	33.8	0.000	0.000	0.000	-	(100.389)	(66.446)	33.943	33.8
Total Cash Conversion Adjustments	\$254.082	\$308.599	\$54.517	21.5	\$0.000	\$0.000	\$0.000	-	\$254.082	\$308.599	\$54.517	21.5
Net Cash Surplus/(Deficit)	(\$1,226.550)	(\$1,033.951)	\$192.600	15.7	\$0.000	\$0.000	\$0.000	0.0	(\$1,226.550)	(\$1,033.951)	\$192.600	15.7

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

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	October 2021		Reason for Variance	Year-to-Date October 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.304)	(0.9)	Lower yield per passenger \$(0.352), partially offset by higher ridership \$0.048.	6.595	2.9	Higher ridership \$6.509 and higher yield per passenger \$0.086.
Other Operating Revenue	Non Reimb.	(0.010)	-	Primarily due to lower advertising revenue, partially offset by higher rental revenue.	(0.685)	(2.9)	Primarily due to lower advertising and timing of miscellaneous revenue, partially offset by higher rental revenue.
Capital & Other Reimbursements	Reimb.	(0.318)	(0.9)	Timing of capital project activity and interagency reimbursements.	12.494	3.5	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	4.673	9.0	Primarily vacant positions.	33.543	6.9	Primarily vacant positions.
	Reimb.	0.700	5.7	Primarily due to timing of project activity.	(0.563)	(0.4)	Primarily due to timing of project activity.
Overtime	Non Reimb.	4.404	31.5	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset weather emergencies and unscheduled maintenance.	26.726	21.7	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset weather emergencies and unscheduled maintenance.
	Reimb.	1.332	21.3	Lower capital reimbursable activity.	6.219	12.0	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	0.753	7.4	Vacant positions.	7.407	7.4	Vacant positions.
	Reimb.	0.247	8.2	Primarily due to timing of project activity.	0.210	0.7	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.412	21.7	Fewer retirees/beneficiaries.	10.224	16.7	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(0.793)	(5.6)	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.	(5.078)	(3.5)	Total pension plan contributions are on plan, however, the estimated percentage of pension allocated to reimbursable was over-estimated; and the timing of employee COVID-19 death benefits.
	Reimb.	1.600	32.5	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.	9.728	21.6	Total pension plan contributions are on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	(1.026)	(9.1)	Primarily due to the timing of FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes due to vacant positions.	10.572	7.7	Lower Railroad Retirement Taxes due to vacant positions, partially offset by the timing of FELA indemnity reserves.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	October 2021		Reason for Variance	Year-to-Date October 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
	Reimb.	0.071	2.3	Primarily due to timing of project activity.	(1.222)	(3.9)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.750	*	Primarily due to timing of project activity.	14.956	75.5	Primarily due to timing of project activity.
	Reimb.	(2.750)	*	Primarily due to timing of project activity.	(14.956)	(75.5)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.077)	(1.1)	Primarily due to higher rates and a duplicate PSEG invoice payment, partially offset by lower usage.	4.687	6.5	Primarily due to lower usage, partially offset by higher rates and a duplicate PSEG invoice payment.
	Reimb.	(0.012)	(58.5)		(0.037)	(16.5)	
Fuel	Non Reimb.	(0.518)	(32.9)	Primarily due to higher rates and usage, and the timing of accruals.	(0.978)	(6.2)	Primarily due to higher rates and the timing of accruals, partially offset by lower usage.
Insurance	Non Reimb.	0.006	0.4	Force Account Insurance associated with project activity.	0.146	0.9	Lower liability, partially offset by higher property insurance.
	Reimb.	0.231	30.1		1.216	17.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.231	60.6	Primarily due to a decrease in Corporate Reserves.	1.098	31.0	Primarily due to a decrease in Corporate Reserves.
Maintenance & Other Operating Contracts	Non Reimb.	1.384	16.9	Primarily due to lower facility maintenance/other repairs and real estate rentals, partially offset by higher elevator/escalator maintenance.	7.761	11.1	Primarily due to the timing of security service and maintenance invoices, Moynihan Train Hall one-time start-up costs, uniform invoices, maintenance and repair services and hazardous waste cleanup, delayed vehicle purchases, and lower real estate rental costs, partially offset by higher joint facility maintenance and timing of vegetation management and waste maintenance.
	Reimb.	(0.311)	(23.6)		(3.048)	(22.3)	
Professional Service Contracts	Non Reimb.	0.950	27.6	Primarily due to timing of invoices, reversal of ridership campaign expenses, lower MTA chargebacks and revenue fleet inspection and testing, partially offset by the timing of rail testing invoices.	4.508	12.9	Primarily due to the timing MTA chargebacks, rolling stock decommissioning, revenue fleet inspection and testing, rail testing and IT hardware and software costs for GCT and Midday Storage Yard offices.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
 (\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	October 2021		Reason for Variance	Year-to-Date October 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
	Reimb.	(0.805)	*	Primarily due to timing of project activity.	(3.337)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	8.494	59.2	Primarily due to the timing of modifications and RCM/RR activity for revenue fleet and right of way material.	34.910	30.3	Primarily timing of modifications and RCM activity for revenue fleet and right of way material, and lower COVID19 cleaning costs, partially offset by higher miscellaneous inventory adjustments.
	Reimb.	(0.294)	(9.0)	Primarily due to timing of project activity.	(6.831)	(21.9)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(0.523)	(59.5)	Primarily due to the retirement of a partially depreciated asset and higher debit/credit card processing fees.	(1.882)	(26.6)	Primarily due to higher credit/debit card processing fees, bad debt reserves and the retirement of a partially depreciated asset, partially offset by lower travel, print, stationery and office supplies, and other miscellaneous expenses.
	Reimb.	0.310	*	Primarily due to timing of project activity.	0.129	27.7	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.240)	(6.4)	Based on certain capital assets being fully depreciated.	(15.517)	(4.3)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.081)	(94.0)		(0.910)	(49.8)	

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
October 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
Variance			Percent	Variance			Percent	
Receipts								
Farebox Revenue	\$33.628	\$31.587	(\$2.040)	(6.1)	\$225.741	\$233.358	\$7.617	3.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.456	0.731	0.275	60.3	19.529	20.650	1.120	5.7
Capital & Other Reimbursements	43.154	38.098	(5.056)	(11.7)	335.743	360.958	25.215	7.5
Total Receipts	\$77.238	\$70.416	(\$6.822)	(8.8)	\$581.013	\$614.966	\$33.953	5.8
Expenditures								
<i>Labor:</i>								
Payroll	\$60.522	\$57.464	\$3.059	5.1	\$619.837	\$597.047	\$22.790	3.7
Overtime	21.316	13.920	7.396	34.7	186.044	133.698	52.345	28.1
Health and Welfare	13.254	28.917	(15.663)	*	128.680	123.489	5.191	4.0
OPEB Current Payment	6.521	5.027	1.495	22.9	61.238	46.510	14.728	24.1
Pensions	19.104	19.227	(0.123)	(0.6)	189.919	182.055	7.864	4.1
Other Fringe Benefits	18.311	13.893	4.418	24.1	235.315	208.159	27.156	11.5
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$139.029	\$138.448	\$0.581	0.4	\$1,421.033	\$1,290.958	\$130.075	9.2
<i>Non-Labor:</i>								
Electric Power	\$7.817	\$8.518	(\$0.701)	(9.0)	\$72.019	\$67.387	\$4.632	6.4
<i>Traction Power</i>	6.601	6.964	(0.363)	(5.5)	60.524	55.645	4.879	8.1
<i>Non-Traction Power</i>	1.216	1.554	(0.337)	(27.7)	11.495	11.742	(0.247)	(2.1)
Fuel	1.541	1.142	0.400	25.9	15.872	15.583	0.289	1.8
<i>Revenue Vehicle Fuel</i>	1.283	1.084	0.198	15.5	12.570	12.812	(0.242)	(1.9)
<i>Non-Revenue Fuel</i>	0.258	0.057	0.201	77.9	3.302	2.771	0.530	16.1
Insurance	3.442	2.572	0.870	25.3	13.085	12.581	0.504	3.9
Claims	0.140	0.153	(0.014)	(9.8)	1.536	1.867	(0.331)	(21.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.396	6.692	2.704	28.8	90.635	82.451	8.183	9.0
Professional Service Contracts	3.951	3.687	0.264	6.7	28.587	28.632	(0.045)	(0.2)
Materials & Supplies	19.644	9.318	10.325	52.6	151.278	135.485	15.793	10.4
Other Business Expenses	1.179	1.307	(0.128)	(10.8)	10.633	10.710	(0.077)	(0.7)
Total Non-Labor Expenditures	\$47.109	\$33.389	\$13.720	29.1	\$383.644	\$354.697	\$28.947	7.5
<i>Other Expenditure Adjustments:</i>								
Other	\$0.387	\$0.416	(\$0.029)	(7.5)	\$2.886	\$3.261	(\$0.375)	(13.0)
Total Other Expenditure Adjustments	\$0.387	\$0.416	(\$0.029)	(7.5)	\$2.886	\$3.261	(\$0.375)	(13.0)
Total Expenditures	\$186.526	\$172.253	\$14.273	7.7	\$1,807.563	\$1,648.916	\$158.647	8.8
Net Cash Surplus/(Deficit)	(\$109.288)	(\$101.837)	\$7.451	6.8	(\$1,226.550)	(\$1,033.951)	\$192.600	15.7
MTA Subsidy	109.288	68.660	(40.628)	(37.2)	1,226.550	699.164	(527.386)	(43.0)
Cash Timing and Availability Adjustment	0.000	1.435	1.435	-	0.000	72.514	72.514	*

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	October 2021			Year-to-Date as of October 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(2.040)	(6.1)	Lower advance sales impact \$(1.765) and lower yields \$(0.352), partially offset by higher ridership \$0.048 and higher MetroCard/AirTrain sales \$0.029.	7.617	3.4	Higher ridership \$6.509, higher MetroCard/AirTrain sales \$0.564, higher advance sales impact \$0.459 and higher yields \$0.086.
Other Operating Revenue	0.275	60.3	Primarily due to the timing of rental revenue, partially offset by the timing of Intercompany TPA/Law payments and lower freight revenue.	1.120	5.7	Primarily due to the timing of rental revenue, partially offset by lower miscellaneous revenue and lower freight revenue.
Capital and Other Reimbursements	(5.056)	(11.7)	Timing of activity and reimbursement for capital and other reimbursements.	25.215	7.5	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.059	5.1	Primarily due to vacant positions.	22.790	3.7	Primarily due to vacant positions.
Overtime	7.396	34.7	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset weather emergencies and unscheduled maintenance.	52.345	28.1	Primarily due to lower programmatic/routine maintenance, project overtime, vacancy/absentee coverage and scheduled/unscheduled service, partially offset weather emergencies.
Health and Welfare	(15.663)	*	Primarily due the timing of payments, partially offset by vacant positions, lower rates and intercompany reimbursements.	5.191	4.0	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.495	22.9	Primarily due to fewer retirees/beneficiaries, partially offset by the timing of NYSHIP payments,	14.728	24.1	Primarily due to fewer retirees/beneficiaries.
Pensions	(0.123)	(0.6)	Timing of pension payments.	7.864	4.1	Timing of pension payments and the timing of a Covid-19 death benefit.
Other Fringe Benefits	4.418	24.1	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments.	27.156	11.5	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	October 2021			Year-to-Date as of October 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(0.701)	(9.0)	Primarily due to higher rates and duplicate PSEG invoice payment, partially offset by lower usage.	4.632	6.4	Primarily due to lower usage, partially offset by higher rates and a duplicate PSEG invoice payment.
Fuel	0.400	25.9	Primarily due to timing of fuel payments, partially offset by higher rates and usage.	0.289	1.8	Primarily due to timing of fuel payments and lower usage, partially offset by higher rates.
Insurance	0.870	25.3	Timing of insurance premium payments.	0.504	3.9	Timing of insurance premium payments.
Claims	(0.014)	(9.8)	Timing of payments for claims.	(0.331)	(21.6)	Timing of payments for claims.
Maintenance and Other Operating Contracts	2.704	28.8	Timing of payments.	8.183	9.0	Timing of payments.
Professional Service Contracts	0.264	6.7	Primarily due to the timing of payments.	(0.045)	(0.2)	
Materials and Supplies	10.325	52.6	Primarily the timing of program and production plan.	15.793	10.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.128)	(10.8)		(0.077)	(0.7)	
Other Expenditure Adjustments	(0.029)	(7.5)	Higher MetroCard/AirTrain pass through payments.	(0.375)	(13.0)	Higher MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
October 2021
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.300	(\$1.436)	(\$1.736)	*	\$0.156	\$1.178	\$1.022	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.573)	(1.289)	0.285	18.1	(4.344)	(2.538)	1.805	41.6
Capital & Other Reimbursements	7.545	2.807	(4.738)	(62.8)	(20.789)	(8.067)	12.722	61.2
Total Receipts	\$6.271	\$0.082	(\$6.189)	(98.7)	(\$24.977)	(\$9.427)	\$15.550	62.3
Expenditures								
<i>Labor:</i>								
Payroll	\$3.649	\$1.335	(\$2.314)	(63.4)	(\$11.615)	(\$21.804)	(\$10.189)	(87.7)
Overtime	(1.099)	0.561	1.660	*	(11.041)	8.360	19.401	*
Health and Welfare	0.000	(16.663)	(16.663)	-	0.673	(1.752)	(2.426)	*
OPEB Current Payment	0.000	0.083	0.083	-	0.000	4.504	4.504	-
Pensions	(0.000)	(0.930)	(0.930)	*	0.187	3.400	3.213	*
Other Fringe Benefits	(3.968)	1.405	5.372	*	(66.927)	(49.121)	17.806	26.6
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$1.417)	(\$14.209)	(\$12.792)	*	(\$88.721)	(\$56.412)	\$32.309	36.4
<i>Non-Labor:</i>								
Electric Power	(\$1.000)	(\$1.612)	(\$0.612)	(61.2)	\$0.085	\$0.067	(\$0.018)	(21.1)
Fuel	0.032	\$0.950	0.917	*	(0.065)	\$1.202	1.267	*
Insurance	(1.023)	(0.391)	0.633	61.8	9.793	8.935	(0.858)	(8.8)
Claims	0.241	(0.003)	(0.244)	*	2.003	0.573	(1.429)	(71.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.101	1.732	1.631	*	(7.008)	(3.537)	3.470	49.5
Professional Service Contracts	(0.433)	(0.314)	0.120	27.6	7.607	6.392	(1.216)	(16.0)
Materials & Supplies	(2.019)	0.106	2.125	*	(4.861)	(17.147)	(12.286)	*
Other Business Expenses	(0.258)	(0.172)	0.086	33.3	(3.091)	(1.415)	1.676	54.2
Total Non-Labor Expenditures	(\$4.359)	\$0.297	\$4.656	*	\$4.464	(\$4.929)	(\$9.393)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.387)	(\$0.416)	(\$0.029)	(7.5)	(\$2.886)	(3.261)	(\$0.375)	(13.0)
Total Other Expenditure Adjustments	(\$0.387)	(\$0.416)	(\$0.029)	(7.5)	(\$2.886)	(\$3.261)	(\$0.375)	(13.0)
Total Expenditures	(\$6.163)	(\$14.328)	(\$8.165)	*	(\$87.143)	(\$64.602)	\$22.541	25.9
Depreciation Adjustment	\$35.089	\$37.329	\$2.240	6.4	\$364.375	379.891	\$15.517	4.3
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	0.086	0.167	0.081	94.0	1.828	2.738	0.910	49.8
Total Expenditures After Non-Cash Liabilities	\$29.012	\$23.167	(\$5.845)	(20.1)	\$279.060	\$318.027	\$38.967	14.0
Total Cash Conversion Adjustments	\$35.284	\$23.249	(\$12.034)	(34.1)	\$254.082	\$308.599	\$54.517	21.5

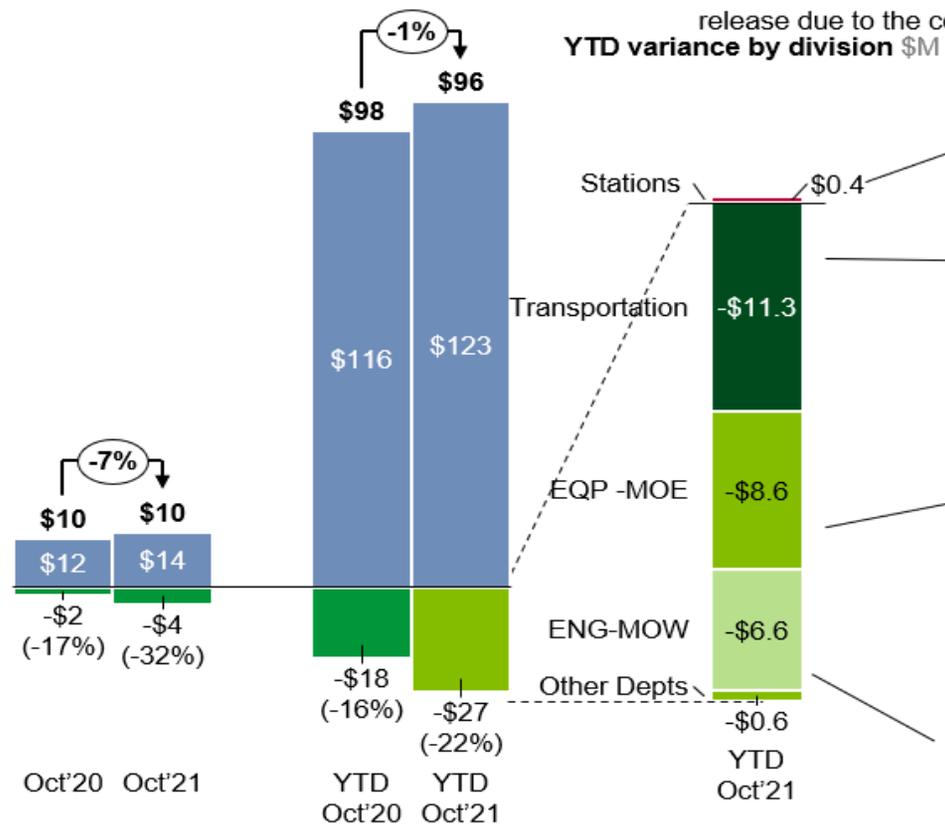
LIRR – Non-Reimbursable Overtime Variance

October 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$154M



Overview (YTD)

- Overall decrease of \$2M or 1% compared to October 2020 YTD
- \$27M below the 2021 Mid Year Forecast mainly driven by controlled Maintenance & 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 Mid Year Fcst.
- October's YTD variance reflects a -\$4M retroactive wage accrual (RWA) release due to the contractual payment disbursements

Overrun of \$0.4M attributed to \$1.3M higher vacancy/absentee coverage increased tours offset by -\$0.9M as a result of effective cost management of Covid-19 cleaning efforts.

Underrun of -\$11.3M driven by -\$7.2M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$2.1M scheduled service (less Train & Engine hours), -\$1.4M unscheduled service as a result less incidents and -\$0.7 retroactive wage accrual (-\$0.9M)/pay rate differences (\$0.2m)

Underrun of -\$8.6M driven by -\$9.4M lower maintenance primarily due to MU Car Shop (impact of fire protection systems & water main break), -\$2.5M vacancy/absentee coverage driven by less sick time. -\$0.4M Scheduled Service partially offset by \$1.6M higher Covid-19 cleaning efforts and \$0.8M pay rate differences partially offset by retroactive wage accrual release and \$1.3M weather related overtime.

Underrun of -\$6.6M driven by -\$5.6M controlled maintenance efforts -\$1.4M retroactive wage accrual & pay rate differences partially offset by \$0.5M weather related overtime.

LIRR – Reimbursable Overtime Variance

October 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$62M

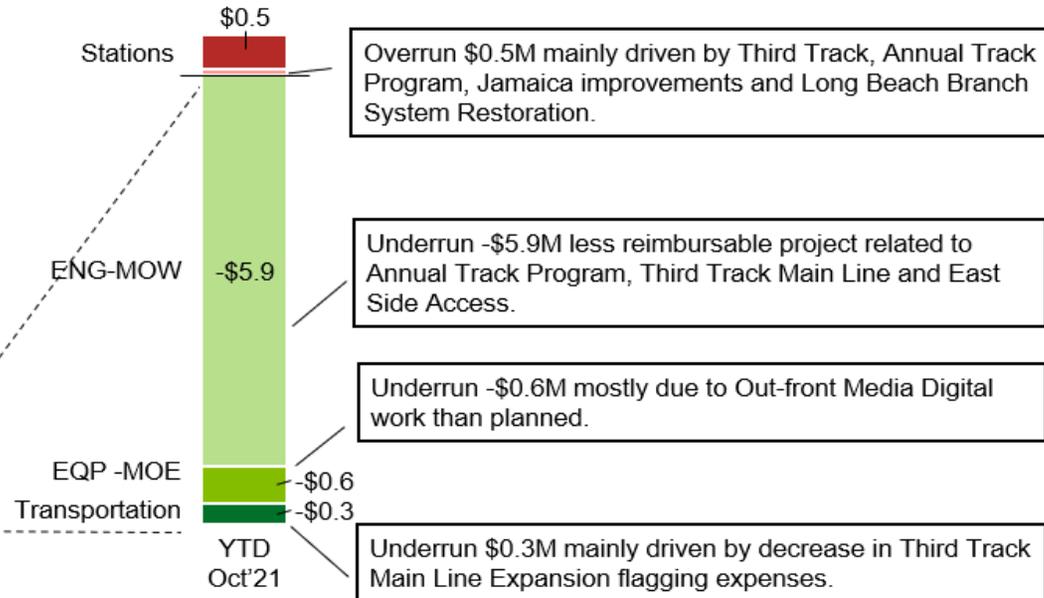


Overview (YTD)

- Overall decrease of -\$11M or -19% compared to October 2020 ytd
- -\$6M or -14% below 2021 Mid Year Forecast.
- October's YTD variance reflects a \$4M retroactive wage accrual (RWA) release due to the contractual payment disbursements.

YTD variance by division

\$M



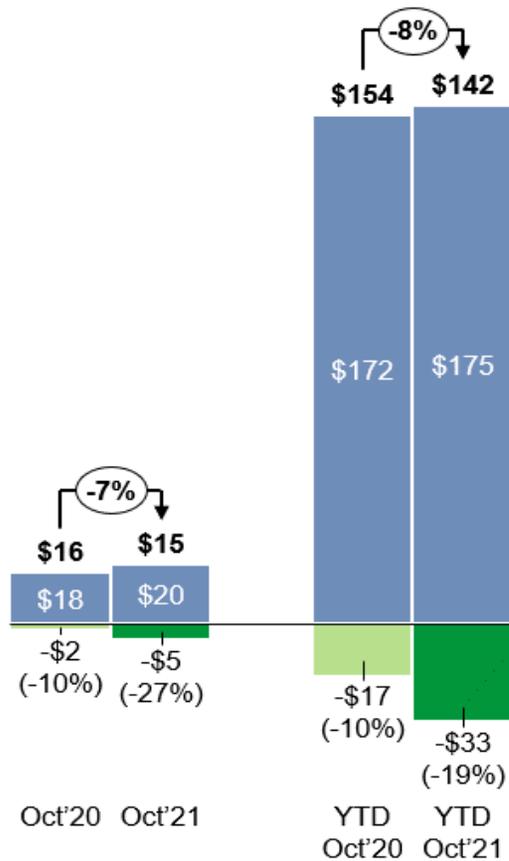
LIRR – Total Overtime Variance

October 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$216M



Overview (YTD)

- Overall decrease of -\$12M or -8% compared to October 2020
- -\$33M or -19% below 2021 Mid Year Forecast
- Non-Reimbursable underrun of -\$27M
- Reimbursable underrun of -\$6M
- 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 Mid Year Forecast.

YTD variance by division

\$M



MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH OCTOBER 2021

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	0	-	0
Enterprise Asset Management	6	5	1
Sr. Vice President - Engineering	2	1	1
Labor Relations	14	11	3
Procurement & Logistics (excl. Stores)	56	46	10
Human Resources	35	35	0
Sr VP Administration	2	2	0
Strategic Investments	12	11	1
President	8	5	3
VP & CFO	2	2	0
Controller	42	37	5
Management & Budget	16	12	4
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	65	63	2
Gen. Counsel & Secretary	29	25	4
Diversity Management	3	1	2
Security	15	11	4
System Safety	46	42	4
Training	68	63	5
Service Planning	28	27	1
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	4	2	2
Total Administration	474	414	60
Operations			
Transportation Services - Train Operations	2,378	2,247	131
Customer Services	377	335	42
Total Operations	2,755	2,582	173
Maintenance			
Engineering	1,981	1,906	75
Equipment	2,092	2,017	75
Procurement (Stores)	95	94	1
Total Maintenance	4,168	4,017	151
Engineering/Capital			
Department of Program Management	144	111	33
Special Projects	59	46	13
Positive Train Control	14	12	2
Total Engineering/Capital	217	169	48
Baseline Total Positions	7,613	7,182	431
Non-Reimbursable	6,259	5,975	284
Reimbursable	1,354	1,206	148
Total Full-Time	7,613	7,182	431
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH OCTOBER 2021**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 284 positions due to vacancies in Train Operations, Maintenance of Equipment, Stations, Engineering and other administrative departments.
REIMBURSABLE POSITIONS - Favorable 148 positions due to vacancies in Engineering, Project Management, Special Projects, Procurement & Logistics and other administrative departments.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH OCTOBER 2021**

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	258	233	25
Professional, Technical, Clerical	112	78	34
Operational Hourlies	104	103	1
Total Administration	474	414	60
Operations			
Managers/Supervisors	355	302	53
Professional, Technical, Clerical	126	102	24
Operational Hourlies	2,274	2,178	96
Total Operations	2,755	2,582	173
Maintenance			
Managers/Supervisors	894	771	123
Professional, Technical, Clerical	250	218	32
Operational Hourlies	3,025	3,028	(3)
Total Maintenance	4,168	4,017	151
Engineering/Capital			
Managers/Supervisors	152	126	26
Professional, Technical, Clerical	65	43	22
Operational Hourlies	0	0	0
Total Engineering/Capital	217	169	48
Total Positions			
Managers/Supervisors	1,659	1,432	227
Professional, Technical, Clerical	552	441	111
Operational Hourlies	5,403	5,309	94
Total Positions	7,613	7,182	431

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID YEAR
RIDERSHIP
(In Millions)

	OCTOBER 2021							OCTOBER YEAR TO DATE 2021						
	Month			Variance				YTD			Variance			
	Mid Year	Actual	Adjusted*	Mid Year	Adjusted*		Mid Year	Actual	Adjusted*	Mid Year	Adjusted*			
		2021	2020		#	%		#	%		#	%	#	%
RIDERSHIP				#	%	#	%				#	%	#	%
Monthly	2.074	1.028	0.673	(1.046)	-50.4%	0.356	52.9%	11.404	7.109	11.951	(4.295)	-37.7%	(4.841)	-40.5%
Weekly	0.112	0.068	0.050	(0.044)	-39.5%	0.018	34.8%	0.704	0.491	0.745	(0.213)	-30.2%	(0.254)	-34.1%
Total Commutation	2.187	1.096	0.723	(1.090)	-49.9%	0.373	51.6%	12.108	7.600	12.696	(4.508)	-37.2%	(5.096)	-40.1%
One-Way Full Fare	0.442	0.242	0.170	(0.201)	-45.4%	0.071	41.8%	2.633	1.892	2.749	(0.740)	-28.1%	(0.857)	-31.2%
One-Way Off-Peak	0.796	1.499	0.745	0.703	88.4%	0.754	101.1%	7.154	10.686	6.620	3.532	49.4%	4.065	61.4%
All Other	0.511	1.104	0.509	0.593	116.1%	0.595	116.8%	4.740	7.225	4.120	2.485	52.4%	3.105	75.4%
Total Non-Commutation	1.748	2.844	1.425	1.096	62.7%	1.420	99.6%	14.527	19.803	13.490	5.276	36.3%	6.313	46.8%
Total	3.935	3.941	2.148	0.006	0.1%	1.793	83.5%	26.634	27.403	26.185	0.768	2.9%	1.217	4.6%

*Prior year adjusted to reflect current year calendar.

Please note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
October 2021**

	MONTH			VARIANCE	
	Actual 2021	Forecast 2021	Actual 2020	vs. Forecast	vs. 2020
Farebox Operating Ratio					
Standard ⁽¹⁾	26.8%	22.9%	14.2%	3.9%	12.6%
Adjusted ⁽²⁾	31.0%	26.3%	17.8%	4.7%	13.2%
Cost Per Passenger					
Standard ⁽¹⁾	\$31.29	\$36.99	\$57.37	\$5.70	\$26.08
Adjusted ⁽²⁾	\$28.73	\$34.13	\$52.35	\$5.40	\$23.62
Passenger Revenue/Passenger ⁽³⁾	\$8.38	\$8.47	\$8.13	(\$0.09)	\$0.25
	YEAR-TO-DATE			VARIANCE	
	Actual 2021	Forecast 2021	Actual 2020	vs. Forecast	vs. 2020
Farebox Operating Ratio					
Standard ⁽¹⁾	19.0%	16.4%	19.9%	2.6%	-0.9%
Adjusted ⁽²⁾	22.8%	19.7%	24.1%	3.1%	-1.3%
Cost Per Passenger					
Standard ⁽¹⁾	\$44.53	\$51.58	\$45.59	\$7.05	\$1.06
Adjusted ⁽²⁾	\$40.84	\$47.47	\$41.95	\$6.63	\$1.11
Passenger Revenue/Passenger ⁽³⁾	\$8.47	\$8.47	\$9.09	\$0.00	(\$0.62)

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

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

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



Long Island Rail Road

Ridership Report Highlights

October 2021 vs. 2020

- Total ridership increased +83.5% compared to October 2020 (3,940,612 passengers in October 2021 vs. 2,147,810 passengers in October 2020). When compared to October 2019, total ridership decreased -51.4% (3,940,612 passengers in October 2021 vs. 8,108,240 passengers in October 2019)
- Commutation ridership increased +51.6% compared to October 2020
- Non-Commutation ridership increased +99.6% compared to October 2020

2021 vs. 2020 YTD

- Total YTD ridership is +4.6% above 2020 and +2.9% above the Mid-Year Forecast
- YTD Commutation ridership is -40.1% below 2020
- YTD Non-Commutation ridership is +46.8% above 2020

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

October 2021

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

EXECUTIVE SUMMARY

October Ridership and Revenue (millions)

	October 2021	% Change vs. 2020
Total Rail Ridership	3.941	83.5% ▲
Commutation Ridership	1.096	51.6% ▲
Non-Commutation Ridership	2.844	99.6% ▲
Rail Revenue	\$33.0	86.7% ▲

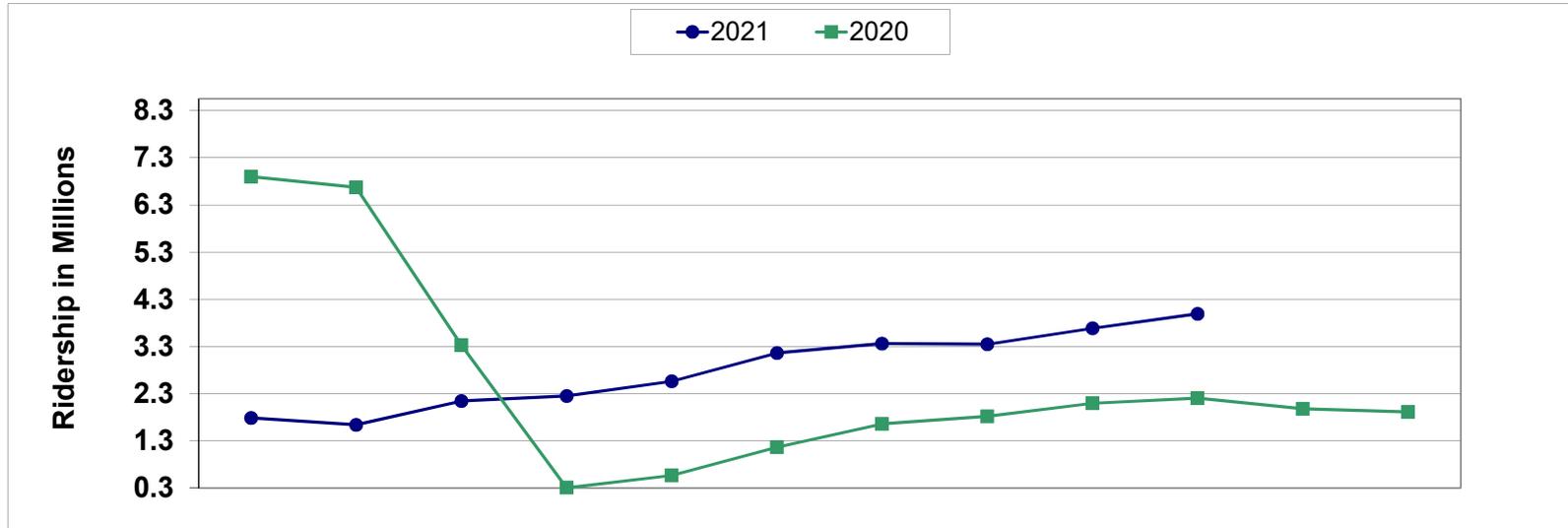
Year-to-Date through October Prelim. Ridership and Revenue (millions)

	October 2021	% Change vs. 2020	Comparison to Mid-Year FCST
Total Rail Ridership	27.403	4.6% ▲	2.9% ▲
Commutation Ridership	7.600	-40.1% ▼	-37.2% ▼
Non-Commutation Ridership	19.803	46.8% ▲	36.3% ▲
Rail Revenue	\$232.2	-3.9% ▼	2.9% ▲

Please Note: Ridership is based on ticket sales data.

October RIDERSHIP

- October Total Ridership was 83.5% above '20 and 0.1% above 2021 Mid-Year Forecast.

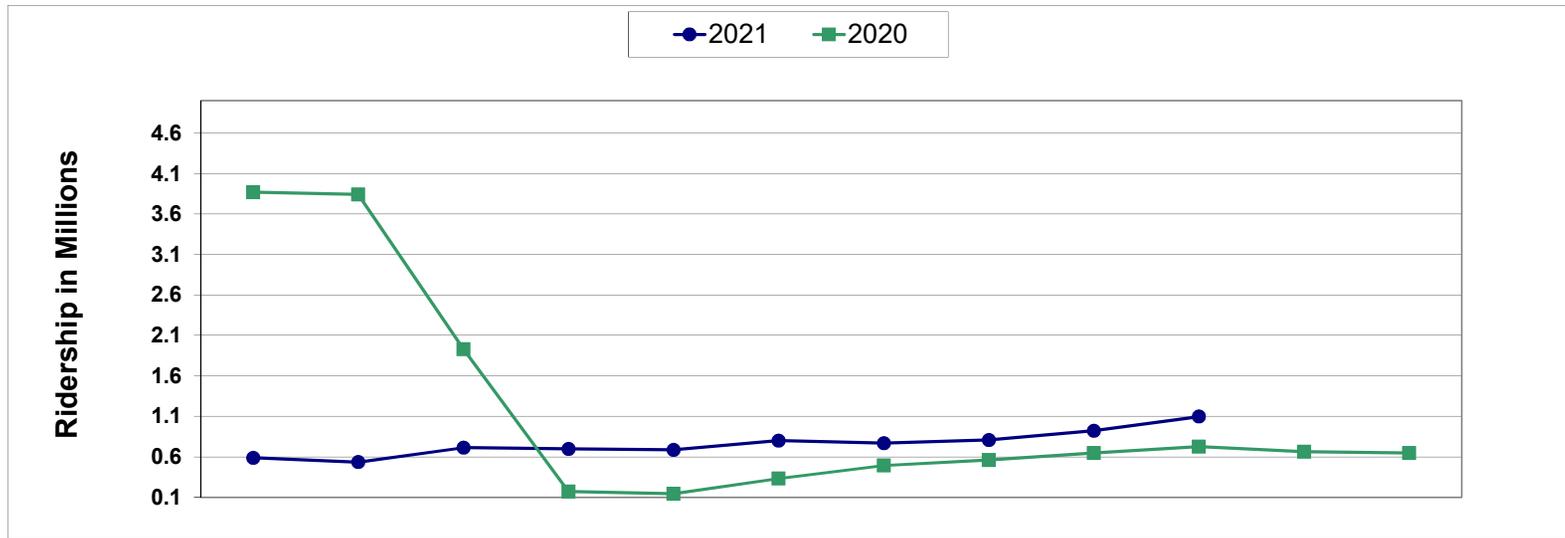


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.7	1.6	2.1	2.2	2.5	3.1	3.3	3.3	3.6	3.9			27.4
2020	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	26.2
PCT CHG.	-74.7%	-76.0%	-36.1%	767.5%	386.7%	179.2%	106.4%	86.5%	77.8%	83.5%			4.6%

Please Note: Ridership is based on ticket sales data.

October COMMUTATION RIDERSHIP

- October Commutation Ridership was 51.6% above '20 and -49.9% below 2021 Mid-Year Forecast.

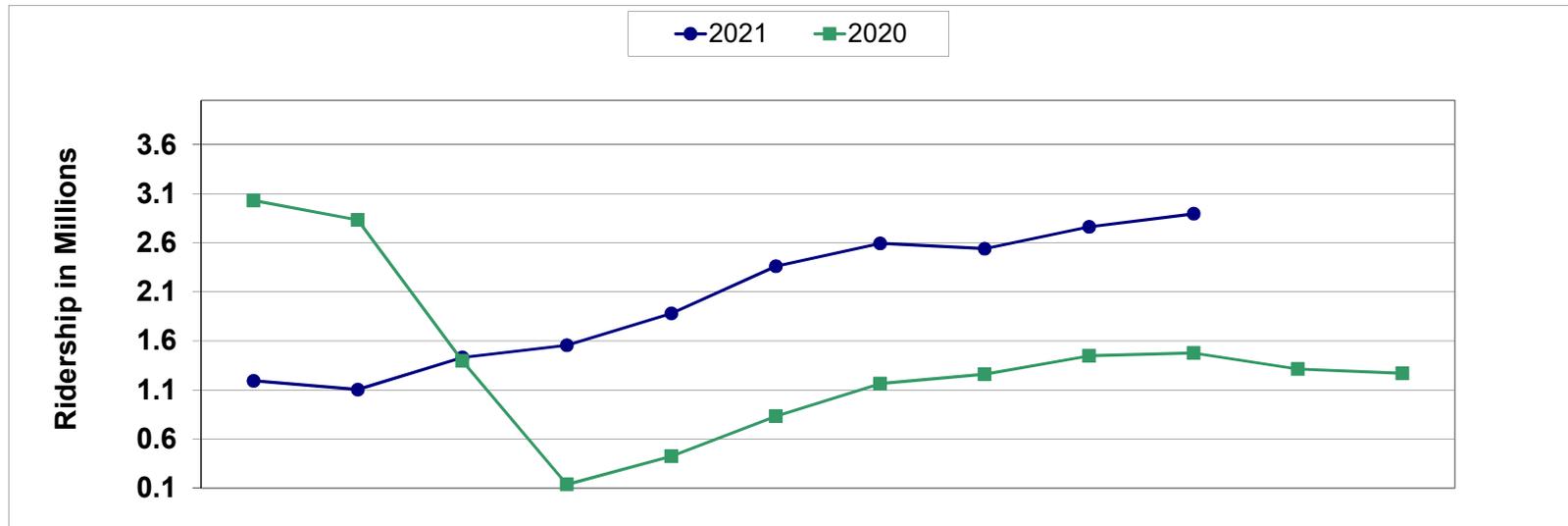


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.6	0.5	0.7	0.7	0.7	0.8	0.8	0.8	0.9	1.1			7.6
2020	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	12.7
PCT CHG.	-84.8%	-86.1%	-63.0%	314.3%	380.9%	141.3%	55.7%	44.4%	42.8%	51.6%			-40.1%

Please Note: Ridership is based on ticket sales data.

October NON-COMMUTATION RIDERSHIP

- October Non-Commutation Ridership was 99.6% above '20 and 62.7% above 2021 Mid-Year Forecast.

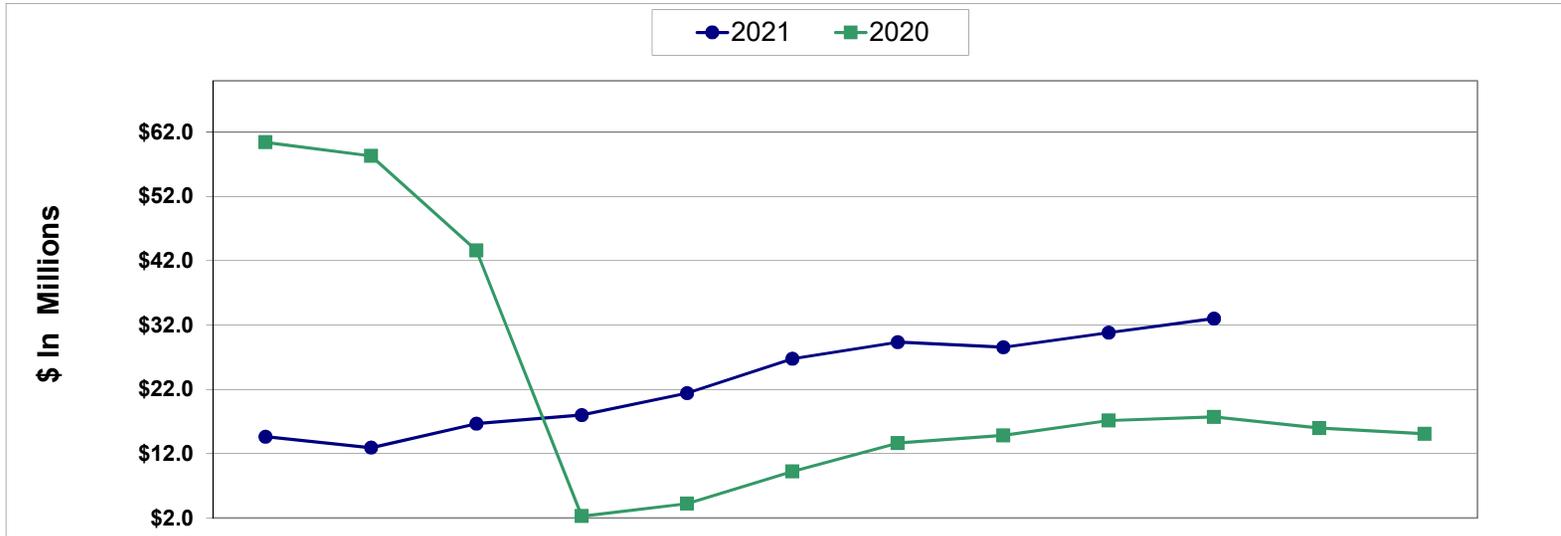


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.1	1.1	1.4	1.5	1.8	2.3	2.5	2.5	2.7	2.8			19.8
2020	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	13.5
PCT CHG.	-61.7%	-62.1%	2.5%	1656.0%	388.9%	195.2%	128.8%	105.9%	94.0%	99.6%			46.8%

Please Note: Ridership is based on ticket sales data.

October REVENUE

- October Total Revenue was 86.7% above '20 and -0.9% below 2021 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4	\$26.8	\$29.3	\$28.5	\$30.8	\$33.0			\$232.2
2020	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	\$241.5
PCT CHG.	-75.7%	-77.8%	-61.7%	682.1%	406.7%	189.1%	114.6%	92.1%	79.5%	86.7%			-3.9%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	October 2021	*October 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,096,352	723,070	373,282	51.6%
NON-COMMUTATION RIDERSHIP	2,844,260	1,424,740	1,419,520	99.6%
TOTAL RIDERSHIP	3,940,612	2,147,810	1,792,802	83.5%

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

TICKET TYPE/SERVICE	October 2021	*October 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	7,600,245	12,695,843	(5,095,598)	-40.1%
NON-COMMUTATION RIDERSHIP	19,802,507	13,489,546	6,312,961	46.8%
TOTAL RIDERSHIP	27,402,752	26,185,389	1,217,363	4.6%

* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	October 2021	October 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$8,126,823	\$5,531,213	\$2,595,610	46.9%
NON-COMMUTATION REVENUE	\$24,896,555	\$12,155,375	\$12,741,180	104.8%
TOTAL REVENUE	\$33,023,379	\$17,686,588	\$15,336,791	86.7%

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

REVENUE	October 2021	October 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$57,611,009	\$119,158,327	(\$61,547,318)	-51.7%
NON-COMMUTATION REVENUE	\$174,568,156	\$122,320,578	\$52,247,578	42.7%
TOTAL REVENUE	\$232,179,165	\$241,478,905	(\$9,299,739)	-3.9%



Long Island Rail Road

CAPITAL PROGRAM REPORT

LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS
October 2021

L80601/04: Rehabilitation of Employee Facilities (SBDP)

Milestone: Contract Award \$459,728

Project Budget: \$18.30M

A contract for the Morris Park and Ronkonkoma Yard Paving Design was awarded to AI Engineers, Inc. for \$459,728. The scope of work includes the designs for parking lot improvements and drainage/safety enhancements at Morris Park and Ronkonkoma Yard.

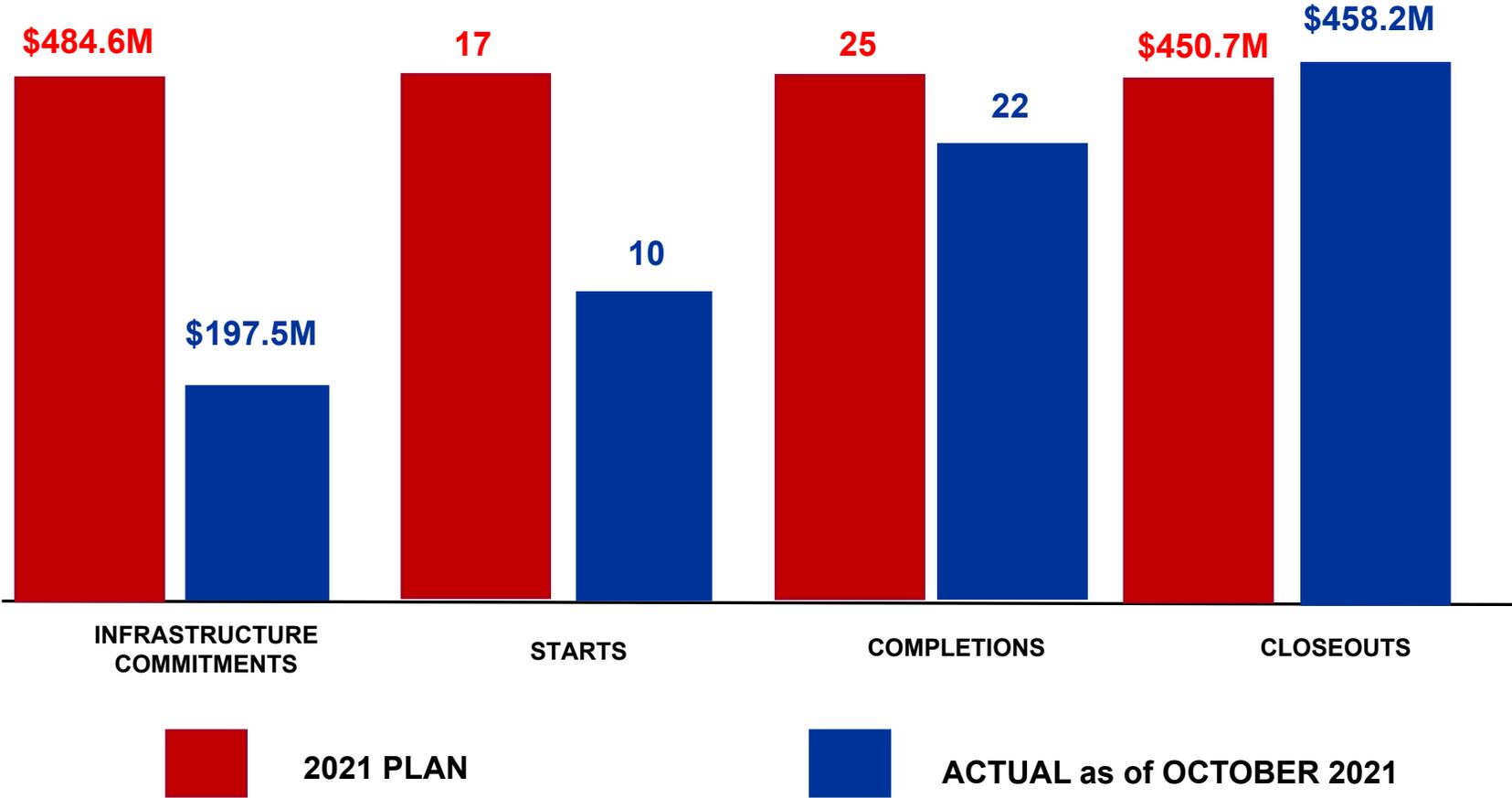
SMALL BUSINESS DEVELOPMENT PROGRAM

One contract awarded this month.

Morris Park and Ronkonkoma Yard Paving Design for \$459,728 [see above for details].

No contracts completed this month.

2021 LIRR Capital Program Goals



Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

October 2021 Highlights: Operations Report

East of Hudson

October service operated above the annual 94% OTP goal at 96.6% OTP, and YTD performance was above goal at 97.3%.

Hudson Line – 96.8% YTD: 97.5%

3 trains (0.07%) canceled or terminated

Harlem Line – 96.6% YTD: 97.7%

2 trains (0.04%) canceled or terminated

New Haven Line – 96.4% YTD: 97.0%

11 trains (0.16%) canceled or terminated

Major Incidents: On October 6 there was a trespasser strike incident at 122nd Street which resulted in 21 delays and on October 26, a Nor'easter storm impacted MNR service territory which resulted in 24 delays.

West of Hudson

October service operated below the annual 94% OTP goal at 92.6% OTP, and YTD performance was slightly below goal at 93.3%.

Pascack Valley – 93.3% YTD: 94.6%

Port Jervis – 91.7% YTD: 91.5%

Nine trains (0.54%) were canceled or terminated on WOH service. Pascack Valley Line: 5, and Port Jervis Line: 4.

Equipment

Fleet Availability was good during October, with consist compliance for the month above goal at 100%

In September, Fleet Mean Distance between failures operated above goal at 225, 267 miles against the goal of 175,000 miles.

All in-service passenger cars were disinfected every 24 hours

Performance Summary			2021 Data			2020 Data		
			Annual Goal	October	YTD thru October	October	YTD thru October	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	96.6%	97.3%	98.3%	97.9%	
		AM Peak	94.0%				96.6%	
		AM Reverse Peak	94.0%				97.8%	
		PM Peak	94.0%				98.2%	
		Total Peak	94.0%				97.5%	
		Off Peak Weekday	94.0%	96.3%	97.2%	98.5%	97.7%	
		Weekend	94.0%	97.4%	97.7%	97.8%	98.8%	
		Hudson Line	Overall	94.0%	96.8%	97.5%	98.2%	98.3%
			AM Peak	94.0%				96.2%
			AM Reverse Peak	94.0%				98.2%
			PM Peak	94.0%				98.8%
			Total Peak	94.0%				97.5%
			Off Peak Weekday	94.0%	96.7%	97.6%	98.4%	98.2%
			Weekend	94.0%	97.1%	97.2%	97.4%	98.8%
		Harlem Line	Overall	94.0%	96.6%	97.7%	98.1%	97.7%
			AM Peak	94.0%				96.9%
			AM Reverse Peak	94.0%				96.8%
			PM Peak	94.0%				97.9%
			Total Peak	94.0%				97.2%
			Off Peak Weekday	94.0%	96.4%	97.5%	98.0%	97.3%
			Weekend	94.0%	97.4%	98.2%	98.5%	99.2%
		New Haven Line	Overall	94.0%	96.4%	97.0%	98.6%	97.9%
			AM Peak	94.0%				96.7%
			AM Reverse Peak	94.0%				98.6%
			PM Peak	94.0%				98.2%
			Total Peak	94.0%				97.6%
			Off Peak Weekday	94.0%	95.9%	96.7%	98.9%	97.7%
		Weekend	94.0%	97.7%	97.7%	97.7%	98.5%	
Operating Statistics	Trains Scheduled			16,644	134,627	12,710	138,430	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			12.9	13.9	15.8	14.1	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	127	877	57	675	
	Trains Canceled		230	3	81	2	210	
	Trains Terminated		230	13	112	21	141	
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.9%	99.8%	99.7%	
Consist Compliance	System	Overall	99.0%	100.0%	100.0%	100.0%	99.9%	
<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%	
		Total Peak	99.0%				99.5%	
		Off Peak Weekday	99.0%	100.0%	100.0%	100.0%	100.0%	
		Weekend	99.0%	100.0%	100.0%	100.0%	100.0%	
		Hudson Line	AM Peak	99.0%				99.7%
			PM Peak	99.0%				100.0%
		Harlem Line	AM Peak	99.0%				99.6%
			PM Peak	99.0%				99.7%
		New Haven Line	AM Peak	99.0%				98.4%
			PM Peak	99.0%				99.7%

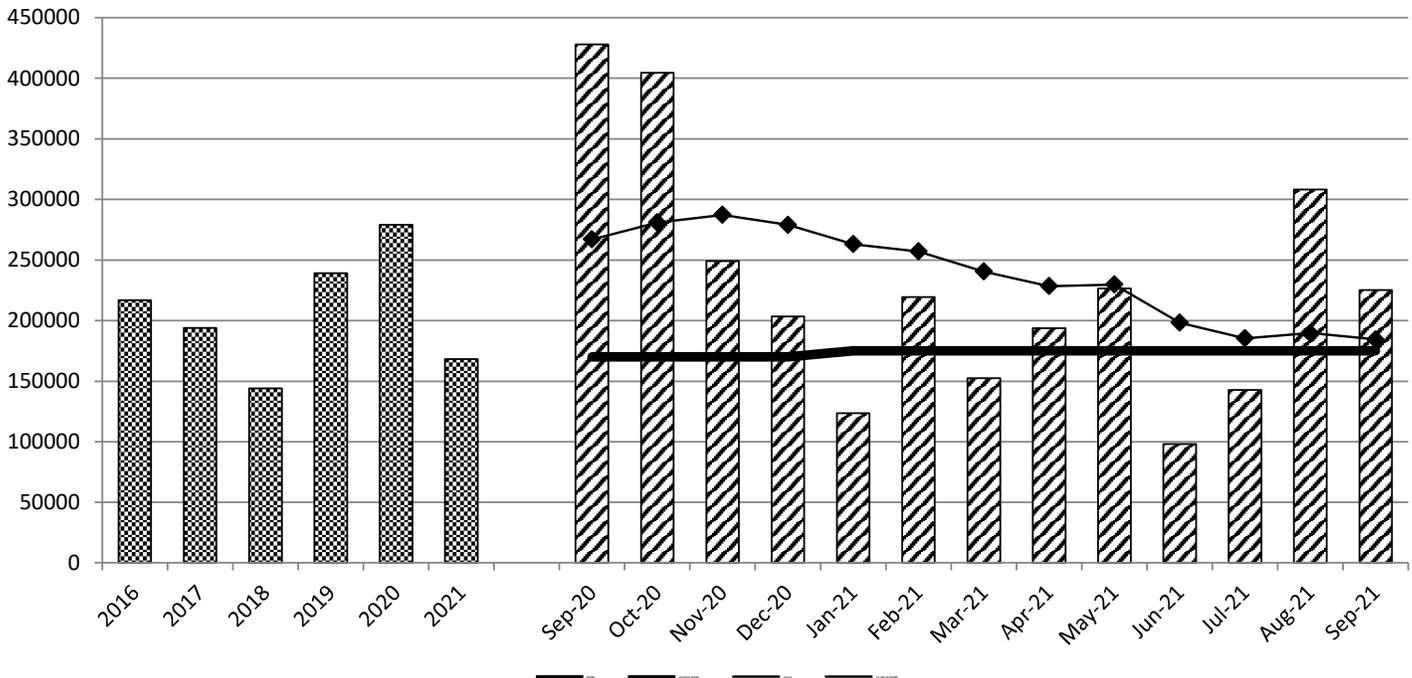
SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	September	2021 Data		2020 Data		YTD 2021 Vs 2020
			October	YTD thru October	October	YTD thru October	
Engineering (Scheduled)	9.5%	95	132	669	45	319	351
Engineering (Unscheduled)	16.3%	163	227	1,452	148	1,422	31
Maintenance of Equipment	23.6%	263	327	2,344	96	1,216	1,127
Transportation	5.0%	69	70	378	25	242	135
Capital Projects	0.2%	17	3	94	13	186	-92
Weather and Environmental	13.8%	511	191	1,709	105	1,140	569
Police	17.6%	163	244	1,077	62	789	289
Customers	5.6%	35	78	205	10	136	69
Other	8.5%	340	117	767	51	550	217
3rd Party Operations	0.0%	1	0	6	1	4	2
TOTAL	100.0%	1,656	1,387	8,700	555	6,004	2,696
HUDSON LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2021 Vs 2020
Engineering (Scheduled)	7.4%	4	21	80	41	116	-36
Engineering (Unscheduled)	13.7%	47	39	235	7	173	62
Maintenance of Equipment	30.3%	98	86	440	13	296	144
Transportation	2.5%	6	7	51	17	58	-7
Capital Projects	0.0%	13	0	43	5	45	-2
Weather and Environmental	11.3%	295	32	626	0	80	546
Police	20.8%	16	59	309	20	212	97
Customers	4.9%	11	14	43	5	46	-3
Other	9.2%	22	26	108	6	151	-43
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	512	284	1,935	114	1,177	758
HARLEM LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2021 Vs 2020
Engineering (Scheduled)	8.3%	53	29	230	0	124	106
Engineering (Unscheduled)	25.3%	50	88	415	64	491	-76
Maintenance of Equipment	13.2%	42	46	347	22	360	-13
Transportation	8.0%	47	28	142	0	83	59
Capital Projects	0.0%	1	0	9	3	82	-73
Weather and Environmental	24.4%	179	85	573	38	322	251
Police	14.4%	93	50	274	14	215	59
Customers	5.7%	2	20	41	2	40	1
Other	0.6%	148	2	191	27	209	-18
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	615	348	2,222	170	1,926	296
NEW HAVEN LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2021 Vs 2020
Engineering (Scheduled)	11.6%	29	64	294	2	76	218
Engineering (Unscheduled)	15.6%	41	86	666	70	750	-84
Maintenance of Equipment	17.2%	40	95	1,092	55	534	558
Transportation	6.3%	16	35	183	8	102	81
Capital Projects	0.5%	3	3	41	5	59	-18
Weather and Environmental	9.2%	36	51	476	67	738	-262
Police	19.6%	51	108	419	28	360	59
Customers	3.6%	7	20	71	3	51	20
Other	16.3%	164	90	443	18	190	253
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	387	552	3,685	256	2,860	825

	2021 Data							2020 Data			
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Sep MDBF (miles)	Primary Failure Goal	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)	12 month MDBF Rolling Avg (miles)	Sep MDBF (miles)	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)
Mean Distance Between Failures	M8	405	290,000	1,085,263	5	2	139,934	172,762	1,580,956	0	497,400
	M3	138	80,000	92,838	2	3	118,757	112,487	210,111	0	156,373
	M7	334	340,000	242,955	5	6	444,058	423,137	660,234	2	561,404
	Coach	207	210,000	220,557	5	5	349,737	352,187	504,660	2	351,375
	P-32	31	21,000	21,010	6	7	30,614	32,133	33,502	4	34,322
	BL-20	12	13,000	24,521	3	0	16,309	16,216	12,373	2	14,882
	Fleet	1127	175,000	225,267	26	23	168,365	184,389	427,961	10	284,228
	M8		290,000	1,085,263	5	2	139,934	172,762	1,580,956	0	497,400
M3/7		235,000	192,916	7	9	330,581	314,409	765,290	2	442,277	
Diesel/Coach		85,000	106,198	14	12	126,559	129,537	146,009	8	137,298	

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

ALL FLEETS Mean Distance Between Failures 2016 - 2021



West of Hudson Performance Summary			2021 Data			2020 Data		
			Annual Goal	October	YTD thru October	October	YTD thru October	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	94.0%	92.6%	93.3%	96.7%	95.1%	
		AM Peak	94.0%	95.2%	93.9%	96.9%	94.8%	
		PM Peak	94.0%	97.4%	95.4%	98.3%	95.2%	
		Total Peak	94.0%	96.3%	94.7%	97.6%	95.0%	
		Off Peak Weekday	94.0%	91.3%	92.1%	96.1%	95.0%	
		Weekend	94.0%	89.9%	93.5%	96.5%	95.6%	
		Pascack Line	Overall	94.0%	93.3%	94.6%	97.7%	96.3%
		AM Peak	94.0%	93.5%	95.9%	98.1%	96.6%	
		PM Peak	94.0%	98.0%	96.7%	98.7%	95.8%	
		Total Peak	94.0%	95.6%	96.3%	98.4%	96.2%	
		Off Peak Weekday	94.0%	91.0%	92.9%	97.5%	96.1%	
		Weekend	94.0%	94.3%	95.3%	97.3%	96.7%	
		Port Jervis Line	Overall	94.0%	91.7%	91.5%	95.3%	93.5%
		AM Peak	94.0%	98.1%	91.4%	95.5%	92.6%	
		PM Peak	94.0%	96.8%	94.0%	97.7%	94.6%	
		Total Peak	94.0%	97.4%	92.7%	96.6%	93.6%	
		Off Peak Weekday	94.0%	91.7%	91.1%	94.2%	93.3%	
	Weekend	94.0%	82.1%	90.2%	95.2%	93.7%		
Operating Statistics	Trains Scheduled		1,666	16,434	1,689	14,905		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		23.9	22.1	17.3	20.9		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	64	470	22	279		
	Trains Canceled	60	4	110	5	130		
	Trains Terminated	60	5	58	3	44		
	Percent of Scheduled Trips Completed	99.4%	99.5%	99.0%	99.5%	98.8%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	93.4%	93.1%	92.6%	97.7%	
	Pascack Valley - AM		99.0%	93.6%	92.9%	94.4%	98.0%	
	Port Jervis - AM		99.0%	93.2%	91.0%	90.7%	97.4%	

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

NOVEMBER 2021 STANDEE REPORT
East of Hudson

			NOV 2020	YTD 2020	NOV 2021	YTD 2021
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
Total Standees			0	2	0	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	3	0	0
Total Standees			0	3	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	11	0	0
Total Standees			0	11	0	0
EAST OF HUDSON TOTAL - AM PEAK			0	16	0	0
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
Total Standees			0	2	0	0
EAST OF HUDSON TOTAL - PM PEAK			0	2	0	0

West of Hudson

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

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

Definitions

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

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

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

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

Operations Planning and Analysis/jc

Elevator Availability	2021		2020	
	October	Year to Date	October	Year to Date
Grand Central Terminal	100.00%	99.49%	100.00%	98.76%
Harlem	99.88%	99.95%	99.95%	99.66%
Hudson	99.86%	99.93%	98.88%	99.26%
New Haven	99.88%	99.92%	99.88%	98.91%
Overall Average	99.91%	99.83%	99.68%	99.15%

PLEASE NOTE: The NE-1 Elevator (47th St Cross Passageway & Madison Ave) is out of service due to East Side Access construction and is excluded from this report.

Escalator Availability	2021		2020	
	October	Year to Date	October	Year to Date
Grand Central Terminal	100.00%	99.81%	100.00%	99.93%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.90%	100.00%	99.96%

PLEASE NOTE: Escalator #11 (47th St cross passage to 47th & Madison) is out of service for scheduled upgrade work and is excluded from this report.



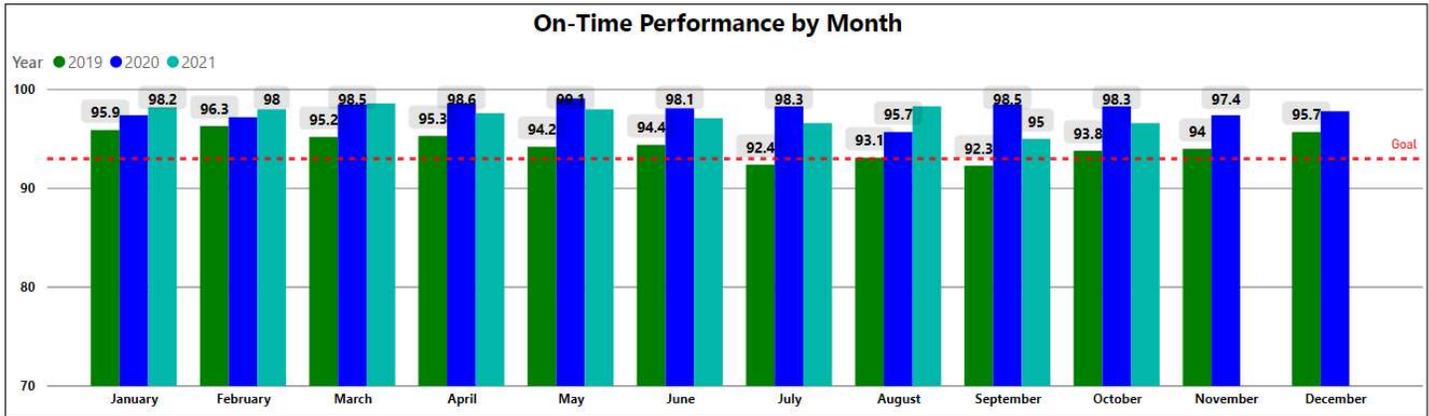
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2021		2020	
Goal	October	YTD	October	YTD
94.0%	96.6%	97.3%	98.3%	97.9%



Short Trains

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

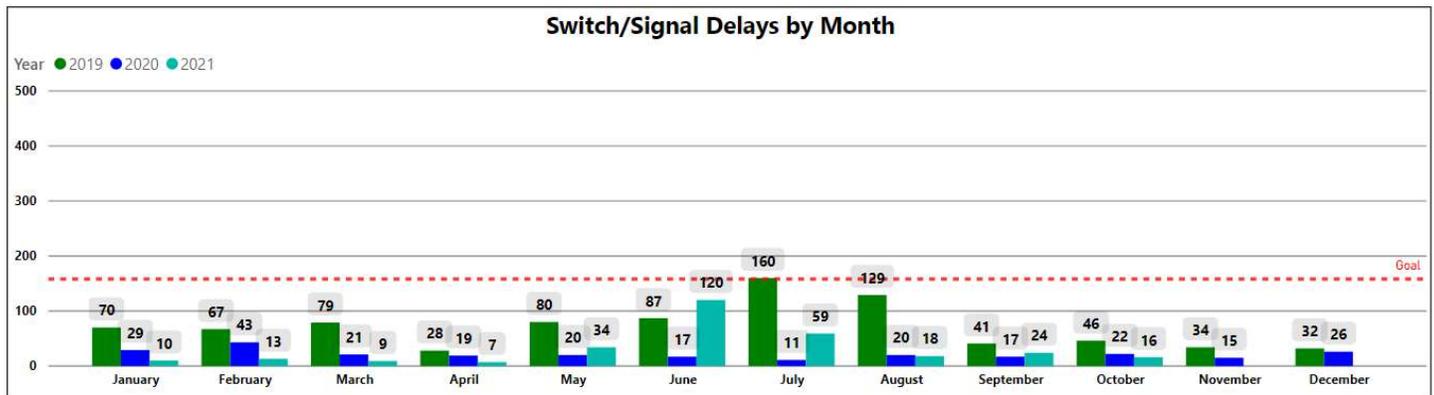
	2021		2020	
Goal	October	YTD	October	YTD
1138	0	0	0	0



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	October	YTD	October	YTD
1580	16	630	50	470





Metro-North Railroad

Finance Report

Steven Weiss

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



As of July 2021, Metro-North had replaced 17,830 railroad ties, installed six miles of new rail, welded more than 500 rail joints, restored the rail profile on 73 miles of track, resurfaced more than 51 miles of track, and replaced 17 track switches across our territory.



Metro-North Railroad

October 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 Mid-Year Forecast (Forecast) and key financial performance indicators.

Summary of Non-Reimbursable Year-to-Date (YTD) October 2021 Financial Results

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

- Ridership of 23.9 million was 0.5% favorable vs. 2020 and 66.9% unfavorable vs. 2019 pre-COVID levels. Ridership was 5.0% favorable vs. Forecast primarily due to higher non-commutation ridership. Consequently, farebox revenue of \$202.6 million was \$8.1 million higher than Forecast.
- Total revenue of \$220.3 million was \$1.7 million or 0.8% higher vs. Forecast primarily due to higher farebox revenue partially offset by lower advertising, parking, and GCT retail revenue.
- Total expenses of \$1,076.0 million were \$8.6 million or 0.8% favorable vs. Forecast primarily due to the timing of expenses for maintenance and engineering services.

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

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

	<u>Midyear Forecast</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
Total Revenue	\$218.6	\$220.3	\$1.7	0.8%
Total Expenses before Non-Cash Liability Adjs.	1,084.7	1,076.0	8.6	0.8%
Operating Surplus/(Deficit)	(866.1)	(855.8)	10.3	1.2%
<i>Other Non-Cash Liabilities</i>	242.3	231.7	10.6	4.4%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(1,108.4)	(1,087.5)	21.0	1.9%
<i>Cash Adjustments</i>	172.8	239.0	66.2	38.3%
Net Cash Surplus/(Deficit)	(\$935.6)	(\$848.4)	\$87.2	9.3%

Steven Weiss

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

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

October 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$1,087.5 million was \$21.0 million or 1.9% favorable vs. the Forecast.

Major drivers of the October 2021 YTD favorable result of \$21.0 million include lower Non-Reimbursable Expenses of \$19.3 million primarily due to timing of maintenance and engineering services and lower non-cash liability adjustments. Non-Reimbursable Revenues were favorable by \$1.7 million, primarily due to higher farebox revenue partially offset by lower advertising, parking, and GCT retail revenue.

October 2021 YTD Reimbursable Expenses of \$198.8 million were \$40.7 million favorable vs. the Forecast due to the scheduling and timing of several projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$8.1 million higher vs. the Forecast primarily due to higher East of Hudson non-commutation ridership.
 - YTD Ridership of 23.9 million was 5.0% favorable vs. the Forecast, 0.5% favorable vs 2020 and 66.9% unfavorable vs pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$6.3 million unfavorable vs. the Forecast primarily due to lower advertising, parking, and GCT retail revenue.
- **Capital and Other Reimbursements** – YTD was \$40.7 million or 17.0% unfavorable vs. the Forecast primarily due to the scheduling and timing changes of several projects.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,506.5 million were \$59.9 million or 3.8% favorable vs. the Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$931.9 million YTD were \$21.6 million favorable vs. the Forecast.

- **Payroll** – YTD was \$12.2 million favorable vs. the Forecast primarily due to lower train and engine crew payments as well timing of hiring of vacant positions and higher attrition due to retirements and resignations.
- **Overtime** – YTD was \$6.0 million favorable vs. the Forecast primarily due to revised crew needs in Transportation.

Non-Labor Expenses of \$343.0 million YTD were \$27.7 million favorable vs. the Forecast.

- **Electric Power** – YTD results were \$3.8 million unfavorable vs. the Forecast primarily due to higher rates partially offset by lower usage.
- **Fuel** – YTD expenses were \$0.3 million favorable vs. the Forecast primarily due to lower usage partially offset by higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$11.6 million favorable vs. the Forecast due to the timing of Reimbursable project activity as well as Non-Reimbursable expenses for BL-20 locomotive overhauls, infrastructure maintenance, and miscellaneous maintenance and operating contracts, and a mid-year true-up for MTA Police Allocations partially offset by the timing of COVID-19 cleaning invoices.
- **Professional Services** – YTD was \$22.2 million favorable vs. the Forecast due to the timing of Reimbursable project activity and Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$1.8 million favorable vs. the Forecast due to the timing of rolling stock maintenance events as well as lower rolling stock material usage partially offset by higher Reimbursable project activity.

- **Other Business Expenses** – YTD was \$3.0 million unfavorable vs. the Forecast primarily due to higher subsidy payments to New Jersey Transit and higher credit card processing fees.

Depreciation and Other Non-Cash Liability Adjustments – YTD were \$10.6 million favorable vs. Forecast.

CASH DEFICIT SUMMARY

October YTD Net Cash Deficit of \$848.4 million was \$87.2 million or 9.3% favorable to the Forecast primarily due to the timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 21.8% was 0.6 percentage points favorable vs. the Forecast.
- Adjusted Cost per Passenger of \$43.43 was \$3.16 favorable vs. the Forecast.
- Revenue per Passenger of \$8.49 was \$0.07 unfavorable vs. the Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER 2021
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$29,998	\$31,709	\$1,711	5.7	\$0.000	\$0.000	\$0.000	-	\$29,998	\$31,709	\$1,711	5.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.476	1.962	(0.514)	(20.8)	0.000	0.000	0.000	-	2.476	1.962	(0.514)	(20.8)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.220	9.532	(1.688)	(15.0)	11.220	9.532	(1.688)	(15.0)
CDOT	0.000	0.000	0.000	-	12.733	6.559	(6.173)	(48.5)	12.733	6.559	(6.173)	(48.5)
Other	0.000	0.000	0.000	-	0.899	1.061	0.162	18.0	0.899	1.061	0.162	18.0
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	24.852	17.152	(7.699)	(31.0)	24.852	17.152	(7.699)	(31.0)
Total Revenue	\$32.474	\$33.672	\$1.197	3.7	\$24.852	\$17.152	(\$7.699)	(31.0)	\$57.326	\$50.824	(\$6.502)	(11.3)
Expenses												
<i>Labor:</i>												
Payroll	\$43,390	\$42,302	\$1,087	2.5	\$4,742	\$3,682	\$1,060	22.4	\$48,131	\$45,984	\$2,147	4.5
Overtime	6,693	7,558	(0,865)	(12.9)	2,485	2,313	0,172	6.9	9,178	9,870	(6,693)	(7.5)
Health and Welfare	8,697	7,987	0,710	8.2	1,606	1,298	0,308	19.2	10,302	9,285	1,018	9.9
OPEB Current Payment	3,322	3,551	(0,229)	(6.9)	0,000	0,000	0,000	-	3,322	3,551	(0,229)	(6.9)
Pensions	9,781	11,198	(1,418)	(14.5)	1,317	1,227	0,090	6.8	11,097	12,425	(1,328)	(12.0)
Other Fringe Benefits	10,577	9,429	1,148	10.9	1,271	1,047	0,225	17.7	11,848	10,476	1,373	11.6
Reimbursable Overhead	(5,654)	(4,387)	(1,267)	(22.4)	5,430	4,408	1,022	18.8	(0,224)	0,020	(0,245)	*
Total Labor	\$76.805	\$77.638	(\$0.833)	(1.1)	\$16.849	\$13.973	\$2.876	17.1	\$93.655	\$91.611	\$2.044	2.2
<i>Non-Labor:</i>												
Electric Power	\$4,767	\$5,184	(\$0,417)	(8.7)	\$0.000	\$0.000	\$0.000	-	\$4,767	\$5,184	(\$0,417)	(8.7)
Fuel	1,723	1,776	(0,054)	(3.1)	0,000	0,000	0,000	-	1,723	1,776	(0,054)	(3.1)
Insurance	1,459	1,462	(0,003)	(0.2)	0,143	0,149	(0,005)	(3.7)	1,603	1,611	(0,008)	(0.5)
Claims	0,111	0,991	(0,881)	*	0,000	0,000	0,000	-	0,111	0,991	(0,881)	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	9,210	9,422	(0,212)	(2.3)	2,120	2,007	0,112	5.3	11,330	11,430	(0,100)	(0.9)
Professional Service Contracts	3,604	3,405	0,199	5.5	3,913	0,360	3,553	90.8	7,517	3,765	3,752	49.9
Materials & Supplies	9,399	8,128	1,271	13.5	1,827	0,650	1,176	64.4	11,226	8,779	2,447	21.8
Other Business Expenses	1,374	1,932	(0,558)	(40.6)	0,000	0,013	(0,013)	-	1,374	1,945	(0,571)	(41.6)
Total Non-Labor	\$31.647	\$32.302	(\$0.655)	(2.1)	\$8.002	\$3.179	\$4.823	60.3	\$39.649	\$35.481	\$4.168	10.5
<i>Other Adjustments:</i>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$108.452	\$109.940	(\$1.488)	(1.4)	\$24.852	\$17.152	\$7.699	31.0	\$133.304	\$127.092	\$6.212	4.7
Depreciation	23,314	23,043	0,270	1.2	0,000	0,000	0,000	-	23,314	23,043	0,270	1.2
OPEB Obligation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
GASB68 Pension Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,493	(0,000)	0,493	100.0	0,000	0,000	0,000	-	0,493	(0,000)	0,493	100.0
GASB75 Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$132.258	\$132.983	(\$0.725)	(0.5)	\$24.852	\$17.152	\$7.699	31.0	\$157.110	\$150.136	\$6.974	4.4
Net Surplus/(Deficit)	(\$99.784)	(\$99.312)	\$0.473	0.5	\$0.000	\$0.000	\$0.000	-	(\$99.784)	(\$99.312)	\$0.473	0.5
<i>Cash Conversion Adjustments:</i>												
Depreciation	23,314	23,043	(0,270)	(1.2)	0,000	0,000	0,000	-	23,314	23,043	(0,270)	(1.2)
Operating/Capital	(2,637)	(2,494)	0,143	5.4	0,000	0,000	0,000	-	(2,637)	(2,494)	0,143	5.4
Other Cash Adjustments	(6,384)	16,688	23,072	*	0,000	0,000	0,000	-	(6,384)	16,688	23,072	*
Total Cash Conversion Adjustments	\$14.293	\$37.238	\$22.945	*	\$0.000	\$0.000	\$0.000	-	\$14.293	\$37.238	\$22.945	*
Net Cash Surplus/(Deficit)	(\$85.491)	(\$62.074)	\$23.417	27.4	\$0.000	\$0.000	\$0.000	-	(\$85.491)	(\$62.074)	\$23.417	27.4

Notes:

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-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$194.524	\$202.608	\$8.084	4.2	\$0.000	\$0.000	\$0.000	-	\$194.524	\$202.608	\$8.084	4.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	24.033	17.688	(6.345)	(26.4)	0.000	0.000	0.000	-	24.033	17.688	(6.345)	(26.4)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	103.625	93.968	(9.657)	(9.3)	103.625	93.968	(9.657)	(9.3)
CDOT	0.000	0.000	0.000	-	125.052	94.281	(30.771)	(24.6)	125.052	94.281	(30.771)	(24.6)
Other	0.000	0.000	0.000	-	10.761	10.517	(0.245)	(2.3)	10.761	10.517	(0.245)	(2.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	239.438	198.766	(40.673)	(17.0)	239.438	198.766	(40.673)	(17.0)
Total Revenue/Receipts	\$218.557	\$220.296	\$1.739	0.8	\$239.438	\$198.766	(\$40.673)	(17.0)	\$457.995	\$419.061	(\$38.934)	(8.5)
Expenses												
<i>Labor:</i>												
Payroll	\$438.150	\$432.731	\$5.418	1.2	\$46.390	\$39.646	\$6.744	14.5	\$484.539	\$472.377	\$12.163	2.5
Overtime	70.642	67.709	2.933	4.2	26.195	23.142	3.053	11.7	96.837	90.851	5.986	6.2
Health and Welfare	90.496	88.683	1.813	2.0	15.859	13.531	2.328	14.7	106.355	102.214	4.141	3.9
OPEB Current Payment	33.356	34.727	(1.371)	(4.1)	0.000	0.000	0.000	-	33.356	34.727	(1.371)	(4.1)
Pensions	102.977	105.993	(3.016)	(2.9)	13.160	11.792	1.368	10.4	116.137	117.785	(1.648)	(1.4)
Other Fringe Benefits	105.553	102.520	3.033	2.9	12.652	10.951	1.702	13.4	118.205	113.470	4.735	4.0
Reimbursable Overhead	(55.692)	(47.446)	(8.246)	(14.8)	53.705	47.880	5.825	10.8	(1.987)	0.434	(2.422)	*
Total Labor	\$785.481	\$784.917	\$0.563	0.1	\$167.961	\$146.941	\$21.020	12.5	\$953.442	\$931.859	\$21.583	2.3
<i>Non-Labor:</i>												
Electric Power	\$43.945	\$47.666	(\$3.721)	(8.5)	\$0.140	\$0.261	(\$0.121)	(86.5)	\$44.085	\$47.927	(\$3.842)	(8.7)
Fuel	14.524	14.189	0.335	2.3	0.000	0.000	0.000	-	14.524	14.189	0.335	2.3
Insurance	14.305	14.324	(0.019)	(0.1)	1.572	1.544	0.029	1.8	15.877	15.868	0.009	0.1
Claims	0.925	2.373	(1.449)	*	0.000	0.000	0.000	-	0.925	2.373	(1.449)	*
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	94.613	89.939	4.675	4.9	17.872	10.906	6.965	39.0	112.485	100.845	11.640	10.3
Professional Service Contracts	31.223	25.570	5.652	18.1	27.549	11.012	16.538	60.0	58.772	36.582	22.190	37.8
Materials & Supplies	86.312	80.872	5.439	6.3	24.307	27.931	(3.623)	(14.9)	110.619	108.803	1.816	1.6
Other Business Expenses	13.330	16.195	(2.865)	(21.5)	0.037	0.171	(0.134)	*	13.366	16.366	(3.000)	(22.4)
Total Non-Labor	\$299.176	\$291.130	\$8.047	2.7	\$71.477	\$51.824	\$19.653	27.5	\$370.653	\$342.954	\$27.700	7.5
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,084.657	\$1,076.047	\$8.610	0.8	\$239.438	\$198.766	\$40.673	17.0	\$1,324.095	\$1,274.813	\$49.283	3.7
Depreciation	231.603	236.756	(5.153)	(2.2)	0.000	0.000	0.000	-	231.603	236.756	(5.153)	(2.2)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	7.587	(3.805)	11.392	*	0.000	0.000	0.000	-	7.587	(3.805)	11.392	*
Environmental Remediation	3.015	(0.230)	3.245	*	0.000	0.000	0.000	-	3.015	(0.230)	3.245	*
GASB75 Adjustment	0.144	(1.019)	1.163	*	0.000	0.000	0.000	-	0.144	(1.019)	1.163	*
Total Expenses	\$1,327.006	\$1,307.749	\$19.258	1.5	\$239.438	\$198.766	\$40.673	17.0	\$1,566.444	\$1,506.514	\$59.930	3.8
Net Surplus/(Deficit)	(\$1,108.449)	(\$1,087.453)	\$20.996	1.9	\$0.000	\$0.000	\$0.000	-	(\$1,108.449)	(\$1,087.453)	\$20.996	1.9
<i>Cash Conversion Adjustments:</i>												
Depreciation	231.603	236.756	5.153	2.2	0.000	0.000	0.000	-	231.603	236.756	5.153	2.2
Operating/Capital	(39.546)	(24.478)	15.068	38.1	0.000	0.000	0.000	-	(39.546)	(24.478)	15.068	38.1
Other Cash Adjustments	(19.214)	26.737	45.952	*	0.000	0.000	0.000	-	(19.214)	26.737	45.952	*
Total Cash Conversion Adjustments	\$172.842	\$239.015	\$66.173	38.3	\$0.000	\$0.000	\$0.000	-	\$172.842	\$239.015	\$66.173	38.3
Net Cash Surplus/(Deficit)	(\$935.607)	(\$848.438)	\$87.169	9.3	\$0.000	\$0.000	\$0.000	-	(\$935.607)	(\$848.438)	\$87.169	9.3

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
 October 2021
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast				Year to Date vs. Mid-Year Forecast			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
FAREBOX REVENUE	Non-Reimb	\$1,711	5.7%	Reflects higher non-commutation ridership on East of Hudson and West of Hudson Lines.	\$8,084	4.2%	Reflects higher non-commutation ridership on East of Hudson and West of Hudson Lines.		
OTHER OPERATING REVENUE	Non-Reimb	(\$0,514)	(20.8%)	Lower advertng and parking revenues partially offset by higher GCT retail revenue.	(\$6,345)	(26.4%)	Lower advertising, commuter parking and GCT retail revenues.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$7,699)	(31.0%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$40,673)	(17.0%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Reimb	\$1,060	22.4%	Reflects timing of project activity.	\$6,744	14.5%	Reflects timing of project activity.		
OVERTIME	Non-Reimb	(\$0,865)	(12.9%)	See overtime charts.	\$2,933	4.2%	See overtime charts.		
	Reimb	\$0,172	6.9%	See overtime charts.	\$3,053	11.7%	See overtime charts.		
HEALTH AND WELFARE	Non-Reimb	\$0,710	8.2%	Primarily reflects lower than forecasted rates.	\$1,813	2.0%			
	Reimb	\$0,308	19.2%	Reflects timing of project activity.	\$2,328	14.7%	Reflects timing of project activity.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,229)	(6.9%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.	(\$1,371)	(4.1%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.		
PENSIONS	Non-Reimb	(\$1,418)	(14.5%)	Primarily reflects higher than forecasted rates.	(\$3,016)	(2.9%)			
	Reimb	\$0,090	6.8%	Reflects timing of project activity.	\$1,368	10.4%	Reflects timing of project activity.		
OTHER FRINGE BENEFITS	Non-Reimb	\$1,148	10.9%	Primarily reflects a lower employee claim provision and rates than forecasted.	\$3,033	2.9%			
	Reimb	\$0,225	17.7%	Reflects timing of project activity.	\$1,702	13.4%	Reflects timing of project activity.		
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1,267)	(22.4%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$8,246)	(14.8%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.		
	Reimb	\$1,022	18.8%		\$5,825	10.8%			
ELECTRIC POWER	Non-Reimb	(\$0,417)	(8.7%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction and non-traction electric usage.	(\$3,721)	(8.5%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction and non-traction electric usage.		
	Reimb	\$0,000	-		(\$0,121)	(86.5%)	Reflects timing of project activity.		

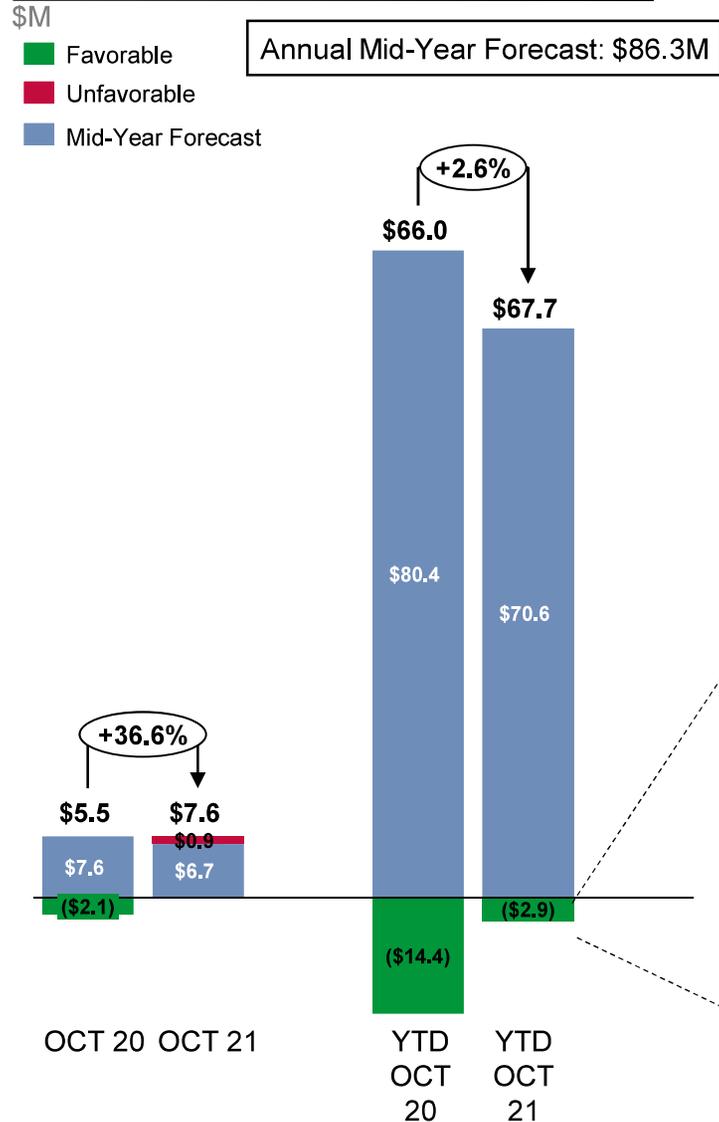
MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
 October 2021
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
CLAIMS	Non-Reimb	(\$0.881)	*	Reflects a higher passenger claims provision than forecasted.	(\$1.449)	*	Reflects a higher passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$0.212)	(2.3%)		\$4.675	4.9%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, miscellaneous maintenance and operating contracts, and a mid-year true-up for MTA Police Allocations partially offset by a nine month catch-up charge for Graybar COVID-19 cleaning efforts.
	Reimb	\$0.112	5.3%	Reflects timing of project activity.	\$6.965	39.0%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.199	5.5%	Lower than anticipated consulting and engineering services.	\$5.652	18.1%	Lower than anticipated consulting and engineering services.
	Reimb	\$3.553	90.8%	Reflects timing of project activity.	\$16.538	60.0%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Non-Reimb	\$1.271	13.5%	Primarily timing of rolling stock maintenance events and rolling stock material usage as well as the net impact of various inventory adjustments.	\$5.439	6.3%	Primarily due to lower costs resulting from the timing of rolling stock maintenance events as well as lower rolling stock material usage partially offset by the net impact of various inventory adjustments resulting primarily from second quarter year-to-date true-ups.
	Reimb	\$1.176	64.4%	Reflects timing of project activity.	(\$3.623)	(14.9%)	Reflects timing of project activity.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.558)	(40.6%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and higher credit card processing fees.	(\$2.865)	(21.5%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and higher credit card processing fees partially offset by lower miscellaneous expense.
	Reimb	(\$0.013)	-	Reflects timing of project activity.	(\$0.134)	*	Reflects timing of project activity.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$11.392	100.0%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.493	100.0%	Reflects timing of projects requiring remediation.	\$3.245	*	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		\$1.163	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$0.143	5.4%	Reflects timing of project activity.	\$15.068	38.1%	Reflects timing of project activity.

* Variance exceeds 100%.

METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

October 2021 and YTD Mid-Year Forecast vs. variance

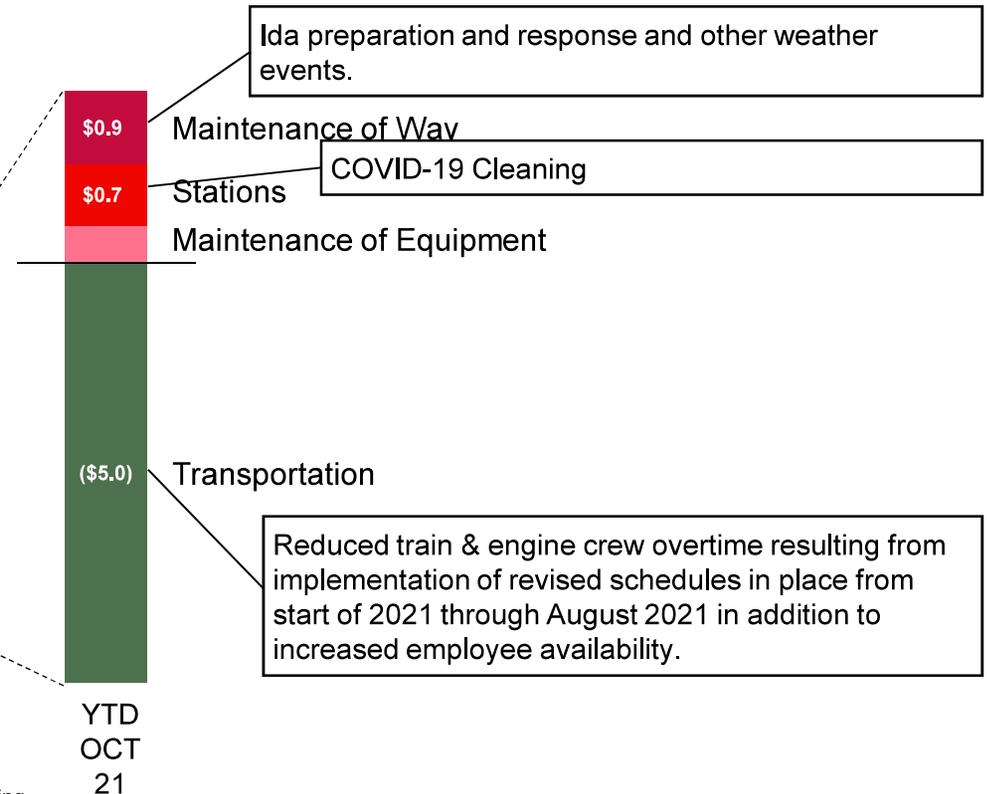


Overview

- Overall increase of \$1.7M or 2.6% compared to YTD October 2020
- 4.2% below 2021 Mid-Year Forecast
- Preparation and response to the remnants of Hurricane Ida and COVID-19 cleaning offset by revised crew needs in Transportation
- Connecticut paid \$17.3M of total \$67.7M; Connecticut's share of YTD favorable \$1.9M of the favorable \$2.9M

YTD variance by division

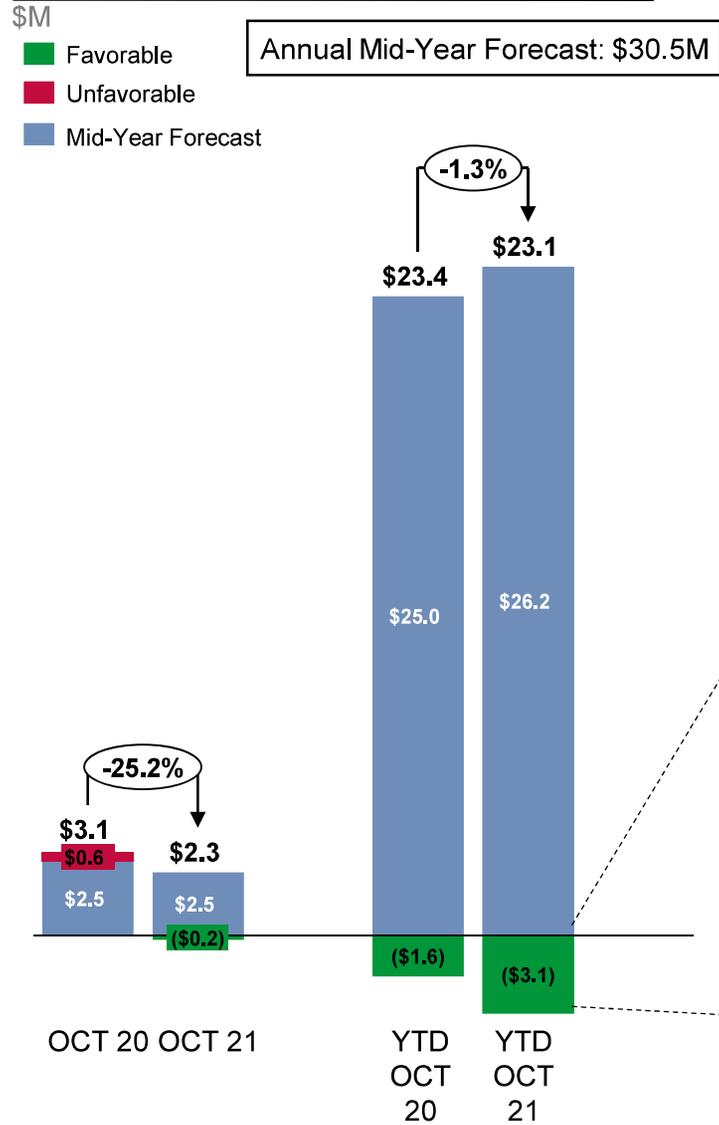
(\$2.9M), (4.2%)



Source: 2021 Mid-Year Forecast, General Ledger actuals for actual overtime spending.

METRO-NORTH RAILROAD –Reimbursable Overtime Variance

October 2021 and YTD Mid-Year Forecast vs. variance

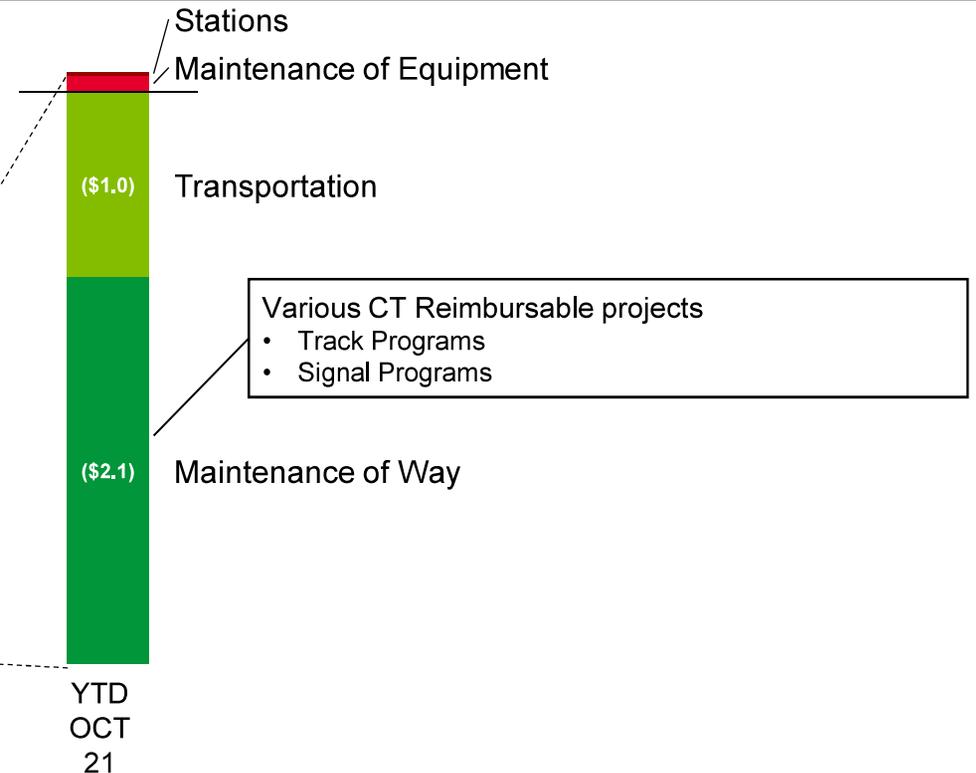


Overview

- Overall decrease of \$0.3M or 1.3% compared to YTD October 2020
- 11.7% below 2021 Mid-Year Forecast
- Main cause for favorable variance is less than planned work on CT Capital projects
- Connecticut paid \$8.5M of total \$23.1M; Connecticut's share of YTD Variance is favorable \$3.9M of the favorable \$3.1M

YTD variance by division

(\$3.1M), (11.7%)



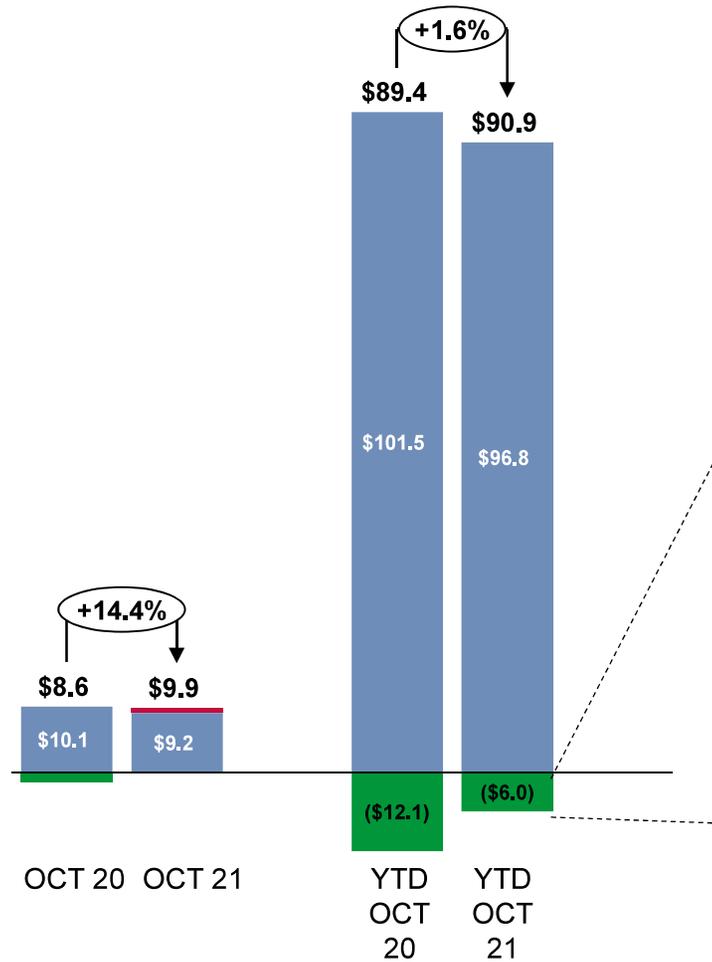
METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

October 2021 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Annual Mid-Year Forecast: \$116.8M

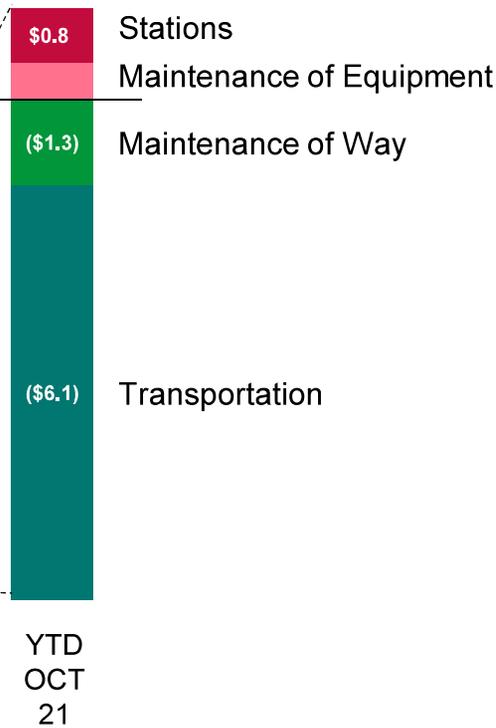


Overview

- Overall increase of \$1.4M or 1.6% compared to YTD October 2020
- 6.2% below 2021 Mid-Year Forecast
- Preparation and response to the remnants of Hurricane Ida , revised crew needs in Transportation, lower Reimbursable Project activity in Maintenance of Way
- Connecticut paid \$25.8M of total \$90.9M; Connecticut's share of YTD Variance is a favorable \$5.8M of the overall favorable \$6.0M

YTD variance by division

(\$6.0M), (6.2%)



Source: 2021 Mid-Year Forecast. General Ledger actuals for actual overtime spending.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	OCTOBER 2021				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$29.781	\$29.101	(\$0.680)	(2.3)	\$192.045	\$193.938	\$1.893	1.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.592	2.775	(1.817)	(39.6)	51.044	47.465	(3.579)	(7.0)
<i>Capital & Other Reimbursements:</i>								
MTA	11.220	16.090	4.870	43.4	93.402	88.395	(5.007)	(5.4)
CDOT	12.733	8.471	(4.262)	(33.5)	134.877	112.138	(22.739)	(16.9)
Other	0.899	0.536	(0.363)	(40.4)	10.992	9.796	(1.196)	(10.9)
Total Capital and Other Reimbursements	24.852	25.097	0.245	1.0	239.271	210.329	(28.942)	(12.1)
Total Receipts	\$59.225	\$56.973	(\$2.252)	(3.8)	\$482.359	\$451.732	(\$30.627)	(6.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$53.487	\$44.440	\$9.047	16.9	\$480.899	\$451.220	\$29.679	6.2
Overtime	10.800	9.067	1.733	16.0	95.595	87.200	8.395	8.8
Health and Welfare	11.192	10.584	0.608	5.4	113.588	112.540	1.048	0.9
OPEB Current Payment	3.322	3.543	(0.220)	(6.6)	33.749	34.769	(1.020)	(3.0)
Pensions	11.891	11.731	0.160	1.3	118.086	117.718	0.368	0.3
Other Fringe Benefits	12.726	12.163	0.563	4.4	167.843	165.604	2.239	1.3
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$103.419	\$91.528	\$11.891	11.5	\$1,009.759	\$969.051	\$40.709	4.0
<i>Non-Labor:</i>								
Electric Power	\$5.032	\$4.393	\$0.639	12.7	\$48.722	\$50.215	(\$1.493)	(3.1)
Fuel	1.723	1.634	0.089	5.1	13.715	13.625	0.090	0.7
Insurance	2.346	0.000	2.346	100.0	9.587	5.160	4.427	46.2
Claims	0.111	1.040	(0.929)	*	2.347	3.503	(1.156)	(49.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.738	8.383	1.355	13.9	126.812	93.772	33.040	26.1
Professional Service Contracts	7.077	2.039	5.038	71.2	51.336	22.715	28.621	55.8
Materials & Supplies	11.416	7.387	4.029	35.3	115.399	102.623	12.776	11.1
Other Business Expenditures	3.855	2.643	1.212	31.4	40.289	39.506	0.783	1.9
Total Non-Labor	\$41.297	\$27.519	\$13.778	33.4	\$408.206	\$331.119	\$77.087	18.9
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$144.716	\$119.047	\$25.669	17.7	\$1,417.966	\$1,300.170	\$117.796	8.3
Net Cash Deficit (excludes Opening Cash Balance)	(\$85.491)	(\$62.074)	\$23.417	27.4	(\$935.607)	(\$848.438)	\$87.169	9.3
Subsidies								
MTA	65.256	49.000	(16.256)	(24.9)	630.347	540.398	(89.949)	(14.3)
CDOT	20.235	19.063	(1.172)	(5.8)	264.235	279.638	15.403	5.8
Total Subsidies	\$85.491	\$68.063	(\$17.428)	(20.4)	\$894.583	\$820.036	(\$74.547)	(8.3)
Cash Timing and Availability Adjustment	\$0.000	(\$12.721)	(\$12.721)	-	\$45.678	(\$31.378)	(\$77.056)	*

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

\$ Detail

Generic Receipt or Expense Category	October Month vs Mid-Year Forecast			Year-to-Date as of October 31st, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	(1.817)	(39.6%)	Primarily reflects timing of Amtrak and advertising receipts.	(3.579)	(7.0%)	Primarily reflects lower advertising and miscellaneous revenues combined with timing of Amtrak receipts.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	4.870	43.4%	Primarily reflects higher cash receipts partially offset by lower capital related project activity than forecasted.	(5.007)	(5.4%)	Primarily reflects lower cash receipts than forecasted.
CDOT	(4.262)	(33.5%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.	(22.739)	(16.9%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	(0.363)	(40.4%)	Primarily reflects lower cash receipts partially offset by higher reimbursable related project activity than forecasted.	(1.196)	(10.9%)	Reflects lower cash receipts combined with lower reimbursable related project activity than forecasted.
PAYROLL	9.047	16.9%	Primarily reflects the timing of RWA payments and pay periods partially offset by remittance payments for the employee portion of withheld income taxes and inter-agency payroll.	29.679	6.2%	Primarily reflects the timing of RWA payments and pay periods partially offset by inter-agency payroll.
OVERTIME	1.733	16.0%	Primarily reflects timing of pay periods and revised train & engine crew requirements partially offset by higher weather emergencies than forecasted.	8.395	8.8%	Primarily reflects revised train & engine crew requirements.
HEALTH & WELFARE	0.608	5.4%	Primarily reflects the timing of payments for health insurance premiums.	1.048	0.9%	
OPEB CURRENT PAYMENT	(0.220)	(6.6%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.	(1.020)	(3.0%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.
OTHER FRINGE BENEFITS	0.563	4.4%	Primarily reflects lower than forecasted employee claim payments.	2.239	1.3%	
ELECTRIC POWER	0.639	12.7%	Primarily reflects timing of payments partially offset by higher than forecasted traction and non-traction electric rates.	(1.493)	(3.1%)	Primarily reflects higher than forecasted traction and non-traction electric rates partially offset by timing of payments.
FUEL	0.089	5.1%	Primarily reflects timing of payments.	0.090	0.7%	
INSURANCE	2.346	100.0%	Reflects the timing of insurance premium payments.	4.427	46.2%	Reflects the timing of insurance premium payments.
CLAIMS	(0.929)	*	Reflects the timing of passenger injury settlements.	(1.156)	(49.3%)	Primarily reflects higher than forecasted passenger injury settlements.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	October Month vs Mid-Year Forecast			Year-to-Date as of October 31st, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	1.355	13.9%	Primarily reflects timing of payments for real estate management services, project activity, utilities and security services.	33.040	26.1%	Primarily reflects the timing of payments for MTA police services, timing of project activity and expenses for the BL-20 locomotive overhaul as well as the timing of infrastructure maintenance and miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	5.038	71.2%	Primarily reflects lower than anticipated consulting and other engineering services as well as the timing of project activity.	28.621	55.8%	Primarily reflects the timing of project activity as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	4.029	35.3%	Primarily reflects timing of rolling stock maintenance events.	12.776	11.1%	Primarily reflects timing of rolling stock maintenance events.
OTHER BUSINESS EXPENSES	1.212	31.4%	Primarily reflects the timing of subsidy payments to New Jersey Transit.	0.783	1.9%	
MTA SUBSIDY RECEIPTS	(16.256)	(24.9%)	Reflects lower cash deficit partially offset by available cash balance and lower CDOT subsidy.	(89.949)	(14.3%)	Reflects lower cash deficit and higher CDOT subsidy partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	(1.172)	(5.8%)	Primarily reflects a lower CDOT share of the estimated monthly deficit than forecasted.	15.403	5.8%	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 forecasted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	OCTOBER 2021				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$0.217)	(\$2.608)	(\$2.391)	*	(\$2.479)	(\$8.670)	(\$6.191)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.116	0.813	(1.303)	(61.6)	27.010	29.777	2.767	10.2
<i>Capital & Other Reimbursements:</i>								
MTA	0.000	6.558	6.558	-	(10.223)	(5.573)	4.650	45.5
CDOT	0.000	1.912	1.912	-	9.825	17.857	8.032	81.8
Other	0.000	(0.525)	(0.525)	-	0.230	(0.721)	(0.951)	*
Total Capital and Other Reimbursements	0.000	7.945	7.945	-	(0.167)	11.563	11.731	*
Total Revenue/Receipts	\$1.899	\$6.149	\$4.250	*	\$24.364	\$32.671	\$8.307	34.1
Expenditures								
<i>Labor:</i>								
Payroll	(\$5.356)	\$1.544	\$6.900	*	\$3.640	\$21.157	\$17.516	*
Overtime	(1.622)	0.803	2.426	*	1.243	3.651	2.409	*
Health and Welfare	(0.890)	(1.299)	(0.409)	(46.0)	(7.233)	(10.326)	(3.093)	(42.8)
OPEB Current Payment	0.000	0.009	0.000	-	(0.393)	(0.042)	0.352	89.4
Pensions	(0.793)	0.694	1.487	*	(1.948)	0.067	2.016	*
Other Fringe Benefits	(0.878)	(1.687)	(0.809)	(92.2)	(49.638)	(52.134)	(2.495)	(5.0)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.224)	0.020	0.245	*	(1.987)	0.434	2.422	*
Total Labor	(\$9.764)	\$0.084	\$9.848	*	(\$56.317)	(\$37.192)	\$19.126	34.0
<i>Non-Labor:</i>								
Electric Power	(\$0.265)	\$0.791	\$1.056	*	(\$4.637)	(\$2.288)	\$2.349	50.7
Fuel	0.000	0.142	0.142	-	0.810	0.564	(0.245)	(30.3)
Insurance	(0.743)	1.611	2.354	*	6.290	10.708	4.418	70.2
Claims	0.000	(0.049)	(0.049)	-	(1.422)	(1.130)	0.293	20.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.592	3.047	1.455	91.4	(14.327)	7.073	21.400	*
Professional Service Contracts	0.439	1.726	1.286	*	7.436	13.867	6.431	86.5
Materials & Supplies	(0.191)	1.392	1.582	*	(4.780)	6.180	10.960	*
Other Business Expenses	(2.481)	(0.698)	1.783	71.9	(26.922)	(23.140)	3.782	14.0
Total Non-Labor	(\$1.648)	\$7.962	\$9.610	*	(\$37.553)	\$11.835	\$49.388	*
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$11.412)	\$8.046	\$19.457	*	(\$93.871)	(\$25.357)	\$68.513	73.0
Depreciation	23.314	23.043	(0.270)	(1.2)	231.603	236.756	5.153	2.2
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	7.587	(3.805)	(11.392)	*
Environmental Remediation	0.493	(0.000)	(0.493)	(100.0)	3.015	(0.230)	(3.245)	*
GASB75 Adjustment	0.000	0.000	0.000	-	0.144	(1.019)	(1.163)	*
Total Expenditures Adjustments	\$12.394	\$31.089	\$18.695	*	\$148.478	\$206.344	\$57.866	39.0
Total Cash Conversion Adjustments	\$14.293	\$37.238	\$22.945	*	\$172.842	\$239.015	\$66.173	38.3

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
OCTOBER 2021
(in millions)**

	MONTH			VARIANCE				YTD			VARIANCE			
				Fav/(Unfav)							Fav/(Unfav)			
	MID-YEAR FORECAST	2021	2020 ^(A)	MID-YEAR FORECAST		2020		MID-YEAR FORECAST	2021	2020 ^(A)	MID-YEAR FORECAST		2020	
FAREBOX REVENUE														
Harlem Line - Commutation	1.939	1.961	1.202	0.022	1.1%	0.760	63.2%	13.641	13.278	33.949	(0.363)	-2.7%	(20.671)	-60.9%
Harlem Line - Non-Commutation	6.243	6.802	2.928	0.559	8.9%	3.874	132.3%	40.051	42.541	30.501	2.490	6.2%	12.040	39.5%
TOTAL HARLEM LINE	\$8.183	\$8.763	\$4.130	\$0.581	7.1%	\$4.634	112.2%	\$53.692	\$55.819	\$64.449	\$2.127	4.0%	(\$8.630)	-13.4%
Hudson Line - Commutation	1.382	1.391	0.833	0.009	0.7%	0.558	67.0%	9.762	9.504	22.878	(0.258)	-2.6%	(13.374)	-58.5%
Hudson Line - Non-Commutation	6.110	6.367	3.326	0.256	4.2%	3.040	91.4%	39.063	39.713	28.560	0.649	1.7%	11.152	39.0%
TOTAL HUDSON LINE	\$7.492	\$7.758	\$4.159	\$0.266	3.5%	\$3.599	86.5%	\$48.825	\$49.217	\$51.439	\$0.392	0.8%	(\$2.221)	-4.3%
New Haven Line - Commutation	2.239	2.325	1.393	0.086	3.8%	0.931	66.8%	15.421	15.408	44.923	(0.013)	-0.1%	(29.515)	-65.7%
New Haven Line - Non-Commutation	11.446	12.078	4.700	0.633	5.5%	7.379	157.0%	72.276	77.233	54.099	4.957	6.9%	23.133	42.8%
TOTAL NEW HAVEN LINE	<u>\$13.685</u>	<u>\$14.403</u>	<u>\$6.093</u>	<u>\$0.718</u>	<u>5.2%</u>	<u>\$8.310</u>	<u>136.4%</u>	<u>\$87.696</u>	<u>\$92.640</u>	<u>\$99.022</u>	<u>\$4.944</u>	<u>5.6%</u>	<u>(\$6.382)</u>	<u>-6.4%</u>
All Lines - Commutation	5.561	5.677	3.428	0.117	2.1%	2.250	65.6%	38.823	38.190	101.749	(0.633)	-1.6%	(63.559)	-62.5%
All Lines - Non-Commutation	23.799	25.247	10.954	1.448	6.1%	14.293	130.5%	151.390	159.486	113.161	8.096	5.3%	46.326	40.9%
TOTAL EAST OF HUDSON LINES	\$29.360	\$30.925	\$14.382	\$1.564	5.3%	\$16.543	115.0%	\$190.213	\$197.676	\$214.910	\$7.463	3.9%	(\$17.234)	-8.0%
West of Hudson ^(B)	<u>\$0.638</u>	<u>\$0.785</u>	<u>\$0.392</u>	<u>\$0.147</u>	<u>23.0%</u>	<u>\$0.393</u>	<u>100.3%</u>	<u>\$4.311</u>	<u>\$4.932</u>	<u>\$4.976</u>	<u>0.621</u>	<u>14.4%</u>	<u>(0.044)</u>	<u>-0.9%</u>
TOTAL FAREBOX REVENUE	\$29.998	\$31.709	\$14.774	\$1.711	5.7%	\$16.935	114.6%	\$194.524	\$202.608	\$219.886	\$8.084	4.2%	(\$17.278)	-7.9%
RIDERSHIP														
Harlem Line - Commutation	0.329	0.330	0.220	0.001	0.4%	0.110	50.2%	2.298	2.293	4.115	(0.005)	-0.2%	(1.822)	-44.3%
Harlem Line - Non-Commutation	0.760	0.806	0.371	0.046	6.1%	0.435	117.3%	4.835	5.117	3.541	0.282	5.8%	1.575	44.5%
TOTAL HARLEM LINE	1.088	1.136	0.591	0.048	4.4%	0.546	92.4%	7.133	7.410	7.656	0.277	3.9%	(0.246)	-3.2%
Hudson Line - Commutation	0.174	0.177	0.117	0.003	1.7%	0.060	51.6%	1.222	1.243	2.333	0.021	1.7%	(1.090)	-46.7%
Hudson Line - Non-Commutation	0.577	0.585	0.299	0.008	1.4%	0.286	95.4%	3.628	3.761	2.541	0.134	3.7%	1.220	48.0%
TOTAL HUDSON LINE	0.751	0.762	0.416	0.011	1.5%	0.346	83.1%	4.849	5.004	4.874	0.155	3.2%	0.130	2.7%
New Haven Line - Commutation	0.391	0.395	0.256	0.004	1.0%	0.139	54.5%	2.670	2.715	5.157	0.045	1.7%	(2.442)	-47.4%
New Haven Line - Non-Commutation	1.222	1.258	0.536	0.035	2.9%	0.721	134.5%	7.680	8.232	5.532	0.552	7.2%	2.701	48.8%
TOTAL NEW HAVEN LINE	<u>1.614</u>	<u>1.653</u>	<u>0.792</u>	<u>0.039</u>	<u>2.4%</u>	<u>0.861</u>	<u>108.7%</u>	<u>10.350</u>	<u>10.947</u>	<u>10.689</u>	<u>0.597</u>	<u>5.8%</u>	<u>0.258</u>	<u>2.4%</u>
Total Ridership East of Hudson	0.894	0.902	0.592	0.008	0.9%	0.310	52.3%	6.189	6.250	11.604	0.061	1.0%	(5.354)	-46.1%
All Lines - Commutation	2.559	2.649	1.207	0.090	3.5%	1.442	119.5%	16.142	17.111	11.614	0.968	6.0%	5.496	47.3%
All Lines - Non-Commutation	3.453	3.551	1.799	0.098	2.8%	1.752	97.4%	22.332	23.361	23.219	1.029	4.6%	0.142	0.6%
TOTAL EAST OF HUDSON LINES	0.054	0.079	0.039	0.025	46.5%	0.041	104.8%	0.384	0.498	0.517	0.114	29.8%	(0.019)	-3.6%
West of Hudson ^(B)	3.507	3.630	1.837	0.123	3.5%	1.793	97.6%	22.715	23.859	23.735	1.143	5.0%	0.123	0.5%

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

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

MTA METRO-NORTH RAILROAD
2021 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
October 31, 2021

<u>Department</u>	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	2	2	-	
Labor Relations	10	9	1	
Safety	58	60	(2)	
Security	17	15	2	
Office of the Executive VP	6	-	6	C
VP Ops Support and Org Res	-	22	(22)	C
Corporate & Public Affairs	13	12	1	
Customer Service	45	42	3	
Legal	9	9	-	
Claims	5	5	-	
Human Resources	34	29	5	
Training	73	71	2	
Employee Relations & Diversity	4	4	-	
VP Planning	1	-	1	
Capital Planning & Programming	10	8	2	
Long Range Planning	5	4	1	
Controller	54	54	-	
Budget	16	13	3	
Procurement & Material Mgmt	20	14	6	
Total Administration	382	372	10	
Operations				
Operations Support	49	45	4	C
Rolling Stock & EAM	14	13	1	
Transportation	1,628	1,559	69	A
Customer Service	377	344	33	A, B, C
Metro-North West	27	31	(4)	
Total Operations	2,095	1,991	104	
Maintenance				
Maintenance of Equipment	1,608	1,527	81	A, B
Maintenance of Way	2,080	1,986	94	A, B, C
Procurement & Material Mgmt	111	106	5	
Total Maintenance	3,799	3,619	180	
Engineering/Capital				
Construction Management	19	17	2	
Engineering & Design	54	53	1	
Total Engineering/Capital	73	70	3	
Total Positions	6,349	6,052	297	
Non-Reimbursable	5,640	5,605	35	
Reimbursable	709	447	262	
Total Full-Time	6,348	6,051	297	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

(C) Variance reflects MNR reorganization to establish the VP of Operation Support and Organizational Resiliency Department.

MTA METRO-NORTH RAILROAD
2021 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
October 31, 2021

FUNCTION/OCCUPATION	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	133	126	7
Professional, Technical, Clerical	249	247	2
Operational Hourlies	-	-	-
Total Administration	382	372	10
Operations			
Managers/Supervisors	244	232	12
Professional, Technical, Clerical	260	226	34
Operational Hourlies	1,591	1,533	58
Total Operations	2,095	1,991	104
Maintenance			
Managers/Supervisors	651	648	3
Professional, Technical, Clerical	495	451	44
Operational Hourlies	2,653	2,520	133
Total Maintenance	3,799	3,619	180
Engineering/Capital			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	46	44	2
Operational Hourlies	-	-	-
Total Engineering/Capital	73	70	3
Total Positions			
Managers/Supervisors	1,055	1,032	23
Professional, Technical, Clerical	1,050	967	83
Operational Hourlies	4,244	4,053	191
Total Positions	6,349	6,052	297

**MTA METRO-NORTH RAILROAD
2021 MID-YEAR FORECAST VS. ACTUALS
October 31, 2021**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>MID-YEAR FORECAST</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	382	372	10	
Operations	2,095	1,991	104	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,799	3,619	180	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	73	70	3	
Total Agency-wide Headcount	6,349	6,052	297	
Non-Reimbursable	5,640	5,605	35	
Reimbursable	709	447	262	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
October 2021

	MONTH			VARIANCE	
	MYF	2021	2020*	Fav/(Unfav) MYF	2020
Farebox Operating Ratio					
Standard ^(B)	27.9%	29.1%	14.6%	1.2%	14.6%
Adjusted ^(C)	31.6%	32.5%	24.3%	0.8%	8.2%
Cost per Passenger					
Standard ^(B)	\$30.64	\$29.97	\$54.35	\$0.67	\$24.39
Adjusted ^(C)	\$29.76	\$29.05	\$53.40	\$0.71	\$24.35
Passenger Revenue/Passenger	\$8.55	\$8.73	\$7.91	\$0.18	\$0.82
	YEAR-TO-DATE			VARIANCE	
	MYF	2021	2020*	MYF	2020
Farebox Operating Ratio					
Standard ^(B)	17.9%	19.0%	21.2%	1.1%	-2.2%
Adjusted ^(C)	21.2%	21.8%	26.7%	0.6%	-4.9%
Cost per Passenger					
Standard ^(B)	\$47.89	\$44.73	\$42.92	\$3.15	(\$1.82)
Adjusted ^(C)	\$46.58	\$43.43	\$42.07	\$3.16	(\$1.36)
Passenger Revenue/Passenger	\$8.56	\$8.49	\$9.11	(\$0.07)	(\$0.62)

(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



October 2021

Upper Hudson Train and USS Slater

Photo provided by Linda Morris





Metro-North Railroad

October 2021 Highlights: Ridership Report

(Note: October West of Hudson ridership is preliminary)

October 2021 vs. 2020

The substantial ridership increase in October 2021 compared to October 2020 is attributed to the impact of return-to-work policies and school reopenings, vaccinations, and testing regimes facilitating the gradual return of normal commutation patterns and discretionary travel, as compared to conditions before these strategies were implemented.

East of Hudson ridership increased 97.4% vs. October 2020 and was 2.84% above the forecast.

- East of Hudson Commutation ridership increased by 52.3%.
- East of Hudson Non-Commutation ridership increased by 119.5%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 83.1%.
- Harlem Line Ridership increased by 92.4%.
- New Haven Line Ridership increased by 108.7%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 118.2%.
- Pascack Valley Line Ridership increased by 79.6%.

October 2021 vs. 2019

Total Rail Ridership decreased by 53.6%.

- East of Hudson ridership decreased by 54.0%.
- West of Hudson ridership decreased by 22.9%.

Note:

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

Ben Cornelius

Director

Operations Planning & Analysis

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

RIDERSHIP SUMMARY

October Ridership and Revenue (millions)

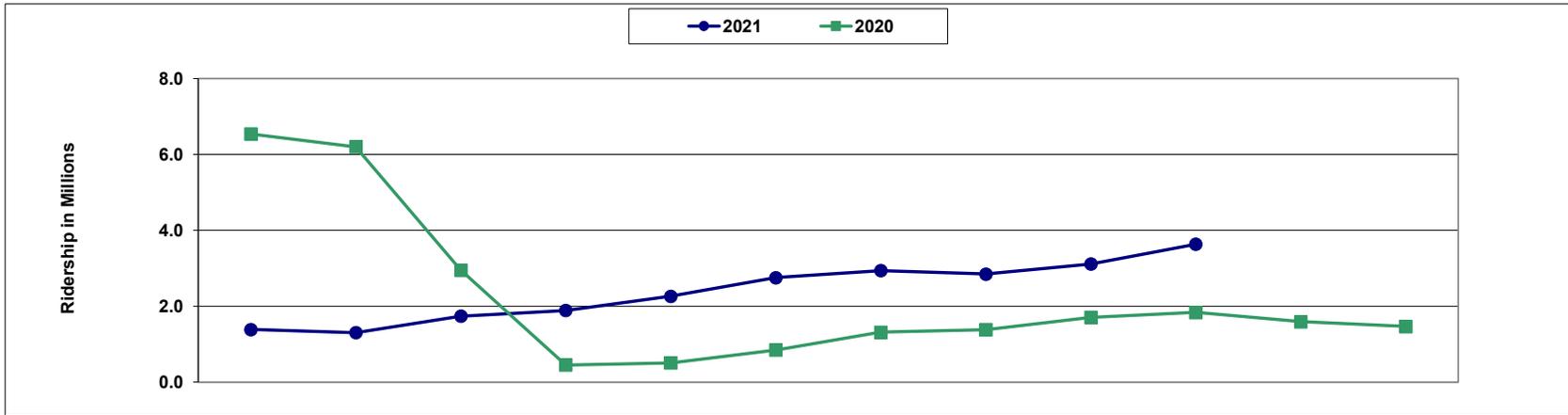
	October 2021	% Change vs. 2020
Total Rail Ridership	3.630	▲ 97.57%
Commutation Ridership	0.920	▲ 52.99%
Non-Commutation Ridership	2.710	▲ 119.25%
Connecting Service Ridership	0.015	▲ 204.04%
Total MNR System Ridership	3.646	▲ 97.86%
Rail Revenue	\$31.71	▲ 114.63%

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

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	23.859	▲ 0.52%	▲ 13.78%
Commutation Ridership	6.357	▼ -46.38%	▼ -21.97%
Non-Commutation Ridership	17.502	▲ 47.33%	▲ 36.48%
Connecting Service Ridership	0.078	▼ -42.24%	▲ 3.80%
Total MNR System Ridership	23.936	▲ 0.28%	▲ 13.74%
Rail Revenue	\$202.61	▼ -7.86%	▲ 5.70%

OCTOBER 2021 RAIL RIDERSHIP (1)

- October's Total Rail Ridership was 97.6% above 2020 and 3.5% above forecast.

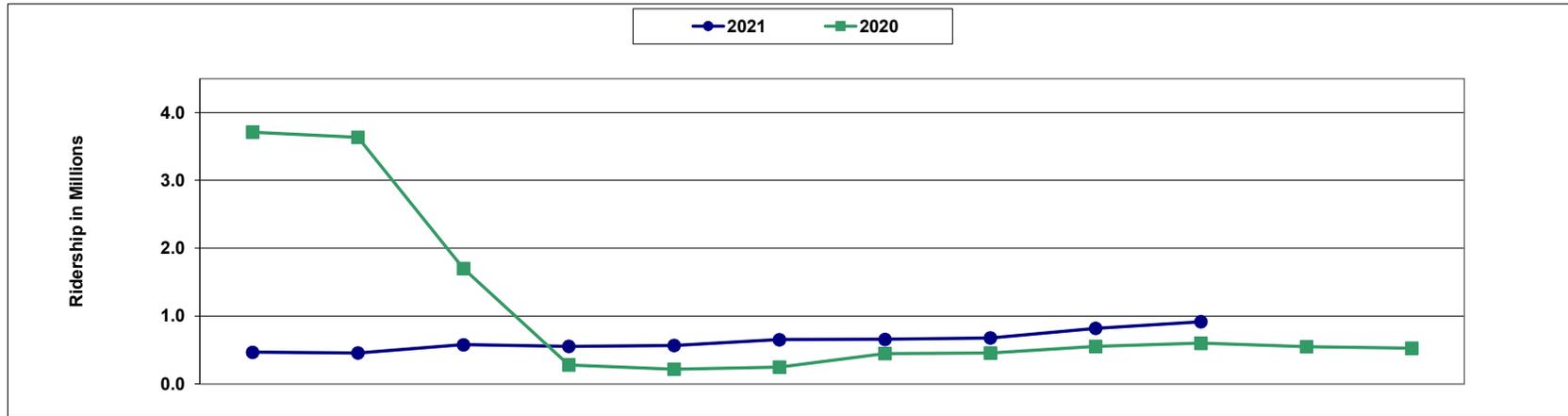


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.8	3.1	3.6			23.9
2020	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	23.7
PCT CHG.	-78.8%	-79.0%	-41.1%	320.5%	345.3%	225.0%	123.3%	105.8%	82.4%	97.6%			0.5%

1) Includes East and West of Hudson.

OCTOBER 2021 RAIL COMMUTATION RIDERSHIP (1)

- October's Rail Commutation Ridership was 53.0% above 2020 and 1.4% above forecast.

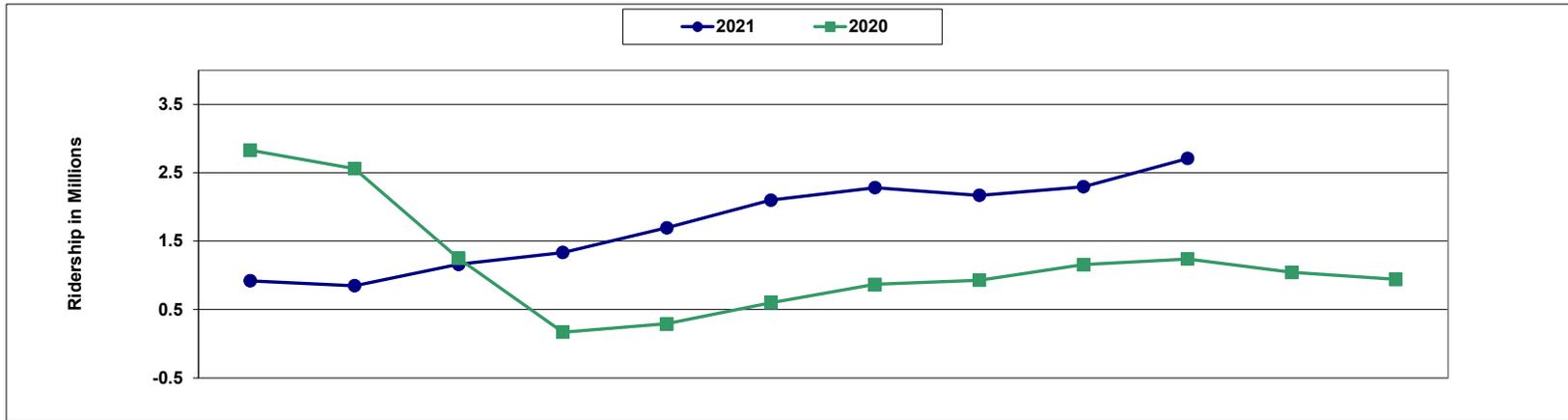


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9			6.4
2020	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	11.9
PCT CHG.	-87.4%	-87.5%	-66.0%	98.8%	160.3%	162.0%	46.8%	48.9%	48.3%	53.0%			-46.4%

1) Includes East and West of Hudson.

OCTOBER 2021 RAIL NON-COMMUTATION RIDERSHIP (1)

- October's Rail Non-Commutation Ridership was 119.3% above 2020 and 4.3% above forecast.

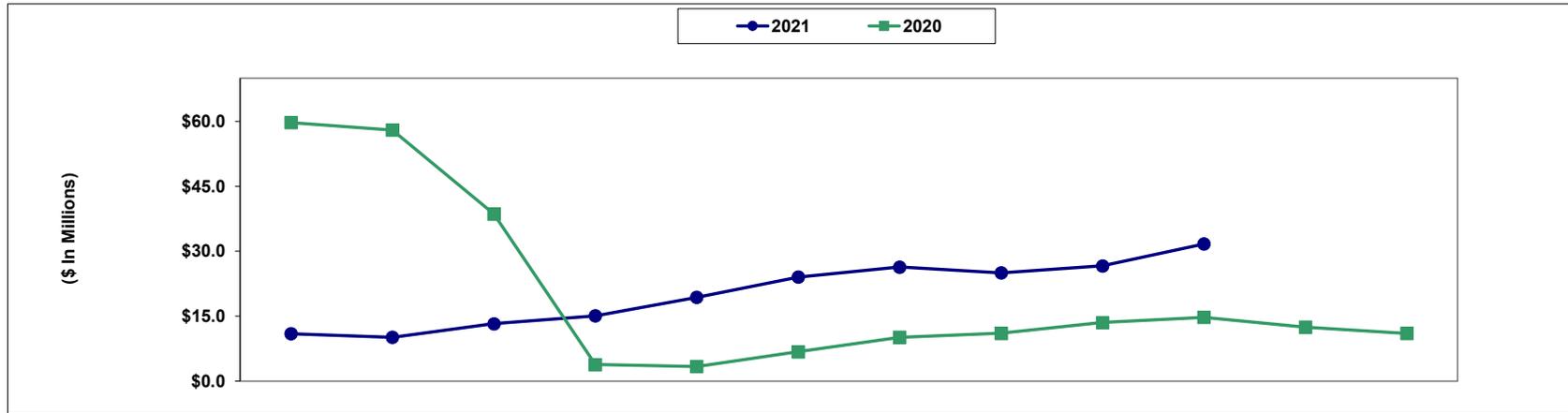


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	0.9	0.8	1.2	1.3	1.7	2.1	2.3	2.2	2.3	2.7			2.7
2020	2.8	2.6	1.2	0.2	0.3	0.6	0.9	0.9	1.2	1.2	1.0	0.9	1.2
PCT CHG.	-67.6%	-66.9%	-7.1%	686.9%	484.1%	251.3%	162.9%	133.7%	98.7%	119.3%			119.3%

1) Includes East and West of Hudson.

OCTOBER 2021 RAIL REVENUE (1)

- October's Total Rail Revenue was 114.6% above 2020 and 5.7% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$11.0	\$10.2	\$13.3	\$15.1	\$19.4	\$24.1	\$26.4	\$25.0	\$26.6	\$31.7			\$202.6
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$219.9
PCT CHG.	-81.6%	-82.5%	-65.7%	294.2%	469.9%	253.4%	160.5%	125.8%	96.6%	114.6%			-7.9%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	OCTOBER 2021	OCTOBER 2021	VARIANCE VS. FORECAST		OCTOBER 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	902,069	893,737	8,332	0.9%	592,110	309,959	52.3%
West of Hudson	17,660	13,217	4,443	33.6%	9,056	8,604	95.0%
Total Rail Commutation Ridership	919,729	906,954	12,775	1.4%	601,166	318,563	53.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,648,791	2,559,004	89,787	3.5%	1,206,546	1,442,245	119.5%
West of Hudson	61,697	40,956	20,741	50.6%	29,700	31,997	107.7%
Total Rail Non-Commutation Ridership	2,710,488	2,599,961	110,527	4.3%	1,236,246	1,474,242	119.3%
TOTAL RAIL RIDERSHIP							
East of Hudson	3,550,860	3,452,741	98,119	2.84%	1,798,656	1,752,204	97.4%
West of Hudson (2)	79,357	54,174	25,183	46.5%	38,756	40,601	104.8%
TOTAL RAIL RIDERSHIP	3,630,217	3,506,915	123,302	3.5%	1,837,412	1,792,805	97.6%
CONNECTING SERVICES RIDERSHIP	15,357	14,003	1,354	9.7%	5,051	10,306	204.0%
TOTAL MNR SYSTEM RIDERSHIP	3,645,574	3,520,918	124,656	3.5%	1,842,463	1,803,111	97.9%

Notes:

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

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

TICKET TYPE/SERVICE	2021	2021	VARIANCE VS.		2020	CHANGE FROM 2020	
	YTD ACTUAL	YTD FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	6,250,397	8,006,968	(1,756,571)	-21.9%	11,604,326	(5,353,929)	-46.1%
West of Hudson	106,591	139,635	(33,044)	-23.7%	251,695	(145,104)	-57.7%
Total Rail Commutation Ridership	6,356,988	8,146,603	(1,789,615)	-22.0%	11,856,021	(5,499,033)	-46.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	17,110,625	12,605,239	4,505,386	35.7%	11,614,445	5,496,180	47.3%
West of Hudson	391,273	218,267	173,006	79.3%	264,985	126,288	47.7%
Total Rail Non-Commutation Ridership	17,501,898	12,823,506	4,678,392	36.5%	11,879,430	5,622,468	47.3%
TOTAL RAIL RIDERSHIP							
East of Hudson	23,361,022	20,612,207	2,748,814	13.3%	23,218,771	142,251	0.6%
West of Hudson	497,864	357,902	139,962	39.1%	516,680	(18,816)	-3.6%
TOTAL RAIL RIDERSHIP	23,858,886	20,970,109	2,888,777	13.8%	23,735,451	123,435	0.5%
CONNECTING SERVICES RIDERSHIP							
	77,561	74,725	2,836	3.8%	134,288	(56,727)	-42.2%
TOTAL MNR SYSTEM RIDERSHIP	23,936,447	21,044,834	2,891,613	13.7%	23,869,739	66,708	0.3%

Notes:

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

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

LINE	OCTOBER 2021 ACTUAL	OCTOBER 2020 RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	1,136,140	590,624	545,516	92.4%
Hudson Line	762,036	416,099	345,937	83.1%
New Haven Line	1,652,684	791,933	860,751	108.7%
Total East of Hudson	3,550,860	1,798,656	1,752,204	97.4%
WEST OF HUDSON				
Port Jervis Line	55,159	25,280	29,879	118.2%
Pascack Valley Line	24,198	13,476	10,722	79.6%
Total West of Hudson (2)	79,357	38,756	40,601	104.8%
TOTAL RAIL RIDERSHIP	3,630,217	1,837,412	1,792,805	97.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	10,679	5,051	5,628	111.4%
Haverstraw-Ossining Ferry	2,759	NA	2,759	NA
Newburgh-Beacon Ferry	1,919	NA	1,919	NA
Total Connecting Services	15,357	5,051	10,306	204.0%
TOTAL MNR SYSTEM	3,645,574	1,842,463	1,803,111	97.9%

Notes:

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

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

TICKET TYPE/SERVICE	2021 YTD ACTUAL	2020 YTD RESTATED (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	7,409,986	7,656,281	(246,295)	-3.2%
Hudson Line	5,004,035	4,873,890	130,145	2.7%
New Haven Line	10,947,000	10,688,600	258,400	2.4%
Total East of Hudson	23,361,022	23,218,771	142,251	0.6%
WEST OF HUDSON				
Port Jervis Line	312,482	311,522	960	0.3%
Pascack Valley Line	185,382	205,158	(19,776)	-9.6%
Total West of Hudson	497,864	516,680	(18,816)	-3.6%
TOTAL RAIL RIDERSHIP	23,858,886	23,735,451	123,435	0.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	69,001	99,773	(30,772)	-30.8%
Haverstraw-Ossining Ferry	4,989	23,309	(18,320)	-78.6%
Newburgh-Beacon Ferry	3,571	11,206	(7,635)	-68.1%
Total Connecting Services	77,561	134,288	(56,727)	-42.2%
TOTAL MNR SYSTEM	23,936,447	23,869,739	66,708	0.3%

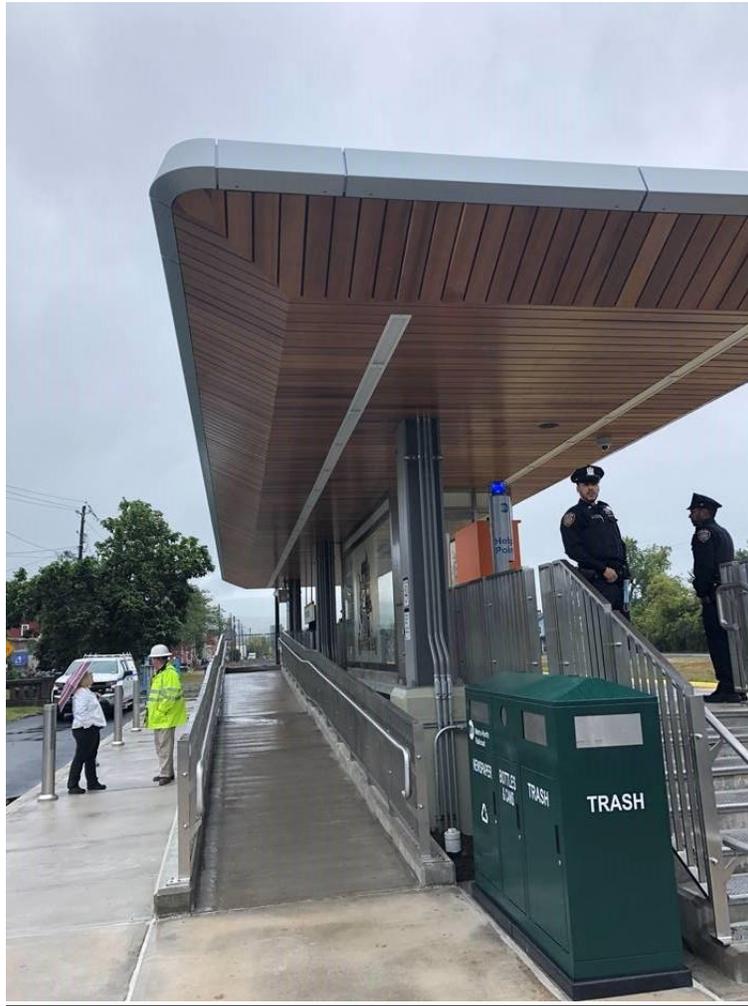
Notes:

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



Metro-North Railroad

October 2021 Highlights: Capital Program Status Report



Port Jervis Station Improvements

Overview of New Platform and Canopy

Ziona Rubin

Acting Vice President
Capital Programs



Metro-North Railroad

October 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 October, Metro-North committed task totaling \$208.7 million including Grand Central Terminal Trainshed Sector 1 Repair. Metro-North had no scheduled completions for the month of October. Metro-North had no scheduled contract closeouts for the month of October.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 10/31</u>	<u>Achieved thru 10/31</u>	<u>% thru 10/31</u>
Design Awards*	\$25.1	\$25.1	\$4.8	19%
Construction Awards*	\$49.6	\$49.6	\$0	0%
Substantial Completions	\$963	\$618.8	\$407.6	66%
Closeouts*	\$278	\$120.8	\$78.9	65%

*Does not include support costs

Ziona Rubin
Acting Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

October 2021

CONTRACT AWARDS:

M8020101 GCT Trainshed Priority Repairs 7

Milestone: Contract Award \$7,168,298

This contract was awarded in October for a comprehensive structural inspection of Metro-North Railroad's Grand Central Terminal train shed and Park Avenue Tunnel. A priority list will be developed from this comprehensive inspection that will detail the areas most affected, which will then have a design done and will lead to construction. This prioritizes the state of good repair work by what is most needed.

M8030105 Rebuild Marble Hill Retaining Wall – Phase 1

Milestone: Contract Award \$1,200,606

This contract was awarded in October for the inspection and design to replace the Marble Hill seawall located south of the Broadway Bridge which crosses the Hudson Line.

PROJECT COMPLETIONS:

No project completions in October 2021.

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; signal power; positive and negative feeders; trough installation and manhole construction and track lateral/crossings at different areas terminating and pulling control cables. Continued performing grounding work; jumper work; roadway grading; backfilling at new platforms; commissioning and testing of power system; and punch list work.

Overall project substantial completion is anticipated after successful cutover and system commissioning is completed in the third quarter 2022.

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – Continued preparation for installation of masonry units. Completed partial electrical demolition after Con Edison disconnection. This substation is online and currently running revenue service.
- Croton-Harmon – Completed installation of smoke and heat detectors at Croton Harmon station. Continue installation and termination of impedance bonds. Substation energization and short circuit testing are pending the completion of the feeder cables splicing 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, including substation cutover & commissioning, by February 2022.
- Riverdale – All work is completed. This substation is online and currently running revenue service.
- The Brewster Substation (under Project M6050103) – Completed programming the transformer's relay. 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 December 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 energization for all site transformers and continued demolition and removal of old cable/poles. Completed installation and restored tracks at the west of RRSS and continued installation of EMU overpass. Continued installation of cable tags, seals, megger testing, site lighting, cathodic protection, underdrains and ductbanks in the north yard. Continued installation of tracks 84, 86 and 88 and installation of ballast, track crossings, negative cable, third rail jumper conduits and third rail in the north yard. Completed installation of building foundations, beams and continued installation of structural steel along the G, J', J, L, M and H lines, reinforcement, MEP and conduit in 2nd floor. Continued car hoist pits and caissons along track 47, and elevator pits and under slab utilities in the Running Repair and Support Shop area. Continued installation of grade beams, metal panels, track 50 footing, plumbing, bug & stinger ductbanks and structural steel in the blow shed area.

2021 MNR Capital Program Goals As of October 31st 2021 In Millions

