



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

December 2021

Members

R. Herman (Co-Chair)

K. Law (Co-Chair)

F. Borelli

G. Bringmann

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

H. Porr, III

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Monday, 12/13/2021
9:30 - 10:30 AM ET

1. Public Comments Period

2. Summary of Actions

MNR Summary of Actions - None

LIRR Summary of Actions - None

MTA C&D Summary of Actions

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3. Approval of Minutes - November 15, 2021

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LIRR Minutes - Page 14

4. 2021 Work Plans

MNR Work Plan

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LIRR Work Plan

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5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

MNR Report

- **MNR Safety Report**

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LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 35

MTA C&D Report - None

MTA Police Report

MTA Police Report - Page 39

6. AGENCY INFORMATION ITEMS

MNR Information Items

- **2022 Final Proposed Budget**

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- **2022 Proposed Committee Work Plan**
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- **Diversity/EEO Report - 3rd Quarter 2021**
Diversity & EEO Report - 3rd Quarter 2021 - Page 64
- **Review of Committee Charter**
Review of Committee Charter - Page 65
- **Fall 2021 MNR Customers Count & COVID Results**
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LIRR Information Items

- **2022 Final Proposed Budget**
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- **2022 Proposed Committee Work Plan**
2022 Proposed Committee Work Plan - Page 90
- **Diversity/EEO Report – 3rd Quarter 2021**
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- **Holiday Service & Winter Trackwork**
Holiday Service & Winter Trackwork - Page 97
- **Review of Committee Charter**
Review of Committee Charter - Page 100
- **Fall 2021 LIRRR Customer Count & COVID Results**
Fall 2021 LIRRR Customer Count & COVID Results - Page 103

7. PROCUREMENTS

MNR Procurements - None

LIRR Procurements - None

MTA C&D Procurements

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- **Competitive**
Competitive - Page 129

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

MNR Reports

- **MNR Operations Report**
MNR Operations Report - Page 132
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 140
- **MNR Finance Report - None**
- **MNR Ridership Report - None**

LIRR Reports

- **LIRR Operations Report**
LIRR Operations Report - Page 143
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 153
- **LIRR Finance Report - None**
- **LIRR Ridership Report - None**

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Hitachi Rail STS USA, Inc	\$31,319,480	MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract (6398) for design-build services for the Long Island Rail Road Queens Interlocking Signal System Project.

Minutes of the Regular Meeting
Metro-North Committee
Monday, November 15, 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, Co-Chair
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Rhonda Herman, Co-Chair
Hon. Robert Linn
Hon. David Mack
Hon. Harold Porr
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

The following Board members were present via video conference:

Hon. Frank Borelli
Hon. Michael Fleischer

The following Board members were not present: None

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
Yvonne Hill-Donald – Vice President, Human Resources
Justin Vonashek – Senior Vice President, Operations
Mark Mannix – Senior Director, Corporate and Public Affairs
Shelley Prettyman – Acting 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 Metro-North President and Metro-North staff noted above, Long Island Rail Road (“LIRR”) Senior Vice President Robert Free and various members of the LIRR staff attended the Joint Committee meeting. The minutes of the LIRR Committee for the meeting of November 15, 2021 should be consulted for matters addressed at the joint meeting relating to LIRR.

Co-Chair Law called the joint meeting to order.

PUBLIC COMMENT:

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

Lisa Daglian, Executive Director of the PCAC, thanked those who work on the railroads for getting riders where they need to go safely. However, she also stated concerns about long rides with lots of local stops and that service that riders were used to having is not running during rush hours. She noted that an agreement reached last week with New Jersey and Connecticut allows the MTA to apply for pandemic relief and believes it should be used to allow sufficient service, with trains, train cars, and service levels closer to pre-pandemic levels.

Additional details of the comments made by the public speakers are contained in the minutes of the LIRR Committee for the meeting of November 15, 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 October 18, 2021 Metro-North Committee Meeting.

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 was pleased to report that last week Metro-North received the American Public Transportation Association ("APTA") 2021 Gold Award for Rail Safety Excellence for an innovative system that allows train dispatchers to ensure worker safety by de-energizing tracks at the touch of a button, streamlining a process that formerly involved manually filling out paper forms. Known as the Plate Order Protection System ("POPS"), this first-of-its-kind safety system was developed in-house by Metro-North's Communications & Signals Team. POPS gives rail traffic controllers and power directors a computer-based option to set parameters for de-energizing tracks within a work area from the Operations Control Center in real time. Metro-North is thrilled to receive this award and is so proud of the team behind this program. POPS is the latest example of Metro-North's continued commitment to implementing new technology to keep our employees and customers safe.

President Rinaldi reported that on November 7, 2021, working in partnership with Connecticut DOT, Metro-North eliminated the last dark territory Manual Block System segment on its entire system when Metro-North activated Centralized Traffic Control on the 27-mile Waterbury Branch. Having all lines and branches signalized and operating with positive train control ("PTC") is the next phase that will happen next weekend. Metro-North appreciates our

customers' patience as this final work is being done. President Rinaldi thanked the project team for all they did to bring everything on line.

President Rinaldi devoted the balance of her remarks to a Power Point, which summarizes recent milestones and achievements in furtherance of Metro-North's Way Ahead – Moving Forward Strategic Plan. President Rinaldi stated that Metro-North's focus continues to be on restoring and welcoming back ridership, guided by the initiatives in Metro-North's Way Ahead – Moving Forward Strategic Plan. Post-COVID, Metro-North's Mission, Vision, and Values are more important than ever. President Rinaldi indicated that Metro-North wants to set the standard for safety, reliability, and innovation in the delivery of customer service. Metro-North continues to focus on our three priorities – our customers, our people, and our infrastructure.

President Rinaldi stated that Metro-North's public-facing Way Ahead Plan, which launched in the Fall of 2018, integrates Metro-North's challenges into our new COVID-19 reality. The series of challenges and changes we face organizationally, financially, and more broadly as a society are daunting as a result of the Covid-19 pandemic. Way Ahead – Moving Forward will continue to focus on three priorities - our Customers, our People, and our Infrastructure - and Metro-North's work in these areas has been guided by the three principles - Safety, Integrity, and Innovation. As the region reopens, Metro-North will continue to look at what it will take for us to recover and for us to help the region recover. As part of the MTA Transformation, Metro-North is partnering with the other MTA Towers – especially the Communications Tower – to ensure an excellent customer experience. President Rinaldi stated that Metro-North has updated our strategies in each of our priority areas to respond to new challenges.

Although Metro-North customers have been riding more frequently, Metro-North's weekday and weekend ridership is still down from pre-pandemic levels. However, Metro-North anticipates that weekday and weekend ridership will continue to grow and return in earnest for the remainder of 2021 and in 2022. Though there is still a lot of uncertainty about what ridership patterns may emerge and how this will affect our future service levels and finances, Metro-North's Plan is essential for the delivery of safe and reliable transportation services and an excellent customer experience.

President Rinaldi stated that a core customer strategy as seen throughout 2021 is to maximize customer health, safety, and confidence. Daily cleaning and disinfecting of stations and trains has become a fundamental element of Metro-North's pandemic response and an important component of building and maintaining customer confidence. All employees, especially our coach cleaners and power washing stations team, have an integral role to play in our strategy to ensure all stations and trains are cleaned and disinfected frequently. Additionally, through our ongoing partnership with the MTA Police, our customers feel more safe and secure at stations and aboard our trains.

President Rinaldi indicated that Metro-North wants to increase service and travel options as more and more riders continue to return to the rails. It is essential that we are doing everything we can to accommodate them and modify train services and schedules based on changing demands. The schedule that Metro-North put into place on August 29:

- Increased service to 82% of pre-pandemic levels. Restored weekend service is returning to full pre-pandemic levels.

- Resumed direct service between Grand Central Terminal and Wassaic and New Canaan, along with ferry service on the Hudson Line.
- Added trains to the Hudson Line weekend schedule as the fall foliage season kicked off in the Hudson Valley and as weekend leisure travel continues to grow.

President Rinaldi indicated that this morning (November 15), New Jersey Transit added service to the Pascack Valley Line - adding an express train during the morning rush hour period and an additional train out of Hoboken in the early afternoon to increase service options and speed up commute times between Rockland County and New York City. On the Port Jervis Line, New Jersey Transit adjusted the schedules of six weekend trains, which now include significant travel time.

With respect to on time performance (“OTP”), President Rinaldi stated that October’s train service operated above goal at 96.6%. By line, the OTP was:

- Hudson Line – 96.8%
- Harlem Line – 96.6%
- New Haven Line – 96.4%

President Rinaldi stated that West of Hudson service operated at 92.6% OTP, and YTD performance was slightly below goal at 93.3%.

In October, Metro-North announced a pilot program coming to Grand Central Terminal for bicyclists in collaboration with Brooklyn-based startup Oonee. A six-space secure bike parking pod known as Oonee’s Mini will be installed at Grand Central’s former taxi stand space. The pilot program will run for one year with an expected launch later this month. President Rinaldi stated that Metro-North understands the importance of promoting sustainable transportation and sees the growth in bike usage as a natural partner to mass transit. That is why Metro-North – along with LIRR - also removed the permit requirement for bicycles on trains.

President Rinaldi indicated that in partnership with the Communications Group and the Customer Service Group, Metro-North integrated numerous “Welcome Back New York” initiatives. Off peak fares are in effect through December 31, 2021. Rail customers using single ride trips and ten trip tickets can benefit from savings of nearly 40% off the normal price. Other “Welcome Back New York” initiatives that have been announced recently include Friends and Family Wednesdays, Autumn Weekends, and MTA Away – which replace the deals and getaway programs which were run by each agency. Customers can learn about current deals and destinations, regardless of which agency, through robust digital signage appearing in stations, on board trains and buses, and on a brand new dedicated website – MTAaway.com.

In addition, President Rinaldi stated that she and several of Metro-North’s leadership team appeared at an event at the White Plains station, located in downtown White Plains. The White Plain station, Metro-North’s third busiest station, has undergone a full scale renewal. The White Plains station project transformed the station into a state-of-the art complex with a more customer friendly atmosphere for everyone. The top-to-bottom station transformation included a

refurbishment of the station's main entrance, the Main Street and Hamilton Avenue entrances, and the Mott Street tunnel. President Rinaldi stated that the station was remodeled to bring an updated, modern aesthetic, including updated signage, glass entrances, wood soffits, a widened main lobby, improved lighting, an upgraded HVAC system, and a remodeled waiting room and restroom. The side and island platforms were extended to increase capacity and a heated platform was added to the northbound platform.

President Rinaldi stated that Metro-North is also looking to enhance accessibility throughout the Metro-North system. For West of Hudson, Metro-North completed improvements at the Port Jervis station – making it fully accessible and providing a more modern feel. These upgrades 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 is actively working with New Jersey Transit to explore additional accessibility improvements at other West of Hudson stations.

Metro-North has a long-standing commitment to accessibility, and in 2021, President Rinaldi stated that Metro-North established an Accessibility Task Force to strengthen these efforts. The Accessibility Task Force is a forum for the exchange of information about Metro-North services and facility accessibility as they relate to persons with disabilities and their transportation needs. As part of the Way Ahead – Moving Forward Plan, Metro-North is continuing to collaborate with the Metro-North Accessibility Task Force to identify opportunities for enhancements. President Rinaldi stated that Metro-North is grateful to have the active participation of Quemuel Arroyo, MTA's Chief Accessibility Officer, along with several Board Members and advocates. Metro-North's multi-station elevator project to install ADA elevators at Scarsdale, Hartsdale, and Purdy's stations will begin in 2022. Finally, Metro-North also continues to promote its Call Ahead Program for customers who need assistance getting on or off the train, assisting customers who rely on wheelchair assistance, or providing escorts for those who are visually impaired.

President Rinaldi stated that a core strategy for Metro-North is communicating timely, accurately, and openly with our customers. Throughout the pandemic, Metro-North Stations personnel continued to provide face-to-face customer service at key stations through our Station Ambassador Program – as well as through our Station Talk Program, Mask Force events, and TRACKS Program. Metro-North continues to utilize and expand multiple communication channels and technologies for customer information, service alerts and changes, including expanding digital displays throughout our system and on board trains. As part of the MTA Transformation, Metro-North is working closely with all of the various teams in the new Communications Tower at MTA.

Last Wednesday, November 10, Metro-North was thrilled to bring back our “Connect with Us” customer outreach program for the first time since the start of the pandemic – with a forum at Grand Central Terminal. Metro-North initiated this program in 2014, hosting these forums at various locations across its service territory to provide an opportunity for senior Metro-North leaders to hear directly from customers and to foster an open dialogue with customers about service and progress on major issues. Metro-North is in the process of scheduling future “Connect with Us” events around the territory.

President Rinaldi indicated that Metro-North is looking to improve the customer experience through innovation. Metro-North's popular TrainTime app is now available on Apple watches and will be available for Android watches soon. Metro-North is the first commuter railroad to provide companion smartphone availability for customers. Customers are able easily to save their favorite trips and station information for quick, easy, and safe viewing on their smart watch. They no longer need to look for the phone while traveling on Metro-North. Through the creation of bookmarks in the TrainTime app on their phone, customers will receive push notifications to their watch alerting them to track changes, service alerts, and passenger crowding information affecting their bookmarked trips – while saving them time and providing a safer experience. This information is available in Spanish, Italian, Chinese, Portuguese, and Yiddish.

In response to questions from Board Member Bringmann, President Rinaldi stated that the rules regarding when bicycles are permitted on trains have not changed – only the permitting requirement has changed. President Rinaldi also stated that scooters are getting to be a bigger issue, as some of the scooters are quite large. Metro North is looking to see what it needs to do to control that issue.

In response to a question from Co-Chair Law, President Rinaldi clarified that permits are no longer needed to bring bicycles on the trains.

In response to a question from Board Member Zuckerman, President Rinaldi said Metro-North needs to find the sweet spot between running service that will lure people back, but not spending money on service that is not needed. President Rinaldi indicated that Metro-North is looking at where train consists can be lengthened, frequency of service, developing a schedule with more express service, and reducing running times safely to approximate what customers had years ago.

Board Member Glucksman stated that Metro-North needed more express service and reduction of running times. He also mentioned that a Metro-North employee complained to him about the scooters.

Board Member Linn asked for information about whether the increased on-time performance is because of longer train times or times allowed at each station. He also asked for weekly and monthly data regarding percentage of vaccinated employees.

Board Member Bringmann stated that customers look at crowding differently than the railroads – customers believe trains are packed when they are standing even if the middle seats are empty.

Board Member Brown stated that he would like to see maximum and minimum crowding statistics for each trip.

In response to a question from Board Member Glucksman, President Rinaldi stated that most complaints involved crowding on the New Haven line and also that some customers no longer have their express trains.

Co-Chair Herman stated that people have told her that they are willing to sit in the middle seat so long as everybody is masked. In response, President Rinaldi stated that the mask

compliance rate is good, although we can always do better. Conductors are distributing masks, Metro-North has received support from the MTAPD, and mask compliance is a top of mind issue.

Board Member Mack stated that we should continue to monitor the mask compliance rate.

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:

Acting Vice President – System Safety Shelley Prettyman stated that Metro-North's Safety Report appears on pages 36-38 of the Committee Book. Acting Vice President Prettyman reported that the FRA reportable customer accident rate per million customers was 1.75 for the reporting period, which was up from 1.13 in the prior reporting period. The FRA reportable employee lost time injury rate per 200,000 hours worked was 1.88 for the reporting period, which was down from 2.08 for the prior reporting period. Metro-North has experienced no grade crossing incidents, no main line reportable train derailments, and no main line reportable collisions for the year to date. Metro-North logged 138,552 employee safety training hours year to date. Community outreach contacts is at 87,250 for September 2021, which brings Metro-North to 163,014 for the year to date. September results are higher because of increased social media presence and other activities for rail safety week, which was held September 20-26, 2021. A few examples of rail safety week events were outreach at stations and grade crossings, a rail safety contest (which continues to run through December 19), and Red Out for Rail Safety day – where Metro-North Maintenance of Way employees wear red shirts with Metro Man (Metro-North's track safety mascot) to promote rail safety awareness.

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 Ms. Prettyman's remarks.

MTAPD REPORT:

Acting Chief of the MTA Police Department ("MTAPD") Joseph McGrann stated that systemwide numbers for Metro-North and LIRR combined are up 17% compared to last year, but that the numbers continue to be skewed because of the pandemic, with total major felonies down about 31% compared to 2019. There has been an increase in felony assaults, particularly against police officers when effecting arrest, but also against conductors – with a Metro-North conductor seriously injured just last month.

While there are no credible international threats against major transportation facilities, MTAPD continues to remain alert. The "see something say something" campaign remains effective.

Chief McGrann stated that there have been increased police officer train rides, with 75 per day on Metro-North trains for the protection of customers and employees. There are also approximately 107 step-ons per day on Metro-North trains, where officers step on trains to ensure mask requirement compliance and to provide public safety assurance.

Body worn cameras have been delivered and training has begun. Every officer will wear one beginning in January 2022.

Chief McGrann stated that the MTAPD continues to bring on new officers. By mid-summer 2022, MTAPD should complete the hiring of 500 additional officers.

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:

There were no joint information items.

METRO-NORTH INFORMATION ITEMS:

Metro-North's Way Ahead – Moving Forward Strategic Plan, which was discussed during President Rinaldi's presentation, was presented as an information item.

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

METRO-NORTH PROCUREMENTS:

There were no Metro-North procurements.

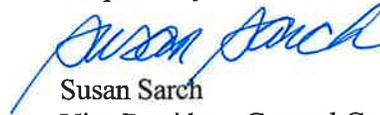
OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, FINANCIAL, AND CAPITAL PROGRAM REPORTS:

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

Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, November 15, 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. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Rhonda Herman, Co-Chair
Hon. Robert Linn
Hon. David Mack
Hon. Harold Porr
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

The following Board members were present via video conference:

Hon. Frank Borelli
Hon. Michael Fleischer

The following Board members were not present:

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 Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee for the meeting of November 15, 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:

LIRR Acting Vice President-General Counsel & Secretary Stephen Papandon introduced one public speaker.

The following public speaker commented on matters related to LIRR:

Lisa Daglian, Executive Director of the PCAC, thanked those who work on the railroads for getting riders where they need to go safely. However, she also stated that she has heard about crowding in early morning trade trains to the point where riders are standing the whole way inbound or giving up and driving. She stated that, as commute patterns evolve, this cannot be the new normal – LIRR must add capacity to existing trains as warranted or risk losing riders.

Additional details of the comments made by the public speaker are contained in the minutes of the Metro-North Committee for the meeting of November 15, 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 October 18, 2021 LIRR Committee Meeting.

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 that a lot of Islanders fans have been anxiously waiting for the opening of the UBS Arena to watch their hometown team and other special events, that their wait is over, and that the Islanders first game at their new home is this Saturday, November 20. To enhance their experience, LIRR is expanding service to allow fans to get to and from the arena via the new Elmont train station. Starting this Saturday, November 20, LIRR will be providing multiple travel options to the UBS Arena for events, as follows:

- Extra trains will be added between Belmont Park station and Jamaica station (pre and post event).
- Main Line trains will make added stops at Queens Village station (westbound trains pre and post event and eastbound trains post event).
- Hempstead Branch trains will stop at Queens Village Station (pre and post event).
- Hempstead Branch eastbound trains will stop at the new Elmont station pre and post event.

- Customers at Queens Village station or the new Elmont station will be accommodated by shuttle buses provided by UBS Arena between those stations and the arena.

Customers can find this train service information on the MTA website. As always, we ask that customers check the LIRR TrainTime app for the latest real-time service information before and during travels.

Earlier this month LIRR unveiled the new Carle Place station. As part of the LIRR Expansion Project, Carle Place station was completely revamped with a new overpass, platform canopies, and new elevators - making the station fully ADA accessible. The station also includes wider platforms, platform shelters, digital signs, free WiFi, and charging outlets. This completion brings us one step closer to our ultimate goal of making LIRR 100% ADA accessible. It is exciting to see the Expansion Project progressing so well and all the added benefits that our customers are experiencing because of it.

As we have historically done and continue to do during the pandemic, LIRR is closely monitoring ridership so we can best match our schedules to customer needs. Daily ridership continues to creep up. On weekdays, we are seeing about 52% of pre-pandemic ridership. The weekends remain strong, with ridership at 72% on Saturdays and 76% on Sundays of pre-pandemic numbers. In October, more than 3.9 million rides were taken on our system, which is an 8.5% increase over September.

On-Time Performance for the month of October closed at 97.8%, above the monthly goal of 94.0%. For the year so far, we are at 96.3% - an increase of 0.3 percentage points compared to the same period last year. All of our 11 branches operated at or above goal – not just for the month of October – but for the entire year so far as well. This further proves that everything we have been doing from proactive maintenance to ambitious cutting-edge technology has been delivering - giving our customers the safe, reliable, and on-time service they deserve.

LIRR has been tackling a number of state-of-good-repair projects, fortifying its system, keeping it safe and reliable - which directly contributes to getting our customers to their destination on time. Some of these efforts include installing more than 48,000 concrete ties and replacing more than 200,000 linear feet of running rail, over 7,000 linear feet of third rail, and 143 communication and high tension poles. We also cut over a new signal system on the Long Beach Branch. The new system improves redundancy by providing alternate control features, resiliency by raising critical infrastructure, and operational flexibility by allowing LIRR to operate in both directions on both tracks with signals. While these improvements might not be noticeable to the eye or get a ton of attention like other enhancements, these components are truly the backbone of what helps keep our service running reliably.

With fall in full swing, our strategy for combating slippery rail conditions is well underway. Our laser trains and power washers are operating daily, covering more than 3,000 miles of track so far this season. For the month of October, we are off to a good start - as we operated a full schedule of trains and consist sizes - meaning we did not have to alter our schedule due to cars being taken out of service because of flat wheels.

The holiday season is here and to assist our customers with their holiday travels we will provide extra service on Thanksgiving Eve, November 24 by adding ten additional trains in the early afternoon to our regular weekday schedule. In yet another sign of things returning to normal, the Thanksgiving Day Parade is allowing spectators this year, and we will be providing additional train service on Thanksgiving Day, November 25 to help get customers there. In the morning, there will be six extra westbound trains for those attending the parade. In the early afternoon, eleven extra eastbound trains will operate for those returning home from the parade or heading to Long Island for Thanksgiving gatherings. Again, we ask that customers check the LIRR TrainTime app.

Lastly, as part of our award-winning TRACKS safety education program, our Corporate Safety Department is holding a Safety Super Hero contest this year through December 15. Open to K-12 students across our service territory, participants are asked to get creative and come up with a new name for the LIRR Safety Super Hero – as well as a new look and slogan or lyrics. Our safety department will combine the three winning entries to create and use the LIRR Super Hero to promote safety. More information on the contest and how to enter can be found at mta.info by searching the term TRACKS.

Other reports and performance summaries can be found in the Committee Book.

In response to a request by Board Member Mack that LIRR keep an eye on cleanliness from the crowds during Thanksgiving, Senior Vice President Free responded that LIRR will have extra personnel and will also have an alcohol ban on Thanksgiving Eve and Thanksgiving Day.

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 33 of the Committee Book, reporting on safety through the end of September 2021.

Vice President Ebbighausen noted the thousands of people on Long Island who dedicate their time to providing emergency services. In support, LIRR held a simulated drill at Belmont Station involving a derailment and a fire in preparation for the opening of UBS Arena. She thanked Chief Conti from the Elmont Fire Department for partnering with LIRR and also thanked key LIRR staff.

LIRR's average reportable customer injury rate was 3.08 per million customers as compared to 4.78 per million customers over the same period last year. During this reporting period, the employee lost time injury rate was 3.97 per 200,000 hours worked as compared to 3.3 per 200,000 hours worked for the same period last year.

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 stated that systemwide numbers are up 17% compared to last year but that the numbers continue to be skewed because of the pandemic, with total major felonies down about 31% compared to 2019. There has been an increase in felony assaults, particularly against police officers when effecting arrest, but also against conductors.

While there are no credible international threats against major transportation facilities, they continue to remain alert. The "see something say something" campaign remains effective.

There have been increased officer train rides, with 75 per day on LIRR trains for the protection of customers and employees. There are also approximately 107 step-ons per day on LIRR trains, where officers step on trains to ensure mask requirement compliance and to provide public safety assurance.

Body worn cameras have been delivered and training has begun. Every officer will wear one beginning in January.

They continue to bring on new officers. By mid-summer 2022, they should complete the hiring of 500 additional officers.

In response to a request from Co-Chair Law to contact Assemblyman Phil Boyle, who complained about aggressive panhandling at Babylon station, Acting Chief McGrann stated that the station is a concern because of a methadone clinic in close proximity and that they will reach out to Assemblyman Boyle.

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:

There were no joint information items.

LIRR INFORMATION ITEMS:

LIRR's Thanksgiving and Event Service and East Side Access ("ESA") Support Projects Update were presented as information items.

In response to a question from Co-Chair Law regarding a problem with the Port Washington expanded rail yard related to the ESA Support Projects Update, Vice President –

Maintenance of Way Paul Dietlin stated that the yard was still in the planning stage and that we needed to continue dialogue with the Town to examine options before construction can begin.

The details of these 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 and questions from Board Members and LIRR staff.

LIRR PROCUREMENTS:

There were no LIRR procurements.

MTA CONSTRUCTION & DEVELOPMENT PROCUREMENT ITEMS:

MTA Construction & Development (“C&D”) Vice President David Cannon presented three procurements, which are found beginning on page 87 of the Committee Book:

1. A publicly advertised, competitively solicited and negotiated contract to Posillico Civil, Inc. in the amount of \$38,092,008 to construct Phase 3B of LIRR’s Sandy Restoration and Resiliency Project for the Long Island City Storage Yard.
2. A modification to the ESA consultant management contract with Jacobs/LiRo Joint Venture in the amount of \$14,272,889 for additional funding and the addition of an option for final closeout of ESA contracts. The additional funding is for additional unanticipated scope that are detailed in the staff summary. The option can be exercised at C&D’s sole discretion, extends the contract past the ESA revenue service date to allow Jacobs/LiRo to assist in the closeout process of ESA construction contracts. Funding is available in the ESA project budget.
3. A modification to the project management consultant services to WSP USA, Inc. in an amount not to exceed \$6,355,431.31 to extend the contract term for the Penn Station LIRR Train Hall Renovation Project for an additional 12 month period from January 23, 2023 to January 22, 2024. The extension request is due to the alignment of this contract with the construction project schedule. When the contract was awarded, it was anticipated that Phase 1 and Phase 2 of the project would overlap and be completed by the end of 2022, but the development and award of Phase 2 was delayed by the lack of as-built data, required coordination with other projects at Penn Station, and redesigns necessary to reduce Phase 2 cost to meet the available budget for the project. Phase 2 is scheduled to be completed by the end of 2023.

Co-Chair Law commented that the work that Vice President Cannon and his team do are really impressive.

Board Member Bringmann stated that it was important to have Board Members walk through the job sites. He noted that he was able to walk through a job site and now has no problem with the change order.

Upon motion duly made and seconded, all three 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 Co-Chair Law, Executive Director – Management and Budget Francis Landers stated that fuel costs are greater than forecast, although some additional costs are offset by lower usage. LIRR will adjust its forecast in the future.

In response to a question from Co-Chair Law regarding commutation ridership which, according to the Committee Book is down 41% from 2020 rather than from 2019. Senior Vice President Free stated that they will look into this further.

ADJOURNMENT:

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

Respectfully submitted,



Stephen N. Papandon
Acting Vice President, General Counsel & Secretary

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>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
<u>May 2022</u>	
Track Program Quarterly Update	Engineering
LIRR/MNR PTC Implementation Update	President
Diversity/EEO Report – 1 st Quarter 2022	Diversity and EEO

<u>June 2022</u> Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>July 2022</u> Grand Central Terminal Retail Development Track Program Quarterly Update	MTA Real Estate Engineering
<u>September 2022</u> 2023 Preliminary Budget (Public Comment) 2021 Mid-Year Forecast Diversity/EEO Report – 2 nd Quarter 2022	Finance Finance Diversity and EEO
<u>October 2022</u> 2023 Preliminary Budget (Public Comment) LIRR/MNR PTC Implementation Update Track Program Quarterly Update	Finance President Engineering
<u>November 2022</u> Progress on Way Ahead Strategic Plan	Strategic Initiatives

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

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.

NOVEMBER 2022

Progress on Way Ahead Strategic Plan

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

Long Island Rail Road 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>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
<u>May 2022</u>	
June Timetable Change & Trackwork Programs	Service Planning

Diversity/EEO Report – 1st Q 2022
PTC Status Report

Administration/Diversity
President

June 2022

Summer Track Work Programs

Service Planning

July 2022

September Timetable Change & Trackwork Programs Service Planning

September 2022

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

Management & Budget
Service Planning
Administration/Diversity

October 2022

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

President
Service Planning

November 2022

East Side Access Support Projects Update
Thanksgiving & Event Service

President/Sr. Staff
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

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.

NOVEMBER 2022

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.



Metro-North Railroad



MaskForce with President Rinaldi, Metro-Man, NYS Senator Shelley Mayer and NYS Assemblymember Amy Paulin

Tuckahoe, NY
October 2021

Shelley Prettyman
Acting Vice President
Office of System Safety



Safety Highlights:

Metro-North Railroad (MNR) continues to promote customer and employee safety during the ongoing COVID-19 pandemic. On October 19, 2021, MNR President Catherine Rinaldi joined elected officials, Metro-Man, MNR's TRACKS program mascot, and other members of the MNR team to distribute face masks to customers at MNR's Tuckahoe Station. This event was part of the MTA Mask Force program to promote mask wearing on board trains and inside stations to help stop the spread of COVID-19.

For the current 12-month reporting period (November 2020 - October 2021), the reportable employee lost time injury rate decreased from 2.12 to 1.91 per 200,000 working hours compared to the prior reporting period (November 2019 - October 2020). The reportable customer injury rate for the current reporting period increased from 1.20 to 1.79 per one million customers compared to the prior reporting period. 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

October 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	November 2018 - October 2019	November 2019 - October 2020	November 2020 - October 2021	
FRA Reportable Customer Injury Rate per Million Customers	1.03	1.20	1.79	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.07	2.12	1.91	
	2020		2021	
	October	Year to Date	October	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	
	October	Year to Date	October	Year to Date
First Responders Trained	137	1,108	332	1,489
Employee Safety Training Courses	116	309	191	319
Employees Trained	1,865	5,305	981	5,489
Employee Safety Training Hours	21,861	185,930	26,083	163,985
Customer and Community: Focus on Grade Crossings	2020		2021	
	October	Year to Date	October	Year to Date
Broken Gates	1	16	0	9
MTA Police Details	6	200	45	330
Summons	35	517	110	738
Warnings	9	156	57	271
Community Education and Outreach*	916	52,191	14,300	177,314

*Due to the COVID-19 pandemic, some community outreach events are held virtually.

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.



2021 Quarterly Post-Incident Drug & Alcohol Testing

Metro-North Railroad						
Quarter	Federally Mandated Tests*			Other Agency Mandated Tests		
	Within 8 hours (Regulatory Required)	Within 2 Hour (Goal)	Exceeded 8 Hours - No Alcohol Test	Within 8 hours (Regulatory Required)**	Within 2 Hour (Goal)	Exceeded 8 Hours - No Alcohol Test
Q1	N/A	N/A	N/A	33	19	0
Q2	N/A	N/A	N/A	25	8	0
Q3	N/A	N/A	N/A	23	10	0

*No test met the Federal threshold

**Includes those completed within the 2-hour goal

Shelley Prettyman
Acting Vice President
Office of System Safety

Safety Report Highlights

Customer Safety Awareness Day Penn Station

On Thursday November 18th, we collaborated with NJ Transit and New York City Transit to promote customer safety awareness at Penn Station. Supported by MTA Music Under NY's Sean Grissom, a Cajun cellist and longtime MTA Music performer, staff engaged in safety conversations with customers in the West End Concourse.

Over nine hundred sanitizing sprays and fifty-two masks were distributed. Started in 2015, the intent of Customer Safety Awareness Day is to highlight for all Penn Station customers the importance of remaining focused and helping each other reach our destinations safely. Slips, trips and falls account for the majority of customer injuries not only at Penn Station, but throughout the LIRR territory.





National Escalator and Elevator Safety Week November 8th through November 12th



From November 8th through November 12th, LIRR Corporate Safety, Stations, and Engineering personnel engaged with customers at our stations to promote the importance of safety on elevators and escalators. National Elevator Escalator Safety Awareness Week started in 1994 to promote public safety awareness for elevators, escalators, and moving walks. Staff distributed brochures and engaged in conversations with close to one thousand customers at the following stations: Seaford, Babylon, Massapequa, Floral Park, Lynbrook, Copiague, Rockville Centre, and Hicksville.

In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached 29,403 participants through the end of October 2021.

For the reporting period ending October 2021, the average Reportable Customer Injury Rate was 3.56 injuries per million customers as compared to 5.18 injuries per million customers over the same period last year. This is a thirty-one percent decrease. Slips, trips, and falls generate most injury reports.

During this reporting period, there was a twenty-four percent increase in the average Reportable Employee Lost Time Injury Rate. The rate increased from 3.25 injuries per 200,000 hours worked to 4.04 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

October Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	November 2018 - October 2019	November 2019 October 2020	November 2020 - October 2021		
FRA Reportable Customer Accident Rate per Million Customers	2.31	5.18	3.56		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.23	3.25	4.04		
		2020		2021	
		October	Year to Date	October	Year to Date
Grade Crossing Incidents ¹	2	4		1	4
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	
	October	Year to Date	October	Year to Date
First Responders Trained	179	414	302	779
Employee Safety Training Courses	83	665	105	738
Employees Trained	894	6,438	749	10,040
Employee Safety Training Hours	16,507	135,135	18,633	129,105
Customer and Community: Focus on Grade Crossings	October	Year to Date	October	Year to Date
Broken Gates	1	60	9	73
MTA Police Details	86	533	38	594
Summons	239	2,090	168	2,123
Warnings	102	727	63	807
Arrests	0	0	0	1
Community Education and Outreach	2,729	27,508	4,689	29,403
Community Education and Outreach Social Media	68,343	131,861	62,658	699,753

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.

LONG ISLAND RAIL ROAD

POST INCIDENT TESTS - January 1 - September 30, 2021

	Federally Mandated Tests				Other Agency Mandated Tests			
	Total Tests	Within 8 hours (Regulatory Required)	Within 2 Hour (Goal)	Exceeded 8 Hours - No Alcohol Test	Total Tests	Within 8 hours (Regulatory Required)	Within 2 Hour (Goal)	Exceeded 8 Hours - No Alcohol Test
Q1	1	1	0	0	10	10	3**	0
Q2	2	2	0*	0	6	6	2**	0
Q3	0	N/A	N/A	N/A	9	9	2**	0

Timeframes are based on completion of alcohol test.

* This test was an FRA Post Accident test, which is not required to be completed within 2.0 hours; per 49 CFR 219.203 (d), this is required to be completed within 4.0 hours (which it was).

** Per LIRR company policy (MED-005), these tests are required to be completed within 4.0 hours; all tests within both quarters were completed within 4.0 hours.



Police Report



Metro-North Railroad

November 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (7 vs 11) for the month of November compared to the same period last year.
- Year to date Metro-North Railroad is up 15 crimes (74 vs 59).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of November.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

November 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	3	-2	-67%
Burglary	1	3	-2	-67%
Grand Larceny	4	4	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	11	-4	-36%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	10	-3	-30%
Felony Assault	13	10	3	30%
Burglary	19	9	10	111%
Grand Larceny	34	28	6	21%
Grand Larceny Auto	1	2	-1	-50%
Total Major Felonies	74	59	15	25%



Long Island Rail Road

November 2021 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (6 vs 5) for the month of November compared to the same period last year.
- Year to date Long Island Rail Road is up 3 crimes (64 vs 61).
- There were zero (0) Hate Crimes on Long Island Rail Road for the month of November.

Joseph P. McGrann
Chief of Police



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

November 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	2	0	2	100%
Burglary	0	1	-1	-100%
Grand Larceny	3	3	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	6	5	1	20%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	9	20	-11	-55%
Felony Assault	20	8	12	150%
Burglary	8	6	2	33%
Grand Larceny	26	27	-1	-4%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	64	61	3	5%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

November 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	3	3	0	0%
Burglary	2	4	-2	-50%
Grand Larceny	7	7	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	14	16	-2	-13%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	16	33	-17	-52%
Felony Assault	33	19	14	74%
Burglary	29	15	14	93%
Grand Larceny	60	55	5	9%
Grand Larceny Auto	2	2	0	0%
Total Major Felonies	140	124	16	13%

INDEX CRIME REPORT
Per Day Average
November 2021

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	1	1	0
Fel. Assault	3	2	1	0
Burglary	2	0	1	1
Grand Larceny	7	3	4	0
GLA	0	0	0	0
Total	14	6	7	1
Crimes Per Day	0.47	0.20	0.23	0.03



MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 11/30/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	12	24
Felony Assault	32	20
Burglary	12	4
Grand Larceny	31	16
Grand Larceny Auto	2	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	5	5
Arson	6	0
Assault-Misdemeanor	59	38
Breach of Peace	8	6
Child Endangerment	3	2
Criminal Contempt	7	8
Criminal Impersonation	2	4
Criminal Mischief	39	35
Criminal Possession Stolen Property	7	6
Criminal Tampering	4	4
Criminal Trespass	24	26
Disorderly Conduct	0	2
Drug Offenses	14	41
DUI Offenses	7	6
Falsely Reporting an Incident	5	4
Forgery	8	15
Graffiti	63	31
Harassment	3	1
Identity Theft	2	0
Menacing	13	8
Obstruct Government	5	2
Petit Larceny	45	46
Public Lewdness	29	12
Reckless Endangerment	9	11
Resisting Arrest	12	18
Sex Offenses	11	9
Stalking	0	1
Theft of Services	36	59
Unlawful Surveillance	1	0
VTL Offenses	0	1
Warrant Arrest	27	29
Weapons Offenses	9	3
Unauthorized Use Vehicle	0	1
Total Arrests	555	503



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - November 2021)

Motivation	2021	2020	Diff	% Change
Asian	0	0	0	0 %
Black	8	4	4	100 %
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	16	12	4	33 %

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	13	10	3	30 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	16	12	4	33 %



Metro-North Railroad

Information Items

Staff Summary

Subject MNR 2022 Budget and 2022-2025 Financial Plan Adoption	Date December 1, 2021
Department Office of the Chief Financial Officer	Vendor Name
Department Head Name Robert Foran, Chief Financial Officer	Contract Number
Department Head Signature 	Contract Manager Name
Project Manager Name Steven Weiss 	Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR&LIRR Comm. Mtg.	12/13/2021			
2	MTA Fin. Comm.	12/13/2021			
3	MTA Board Mtg.	12/15/2021			

Internal Approvals			
Order	Approval	Order	Approval
3	Preside 	1	OMB 
	VP Operations		VP Capital Programs
2	Financial Liasion 		Engr/Const
	Controller		Project Reporting

Purpose

To secure MTA Board adoption of the MTA Metro-North Railroad's (MNR) 2021 November Forecast, 2022 Final Proposed Budget, and the Four-Year Financial Plan for 2022-2025.

Discussion

The 2022 Final Proposed Budget, which is consistent with information presented to the Board in November 2021, provides funding for strategic investments that further promote safe, secure, and reliable transportation service for our customers, continuing improvements in our infrastructure and a safe and secure working environment for our employees. Metro-North projections do not include the estimated impacts from projected fare increases in New York State and other MTA consolidated below-the-line adjustments . These impacts are presented as part of the MTA consolidated materials.

The 2022 Final Proposed Budget includes several key initiatives aligned with Metro-North's Way Ahead - Moving Forward Plan. These key initiatives are:

- *Maintenance of Way Dedicated Rail Gang* –This program, which is funded out of the capital program, will enable MNR to hire a dedicated 64-member rail gang to dramatically reduce the time required to achieve a state of good repair and significantly enhance rail safety, train speed, on-time performance (OTP), and other projects on the railroad.
- *Maintenance Staffing for White Plains Station Redesign* – This funding will allow MNR to hire additional staffing to maintain this newly redesigned station, which now includes an additional elevator, larger restrooms, heated and extended platforms, significantly more glass area, and many more enhancements.
- *East Side Access Operations* – With the opening of the LIRR terminal at Grand Central Terminal (GCT) in late 2022, MNR will be adding 18 additional staff members to support Ticket Vending Machine (TVM) Operations for the LIRR, the Unified Trash Facility and additional Fire Brigade / EMS Officers for both railroads, and staffing to perform additional security functions.
- *Conductor Staffing Additions for Capital Projects and Service Requirements* – Changes to the Capital Program, including those related to the Penn Station Access and the Park Avenue Viaduct projects, as well as increased CDOT service requirements, will require additional dedicated capital flagging and conductor resources.
- *M-3A Fleet Life Extension Program* – The M-3A fleet is now expected to remain in service for an additional ten years until 2030, which requires critical systems to be replaced or refurbished. This approach is considered to be a cost-effective alternative to the purchase of new rolling stock in the near-term.

The legal name of MTA Metro-North Railroad is Metro-North Commuter Railroad Company

- *M-7 Fleet Twenty-Year Reliability Centered Maintenance (RCM) Event* – This 20-year RCM event will identify and source material to replace aging or obsolete car systems on the entire M-7 Fleet to maintain safe and reliable service and will optimize the anticipated life-cycle ownership costs of this fleet.

Achieving an efficient operation remains a priority. Metro-North continues to manage its program of significant Additional Savings Actions implemented in the 2021 February Financial Plan, which included reduced reliance on outside consultants and contractors, reduced non-service-related expenses, and reduced overtime. These reductions provide savings throughout the Plan period.

2021 November Forecast-Baseline

The 2021 Non-Reimbursable forecast reflects revenues totaling \$287.8 million, including \$260.5 million in Farebox Revenue and \$27.2 million in Other Operating Revenue. Total Operating Expense projections of \$1,711.1 million consist of labor costs of \$970.1 million, non-labor costs of \$371.0 million and non-cash liability adjustments of \$370.0 million. Total Reimbursable expense projections of \$306.7 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 6,854 and include 6,219 Non-Reimbursable positions and 635 Reimbursable positions.

2022 Final Proposed Budget-Baseline

The 2022 Final Proposed Non-Reimbursable budget reflects revenues totaling \$543.5 million. Farebox Revenue of \$514.8 million reflects ridership growth based on the midpoint of McKinsey's "best case" and "worst case" ridership recovery scenarios and projects ridership will reach a new normal level of 74% of pre-pandemic ridership in the fourth quarter of 2022. Other Operating Revenue of \$28.6 million reflects GCT net retail revenues, advertising, and outlying station & parking revenue. Total Operating Expense projections of \$1,797.8 million consist of labor costs of \$984.6 million, non-labor costs of \$443.4 million and non-cash liability adjustments of \$369.9 million. Total Reimbursable expense projections of \$288.8 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 7,047 and include 6,334 Non-Reimbursable positions and 713 Reimbursable positions.

Impact on Funding

The 2021 November Forecast, the 2022 Final Proposed Budget and the Four-Year Financial Plan for 2022-2025, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2021 November Forecast, the 2022 Final Proposed Budget, and the Four-Year Financial Plan for 2022-2025 for MTA Metro-North Railroad.

MTA METRO-NORTH RAILROAD
November Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$243.426	\$260.522	\$514.836	\$581.011	\$584.210	\$590.143
Other Operating Revenue	349.087	27.238	28.636	59.772	61.439	63.316
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$592.513	\$287.760	\$543.472	\$640.783	\$645.649	\$653.460
Operating Expense						
<u>Labor:</u>						
Payroll	\$534.354	\$536.460	\$549.101	\$566.016	\$586.642	\$606.642
Overtime	80.465	86.613	90.951	92.771	94.699	96.632
Health and Welfare	109.206	111.506	110.017	114.593	120.143	125.376
OPEB Current Payments	40.913	40.000	40.000	40.000	40.000	40.000
Pension	126.068	125.945	124.914	126.230	125.400	129.717
Other Fringe Benefits	113.551	129.647	132.938	136.492	140.866	145.167
Reimbursable Overhead	(73.729)	(60.117)	(63.366)	(68.237)	(68.636)	(66.145)
Total Labor Expenses	\$930.827	\$970.054	\$984.555	\$1,007.865	\$1,039.114	\$1,077.390
<u>Non-Labor:</u>						
Electric Power	\$53.435	\$59.301	\$63.755	\$61.699	\$61.980	\$63.169
Fuel	12.312	19.531	20.474	17.354	17.820	19.097
Insurance	14.970	17.586	21.747	26.869	32.374	39.134
Claims	(1.188)	1.500	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	113.907	119.876	122.577	117.737	117.952	120.244
Professional Services Contracts	29.788	34.639	43.915	35.877	37.636	38.241
Materials and Supplies	91.547	98.473	145.397	146.065	145.333	150.267
Other Business Expenses	18.386	20.107	24.528	26.208	25.357	25.193
Total Non-Labor Expenses	\$333.158	\$371.014	\$443.393	\$432.808	\$439.452	\$456.344
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$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
Total Expenses Before Depreciation and GASB Adjs.	\$1,263.986	\$1,341.068	\$1,427.948	\$1,440.672	\$1,478.566	\$1,533.734
Depreciation	\$269.231	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	71.822	70.140	63.640	63.540	66.140	68.940
GASB 68 Pension Expense Adjustment	(5.696)	12.758	23.810	37.910	5.830	22.920
Environmental Remediation	1.251	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,600.594	\$1,711.063	\$1,797.798	\$1,824.522	\$1,832.935	\$1,907.994
Net Surplus/(Deficit)	(\$1,008.081)	(\$1,423.302)	(\$1,254.326)	(\$1,183.739)	(\$1,187.286)	(\$1,254.534)
Cash Conversion Adjustments						
Depreciation	\$269.231	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
Operating/Capital	(36.861)	(43.320)	(59.408)	(30.080)	(17.411)	(23.619)
Other Cash Adjustments	73.884	10.327	89.921	109.830	72.213	80.631
Total Cash Conversion Adjustments	\$306.254	\$250.104	\$308.913	\$358.150	\$333.201	\$335.412
Net Cash Surplus/(Deficit)	(\$701.827)	(\$1,173.198)	(\$945.412)	(\$825.589)	(\$854.085)	(\$919.122)

MTA METRO-NORTH RAILROAD
November Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	128.611	135.700	168.307	197.125	212.822	190.781
MNR - CDOT	178.393	159.335	110.105	97.795	113.756	97.210
MNR - Other	<u>38.598</u>	<u>11.623</u>	<u>10.359</u>	<u>12.556</u>	<u>8.016</u>	<u>7.624</u>
Capital and Other Reimbursements	345.602	306.658	288.770	307.477	334.594	295.614
Total Revenues	\$345.602	\$306.658	\$288.770	\$307.477	\$334.594	\$295.614
Operating Expense						
Labor:						
Payroll	\$49.735	\$49.124	\$56.810	\$61.789	\$63.693	\$63.464
Overtime	28.000	35.103	38.070	47.755	55.051	44.763
Health and Welfare	16.931	17.728	20.540	23.598	25.292	23.746
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	13.201	14.987	16.903	19.210	20.594	19.122
Other Fringe Benefits	12.953	14.332	16.390	18.761	20.133	18.711
Reimbursable Overhead	71.477	59.415	60.778	67.692	68.323	65.905
Total Labor Expenses	\$192.296	\$190.688	\$209.492	\$238.804	\$253.087	\$235.711
Non-Labor:						
Electric Power	(\$0.040)	\$0.261	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	2.426	2.222	2.701	3.078	3.551	3.094
Claims	(0.005)	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	24.457	26.458	16.221	19.794	32.800	15.477
Professional Services Contracts	49.342	35.171	19.568	3.835	4.085	4.278
Materials and Supplies	76.564	51.737	40.789	41.966	41.071	37.054
Other Business Expenses	0.561	0.122	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$153.306	\$115.970	\$79.279	\$68.673	\$81.508	\$59.904
Other Expense Adjustments:						
Other Expense Adjustments	\$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
Total Expenses Before Depreciation	\$345.602	\$306.658	\$288.770	\$307.477	\$334.594	\$295.614
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$243.426	\$260.522	\$514.836	\$581.011	\$584.210	\$590.143
Other Operating Revenue	349.087	27.238	28.636	59.772	61.439	63.316
MNR - MTA	128.611	135.700	168.307	197.125	212.822	190.781
MNR - CDOT	178.393	159.335	110.105	97.795	113.756	97.210
MNR - Other	<u>38.599</u>	<u>11.623</u>	<u>10.359</u>	<u>12.556</u>	<u>8.016</u>	<u>7.624</u>
Capital and Other Reimbursements	345.602	306.658	288.770	307.477	334.594	295.614
Total Revenues	\$938.115	\$594.418	\$832.242	\$948.259	\$980.243	\$949.074
Operating Expense						
<u>Labor:</u>						
Payroll	\$584.088	\$585.584	\$605.911	\$627.804	\$650.335	\$670.106
Overtime	108.464	121.716	129.021	140.526	149.750	141.395
Health and Welfare	126.137	129.234	130.557	138.191	145.435	149.122
OPEB Current Payments	40.913	40.000	40.000	40.000	40.000	40.000
Pension	139.268	140.932	141.818	145.440	145.994	148.839
Other Fringe Benefits	126.504	143.979	149.328	155.253	160.999	163.878
Reimbursable Overhead	(2.252)	(0.702)	(2.589)	(0.545)	(0.313)	(0.240)
Total Labor Expenses	\$1,123.123	\$1,160.742	\$1,194.046	\$1,246.669	\$1,292.200	\$1,313.100
<u>Non-Labor:</u>						
Electric Power	\$53.396	\$59.562	\$63.755	\$61.699	\$61.980	\$63.169
Fuel	12.312	19.531	20.474	17.354	17.820	19.097
Insurance	17.396	19.808	24.448	29.947	35.924	42.228
Claims	(1.193)	1.500	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	138.365	146.334	138.798	137.531	150.752	135.721
Professional Services Contracts	79.130	69.810	63.483	39.712	41.721	42.519
Materials and Supplies	168.111	150.210	186.186	188.031	186.404	187.321
Other Business Expenses	18.947	20.229	24.528	26.208	25.357	25.193
Total Non-Labor Expenses	\$486.464	\$486.984	\$522.672	\$501.481	\$520.959	\$516.248
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$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
Total Expenses Before Depreciation and GASB Adjs.	\$1,609.587	\$1,647.726	\$1,716.718	\$1,748.149	\$1,813.160	\$1,829.348
Depreciation	\$269.231	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	71.822	70.140	63.640	63.540	66.140	68.940
GASB 68 Pension Expense Adjustment	(5.696)	12.758	23.810	37.910	5.830	22.920
Environmental Remediation	1.251	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,946.196	\$2,017.720	\$2,086.568	\$2,131.999	\$2,167.529	\$2,203.608
Net Surplus/(Deficit)	(\$1,008.081)	(\$1,423.302)	(\$1,254.326)	(\$1,183.739)	(\$1,187.286)	(\$1,254.534)
Cash Conversion Adjustments						
Depreciation	\$269.231	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
Operating/Capital	(36.861)	(43.320)	(59.408)	(30.080)	(17.411)	(23.619)
Other Cash Adjustments	73.884	10.327	89.921	109.830	72.213	80.631
Total Cash Conversion Adjustments	\$306.254	\$250.104	\$308.913	\$358.150	\$333.201	\$335.412
Net Cash Surplus/(Deficit)	(\$701.827)	(\$1,173.198)	(\$945.412)	(\$825.589)	(\$854.085)	(\$919.122)

MTA METRO-NORTH RAILROAD
November Financial Plan 2022 - 2025
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$238.941	\$254.758	\$505.557	\$570.209	\$573.076	\$578.661
Other Operating Revenue	377.913	57.018	57.414	89.244	91.638	94.185
MNR - MTA	136.419	135.700	168.307	197.125	212.822	190.781
MNR - CDOT	164.783	159.335	110.105	97.795	113.756	97.210
MNR - Other	34.937	11.623	10.359	12.556	8.016	7.624
Capital and Other Reimbursements	336.139	306.658	288.770	307.477	334.594	295.614
Total Receipts	\$952.993	\$618.433	\$851.742	\$966.930	\$999.308	\$968.461
Expenditures						
Labor:						
Payroll	\$582.486	\$587.907	\$609.233	\$620.719	\$637.652	\$659.563
Overtime	109.621	124.806	132.755	140.675	148.643	141.294
Health and Welfare	144.058	140.931	143.058	150.593	158.272	162.167
OPEB Current Payments	41.123	40.000	40.000	40.000	40.000	40.000
Pension	140.840	142.367	142.595	145.700	146.201	149.027
Other Fringe Benefits	62.433	202.095	159.908	150.346	154.780	158.365
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	\$1,080.561	\$1,238.105	\$1,227.549	\$1,248.032	\$1,285.547	\$1,310.416
Non-Labor:						
Electric Power	\$60.203	\$62.788	\$66.783	\$64.358	\$64.355	\$65.537
Fuel	12.688	19.531	20.474	17.354	17.820	19.097
Insurance	22.212	21.377	27.558	31.929	38.431	46.404
Claims	4.039	2.568	1.146	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	148.933	156.183	158.716	157.165	154.933	143.348
Professional Services Contracts	68.085	75.208	75.174	43.579	42.124	46.648
Materials and Supplies	211.790	167.706	169.320	179.805	192.807	191.894
Other Business Expenses	46.309	48.166	50.434	49.150	56.230	63.094
Total Non-Labor Expenditures	\$574.259	\$553.526	\$569.605	\$544.487	\$567.846	\$577.168
Other Expenditure Adjustments:						
Other	\$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
Total Expenditures	\$1,654.820	\$1,791.632	\$1,797.154	\$1,792.519	\$1,853.393	\$1,887.584
Net Cash Balance	(\$701.827)	(\$1,173.198)	(\$945.412)	(\$825.589)	(\$854.085)	(\$919.122)
Subsidies						
MTA	\$537.026	\$865.183	\$718.865	\$624.907	\$655.618	\$708.140
CDOT	299.492	308.015	226.548	200.682	198.467	210.983
Total Subsidies	\$836.518	\$1,173.198	\$945.412	\$825.589	\$854.085	\$919.122

MTA METRO-NORTH RAILROAD
November Financial Plan 2022 - 2025
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$4.485)	(\$5.764)	(\$9.279)	(\$10.802)	(\$11.133)	(\$11.482)
Other Operating Revenue	28.826	29.780	28.778	29.472	30.198	30.869
MNR - MTA	7.808	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	(13.610)	0.000	0.000	0.000	0.000	0.000
MNR - Other	(3.661)	0.000	0.000	0.000	0.000	0.000
Total Capital and Other Reimbursements	(\$9.463)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Receipts	\$14.878	\$24.015	\$19.499	\$18.670	\$19.065	\$19.387
Expenditures						
Labor:						
Payroll	\$1.602	(\$2.323)	(\$3.322)	\$7.085	\$12.684	\$10.543
Overtime	(1.156)	(3.090)	(3.734)	(0.150)	1.107	0.101
Health and Welfare	(17.921)	(11.697)	(12.501)	(12.402)	(12.837)	(13.045)
OPEB Current Payments	(0.210)	0.000	0.000	0.000	0.000	0.000
Pension	(1.572)	(1.435)	(0.777)	(0.260)	(0.207)	(0.188)
Other Fringe Benefits	64.071	(58.116)	(10.580)	4.908	6.219	5.513
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(2.252)	(0.702)	(2.589)	(0.545)	(0.313)	(0.240)
Total Labor Expenditures	\$42.562	(\$77.363)	(\$33.503)	(\$1.364)	\$6.653	\$2.684
Non-Labor:						
Electric Power	(\$6.807)	(\$3.226)	(3.028)	(\$2.659)	(\$2.375)	(\$2.368)
Fuel	(0.376)	0.000	0.000	0.000	0.000	0.000
Insurance	(4.816)	(1.570)	(3.110)	(1.983)	(2.507)	(4.177)
Claims	(5.232)	(1.068)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(10.568)	(9.849)	(19.918)	(19.635)	(4.181)	(7.627)
Professional Services Contracts	11.045	(5.398)	(11.691)	(3.867)	(0.403)	(4.128)
Materials and Supplies	(43.679)	(17.496)	16.866	8.225	(6.403)	(4.573)
Other Business Expenses	(27.362)	(27.937)	(25.906)	(22.942)	(30.872)	(37.901)
Total Non-Labor Expenditures	(\$87.795)	(\$66.543)	(\$46.933)	(\$43.006)	(\$46.887)	(\$60.919)
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$45.233)	(\$143.906)	(\$80.436)	(\$44.369)	(\$40.234)	(\$58.235)
Total Cash Conversion Adjustments before Depreciation	(\$30.354)	(\$119.891)	(\$60.936)	(\$25.699)	(\$21.168)	(\$38.848)
Depreciation	\$269.231	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	71.822	70.140	63.640	63.540	66.140	68.940
GASB 68 Pension Expense Adjustment	(5,696)	12.758	23.810	37.910	5.830	22.920
Environmental Remediation	1.251	4.000	4.000	4.000	4.000	4.000
Total Cash Conversion Adjustments	\$306.254	\$250.104	\$308.913	\$358.150	\$333.201	\$335.412

MTA METRO-NORTH RAILROAD
November Financial Plan 2022 - 2025
Ridership (Utilization) and Revenue
(in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
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RIDERSHIP

<i>Harlem Line Ridership - Commutation</i>	4,631	2,870	11,027	12,495	12,562	12,690
<i>Harlem Line Ridership - Non-Commutation</i>	<u>4,181</u>	<u>6,380</u>	<u>7,429</u>	<u>8,355</u>	<u>8,400</u>	<u>8,486</u>
Total Harlem Line	8,812	9,250	18,457	20,850	20,962	21,175
<i>Hudson Line Ridership - Commutation</i>	2,580	1,548	6,300	7,156	7,210	7,283
<i>Hudson Line Ridership - Non-Commutation</i>	<u>2,999</u>	<u>4,844</u>	<u>5,347</u>	<u>6,010</u>	<u>6,055</u>	<u>6,117</u>
Total Hudson Line	5,578	6,392	11,646	13,166	13,265	13,400
<i>New Haven Line Ridership - Commutation</i>	5,722	3,388	14,501	16,438	16,552	16,720
<i>New Haven Line Ridership - Non-Commutation</i>	<u>6,464</u>	<u>10,337</u>	<u>12,236</u>	<u>13,778</u>	<u>13,873</u>	<u>14,014</u>
Total New Haven Line	12,186	13,724	26,737	30,216	30,425	30,734
Total Commutation Ridership	12,933	7,805	31,828	36,089	36,324	36,693
Total Non-Commutation Ridership	<u>13,644</u>	<u>21,561</u>	<u>25,012</u>	<u>28,143</u>	<u>28,329</u>	<u>28,617</u>
Total East of Hudson Ridership	26,577	29,366	56,840	64,232	64,653	65,309
West of Hudson Ridership	0,593	0,547	1,088	1,237	1,245	1,257
Total Ridership	27,170	29,913	57,928	65,469	65,897	66,567

FAREBOX REVENUE

<i>Harlem Line - Commutation Revenue</i>	36,050	17,126	76,889	87,116	87,444	88,333
<i>Harlem Line - Non-Commutation Revenue</i>	<u>34,405</u>	<u>53,997</u>	<u>71,761</u>	<u>80,554</u>	<u>80,858</u>	<u>81,679</u>
Total Harlem Line Revenue	\$70,454	\$71,123	\$148,650	\$167,670	\$168,302	\$170,012
<i>Hudson Line - Commutation Revenue</i>	24,445	12,289	51,222	58,183	58,569	59,164
<i>Hudson Line - Non-Commutation Revenue</i>	<u>33,070</u>	<u>52,422</u>	<u>63,274</u>	<u>71,002</u>	<u>71,473</u>	<u>72,199</u>
Total Hudson Line Revenue	\$57,516	\$64,711	\$114,496	\$129,186	\$130,042	\$131,362
<i>New Haven Line - Commutation Revenue</i>	47,516	19,698	107,100	121,372	122,104	123,344
<i>New Haven Line - Non-Commutation Revenue</i>	<u>62,248</u>	<u>99,049</u>	<u>134,718</u>	<u>151,572</u>	<u>152,486</u>	<u>154,035</u>
Total New Haven Line Revenue	\$109,764	\$118,746	\$241,818	\$272,943	\$274,590	\$277,379
Total Commutation Revenue	\$108,011	\$49,113	\$235,212	\$266,671	\$268,117	\$270,840
Total Non-Commutation Revenue	<u>129,723</u>	<u>205,468</u>	<u>269,752</u>	<u>303,128</u>	<u>304,817</u>	<u>307,913</u>
Total East of Hudson Revenue	\$237,734	\$254,580	\$504,964	\$569,799	\$572,934	\$578,753
West of Hudson Revenue	\$5,692	\$5,941	\$9,871	\$11,212	\$11,276	\$11,390
Total Farebox Revenue	\$243,426	\$260,522	\$514,836	\$581,011	\$584,210	\$590,143

Notes: West of Hudson total ridership is both Pascack Valley and Port Jervis lines.

MTA METRO-NORTH RAILROAD
November Financial Plan 2022 - 2025
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2020	2021	2022	2023	2024	2025
	Actual	November Forecast	Final Proposed Budget			
Administration						
President	2	2	2	2	2	2
Labor Relations	10	10	10	10	10	10
Safety	52	85	91	91	91	91
Security	17	22	23	23	23	23
Office of the Executive VP	7	0	0	0	0	0
VP Ops Support and Org Res	-	30	30	30	30	30
Corporate & Public Affairs	15	13	13	13	13	13
Customer Service	44	45	45	45	45	45
Legal	9	9	9	9	9	9
Claims	5	5	5	5	5	5
Environmental Compliance & Svce	-	0	0	0	0	0
VP Human Resources	36	35	35	35	35	35
Training	75	94	94	94	94	94
Employee Relations & Diversity	4	4	4	4	4	4
VP Planning	1	0	0	0	0	0
Operations Planning & Analysis	18	0	0	0	0	0
Capital Planning & Programming	10	10	10	10	10	10
Long Range Planning	5	5	4	4	4	4
VP Finance & Info Systems	-	0	0	0	0	0
Controller	63	56	56	56	56	56
Information Technology & Project Mgmt	0	0	0	0	0	0
Budget	16	16	16	16	16	16
Procurement & Material Management	21	28	28	28	28	28
Corporate	0	(12)	(12)	(12)	(12)	(12)
Total Administration	410	457	463	463	463	463
Operations						
Operations Support	39	54	52	52	52	52
Rolling Stock & EAM	14	28	28	28	28	28
Transportation	1,601	1,673	1,760	1,760	1,760	1,760
Customer Service	352	402	420	420	420	420
Metro-North West	26	35	35	35	35	35
Corporate	0	(68)	(68)	(68)	(68)	(68)
Total Operations	2,032	2,124	2,227	2,227	2,227	2,227
Maintenance						
Maintenance of Equipment	1,537	1,821	1,821	1,821	1,821	1,821
Maintenance of Way	2,078	2,356	2,440	2,452	2,452	2,452
Procurement & Material Management	110	134	134	134	134	134
Corporate	0	(137)	(137)	(137)	(137)	(137)
Total Maintenance	3,725	4,174	4,258	4,270	4,270	4,270
Engineering/Capital						
Construction Management	19	29	29	29	29	29
Engineering & Design	53	70	70	70	70	70
Total Engineering/Capital	72	99	99	99	99	99
Total Positions	6,239	6,854	7,047	7,059	7,059	7,059
<i>Non-Reimbursable</i>	5,868	6,219	6,334	6,305	6,302	6,325
<i>Reimbursable</i>	371	635	713	754	757	734
<i>Total Full-Time</i>	6,238	6,853	7,046	7,058	7,058	7,058
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2022 - 2025
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Administration						
Managers/Supervisors	145	153	153	153	153	153
Professional/Technical/Clerical	265	304	310	310	310	310
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	410	457	463	463	463	463
Operations						
Managers/Supervisors	226	260	261	261	261	261
Professional/Technical/Clerical	240	256	256	256	256	256
Operational Hourlies	1,565	1,608	1,710	1,710	1,710	1,710
Total Operations Headcount	2,032	2,124	2,227	2,227	2,227	2,227
Maintenance						
Managers/Supervisors	643	711	714	714	714	714
Professional/Technical/Clerical	480	603	606	606	606	606
Operational Hourlies	2,602	2,860	2,938	2,950	2,950	2,950
Total Maintenance Headcount	3,725	4,174	4,258	4,270	4,270	4,270
Engineering / Capital						
Managers/Supervisors	26	46	46	46	46	46
Professional/Technical/Clerical	46	53	53	53	53	53
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	72	99	99	99	99	99
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,039	1,170	1,174	1,174	1,174	1,174
Professional/Technical/ Clerical	1,032	1,216	1,225	1,225	1,225	1,225
Operational Hourlies	4,167	4,468	4,648	4,660	4,660	4,660
Total Positions	6,239	6,854	7,047	7,059	7,059	7,059

Proposed 2022 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Summary of Actions	
Approval of Minutes	Committee Chairs & Members
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	
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<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 2021	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
<u>May 2022</u>	
Track Program Quarterly Update	Engineering
LIRR/MNR PTC Implementation Update	Presidents
Diversity/EEO Report – 1 st Quarter 2022	Diversity and EEO
<u>June 2022</u>	
Progress on Way Ahead Strategic Plan	Operations Support & Organizational Resiliency

July 2022

Grand Central Terminal Retail Development
Track Program Quarterly Update

MTA Real Estate
Engineering

September 2022

2023 Preliminary Budget (Public Comment)
2022 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
Presidents
Engineering

November 2022

Progress on Way Ahead Strategic Plan

Operations Support & Organizational
Resiliency

December 2022

2023 Final Proposed Budget
2023 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2022
Review of Committee Charter

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

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Summary of Actions (if any)

A summary is provided by agency of any procurement or action item included in the monthly agenda.

Approval of Minutes

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

Work Plan

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

President's Report

A monthly report will be provided highlighting major accomplishments 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.

II. SPECIFIC AGENDA ITEMS

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.

NOVEMBER 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.

DECEMBER 2022

2023 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2023.

2023 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2023 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.



Metro-North Railroad

Diversity & EEO Report - 3rd Quarter 2021

Due to continued update of workforce information resulting from Transformation and the need to reconcile individual agencies' data agency-wide, all reporting of agency-wide Diversity workforce data will be provided by DDCR at the Diversity Committee. Once the new census data is available, underutilization analysis for all job groups will be conducted and agency-wide utilization percentages will be provided. DDCR expects agency-specific data to be provided in the 1st Quarter 2022 Diversity Committee Book.



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE METRO-NORTH COMMUTER RAILROAD

This Charter for the Committee on the Operations of the Metro-North Commuter Railroad was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on November 17, 2021.

I. PURPOSE

The Committee on the Operations of the Metro-North Commuter Railroad (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Metro-North Commuter Railroad Company (“Metro-North”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or Metro-North. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking

and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, Metro-North or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of Metro-North shall h (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of Metro-North, including information on railroad service;
2. monitor and update the Board Chair and the Board on the safety record of Metro-North; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to Metro-North operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of Metro-North, including financial reports, ridership reports, and the use of funds by Metro-North;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts, **other than Capital Program construction, consultant and related contracts and solicitations,** of Metro-North that require Board approval;
6. review and make recommendations to the Board Chair and the Board regarding Metro-North service and policy changes that require Board approval;

7. facilitate the identification of approaches and solutions that address Metro-North security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding Metro-North security issues; and
8. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of Metro-North: (i) legal and regulatory matters that may have a material impact on Metro-North; and (ii) the scope and effectiveness of compliance policies and programs.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests and maintain minutes or other records of Committee meetings and activities.

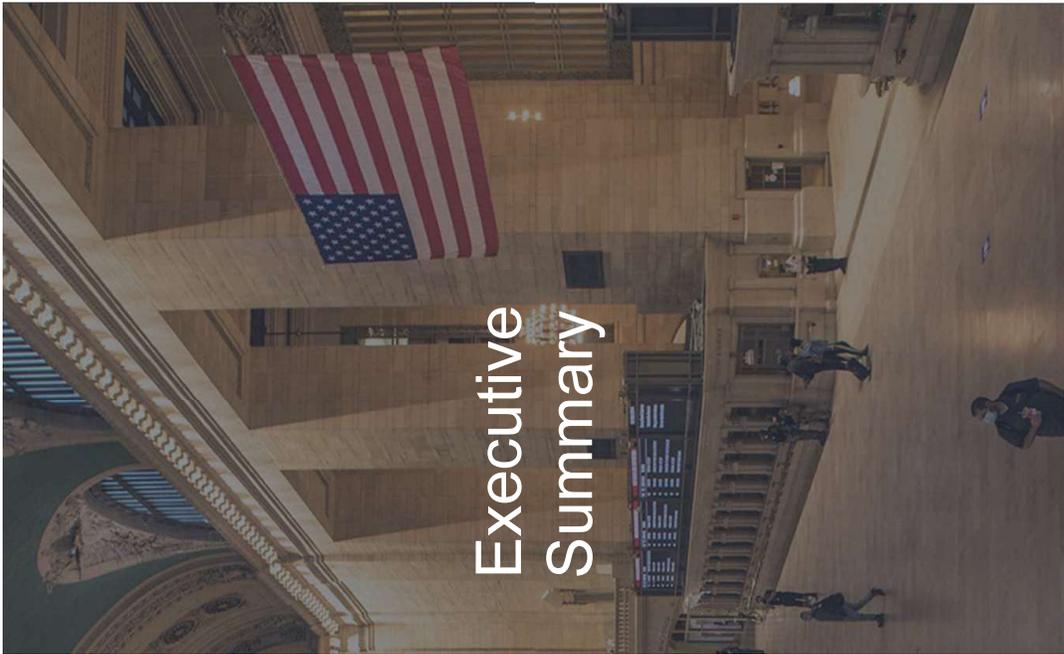
Customer
Satisfaction
Survey &
COVID Study

Metro-North
Survey Results

November 2021

Fall 2021 Customers Count





All-transit agency e-survey, offered in nine languages between September 20, 2021 and October 4, 2021

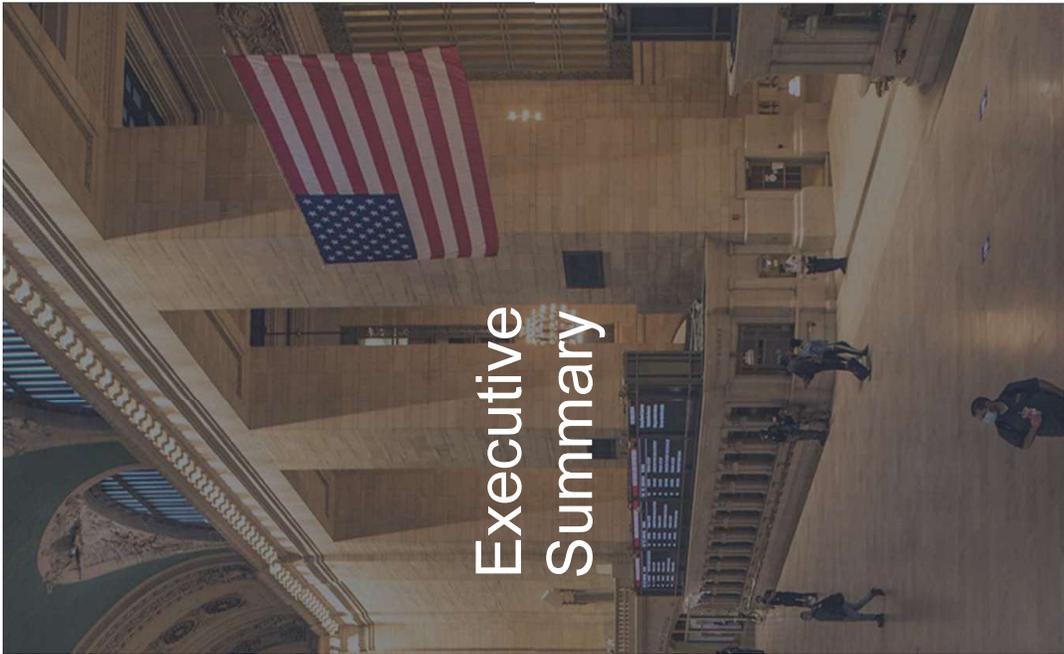
- Metro-North received nearly 28,000 responses.

Overall current ** customer satisfaction with Metro-North remains strong at 87%, despite the pandemic

- Courtesy and responsiveness of employees gets very high marks at 93%
- 85% of current customers are satisfied with cleanliness on-board our trains

****Current customers**
Those who are using an MTA service since the pandemic began (since March 31, 2020).





Offices are open

- Most lapsed* (80%) and current customers (83%) said employers will or already opened workplace.
- A small percentage (5%) of businesses left the area or are permanently closed.

Current** customers' trip purpose

- Has shifted from mainly commuting to personal business, and they are travelling less during the peak periods and more during mid-day, off-peak.

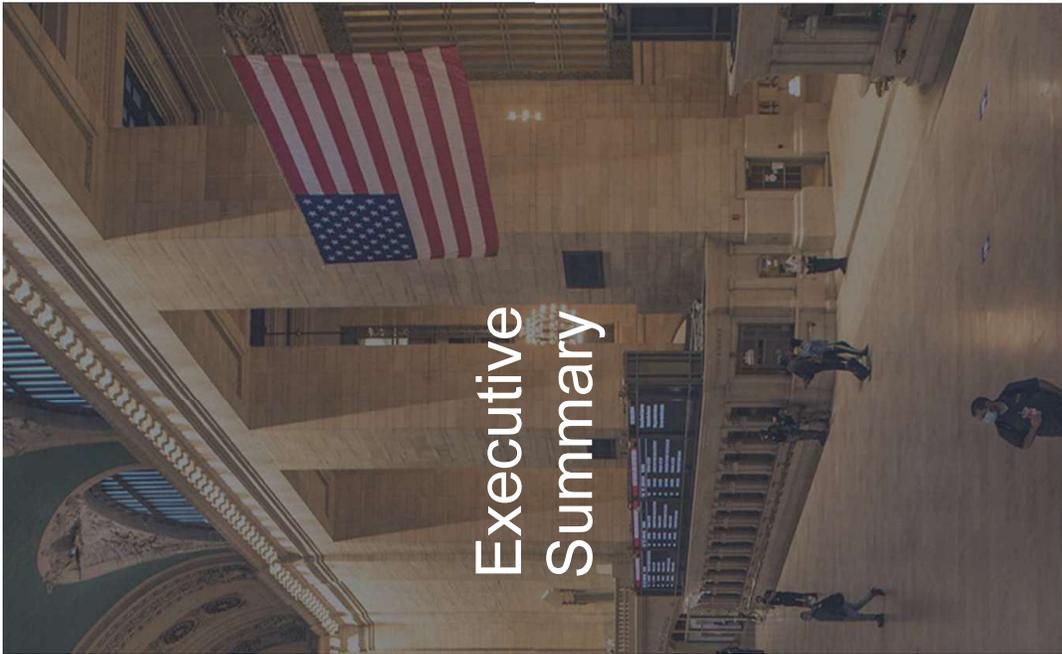
*Lapsed customers

Those who used an MTA service pre-COVID (before March 1, 2020) and have not since the pandemic.

**Current customers

Those who are using an MTA service since the pandemic began (since March 31, 2020).





Executive Summary

Current customers who are riding less**

- Those who are riding less (69%) said working from home (61%) and COVID concerns (36%) as the top reasons.
- During the pandemic customers have used personal vehicles (89%) rather than Metro-North for some of their trips.

Lapsed* and current customers future ticket purchases**

- Anticipated less monthly ticket purchases in the future, and more usage of alternative ticket types.

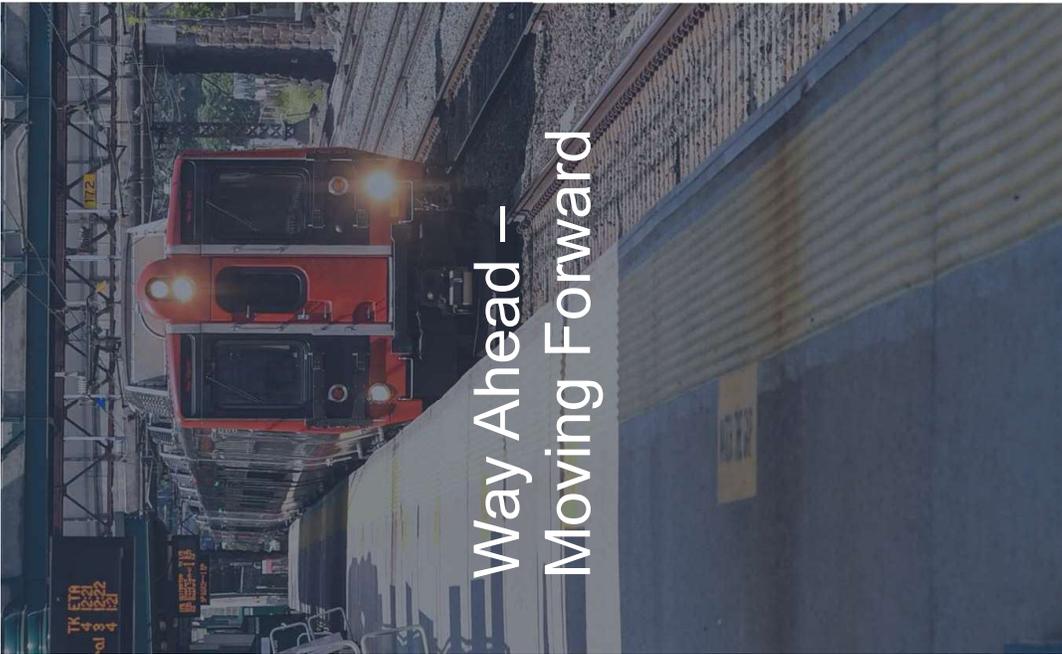
***Lapsed customers**

Those who used an MTA service pre-COVID (before March 1, 2020) and have not since the pandemic.

****Current customers**

Those who are using an MTA service since the pandemic began (since March 31, 2020).

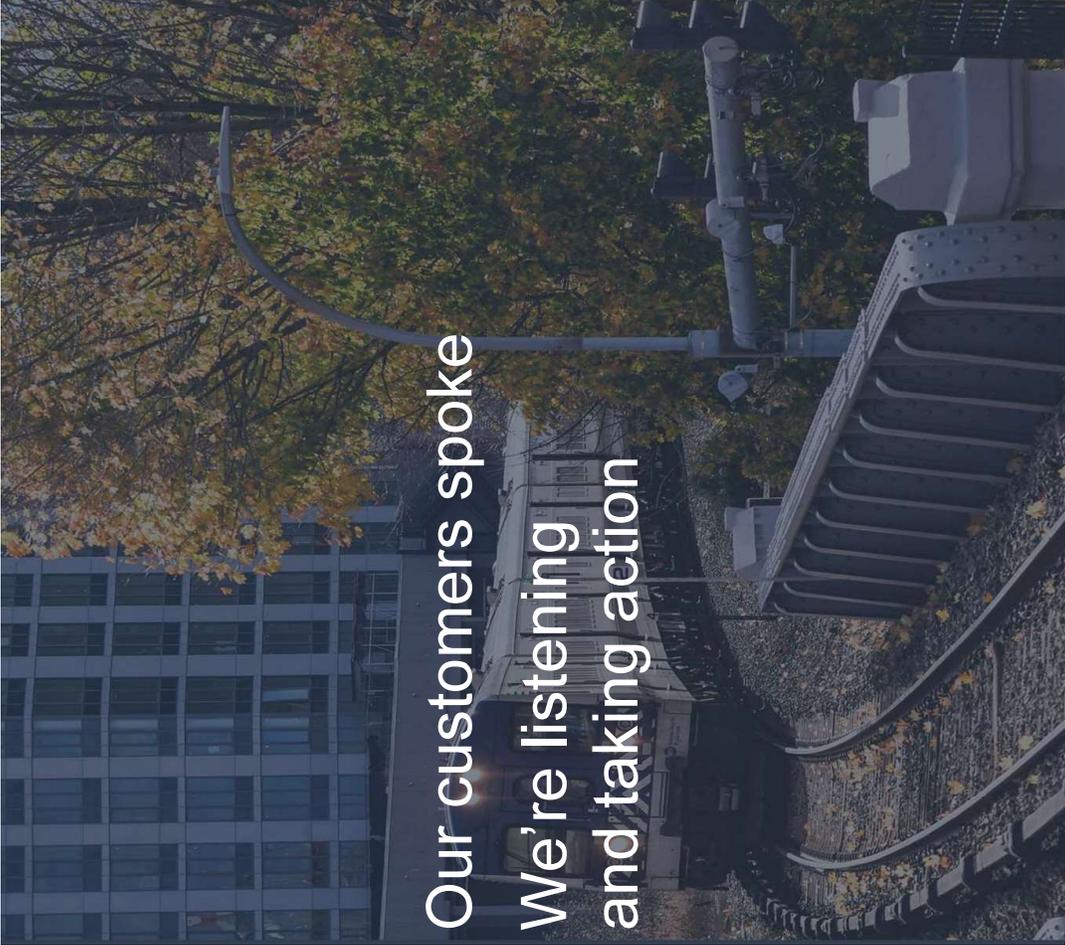




Key strategies in our Way Ahead – Moving Forward strategic plan guide our actions and response to the survey results

- Maximize customer health, safety and confidence
- Provide safe, responsive and reliable services to meet changing customer needs
- Welcome and encourage customers to return and develop strategies to attract new riders
- Improve your customer experience through innovation

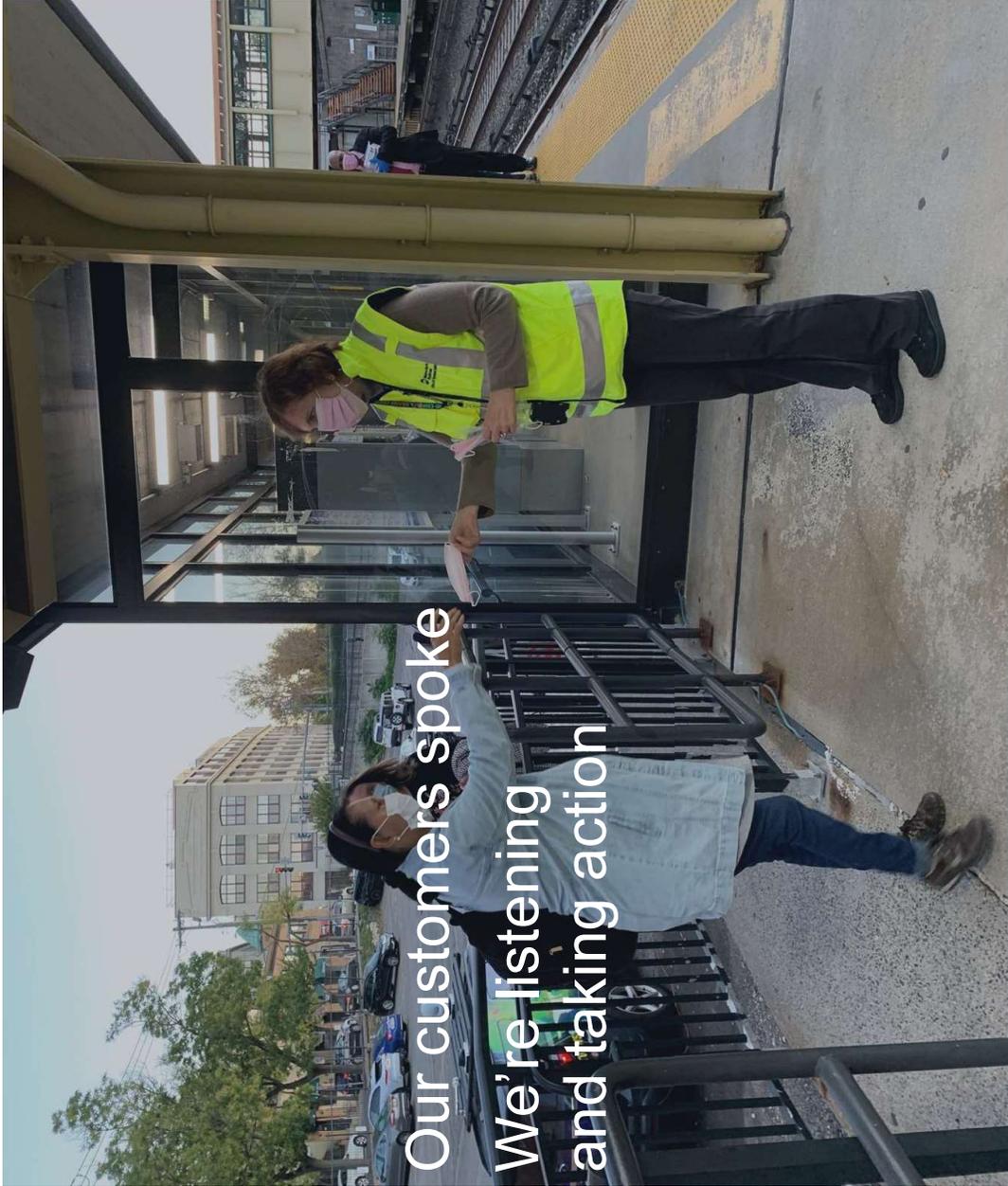




“On-Time Performance”

- ✓ Metro-North’s OTP through November was strong at 97.1% and Metro-North continues to look for ways to ensure that its service remains reliable





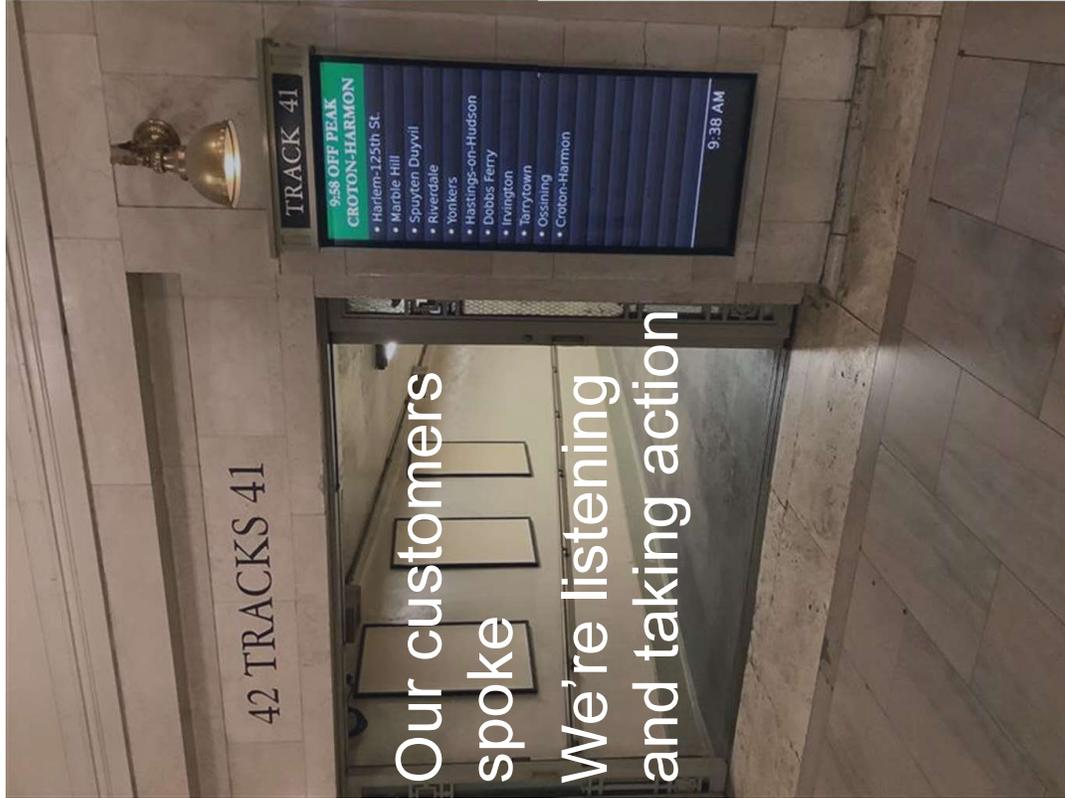
“Customers wearing face masks”

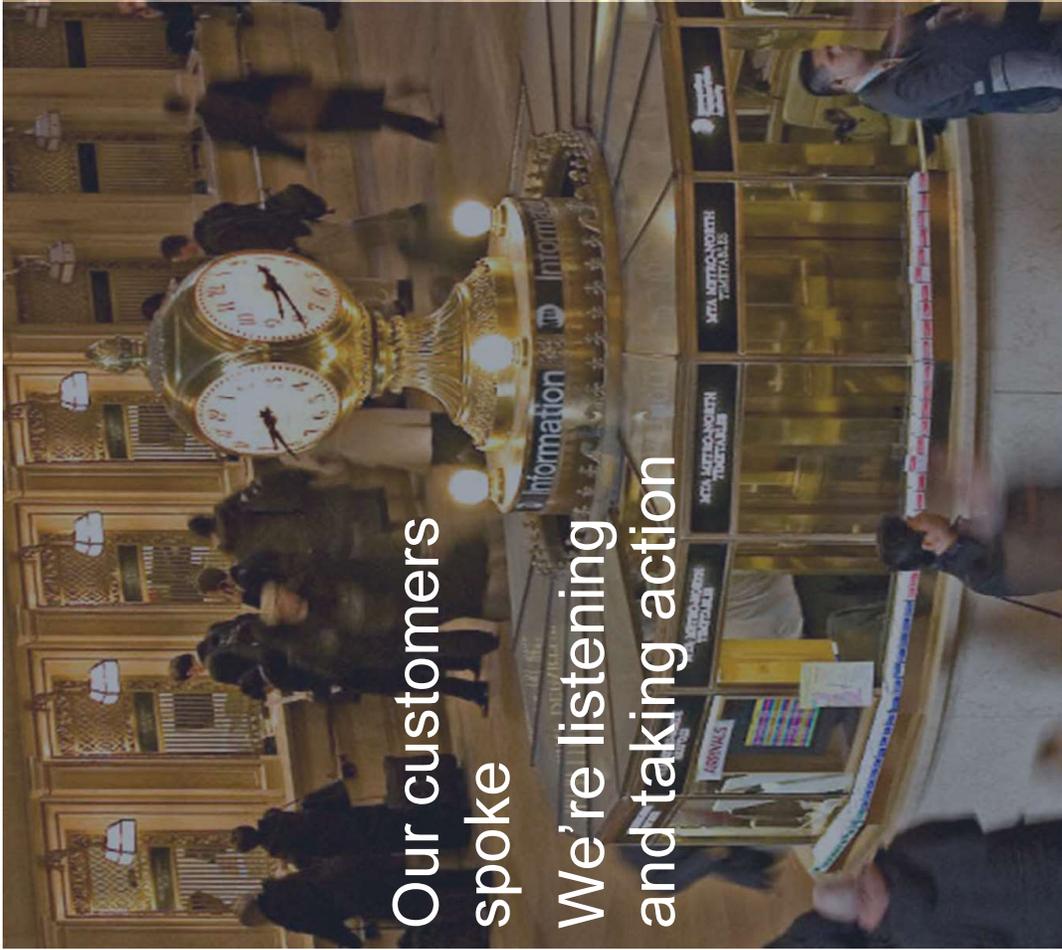
- ✓ Conductors and station ambassadors have distributed thousands of masks during the pandemic
- ✓ Mask Force events continued throughout 2021, with the MTA’s largest distribution ever of 46K pink masks on October 19th



“Peak Service Frequency”

- ✓ Metro-North is closely monitoring current peak service levels and rate of ridership return in the traditional AM and PM peaks
- ✓ Future peak service increases will be tied to continued ridership return during peak hours

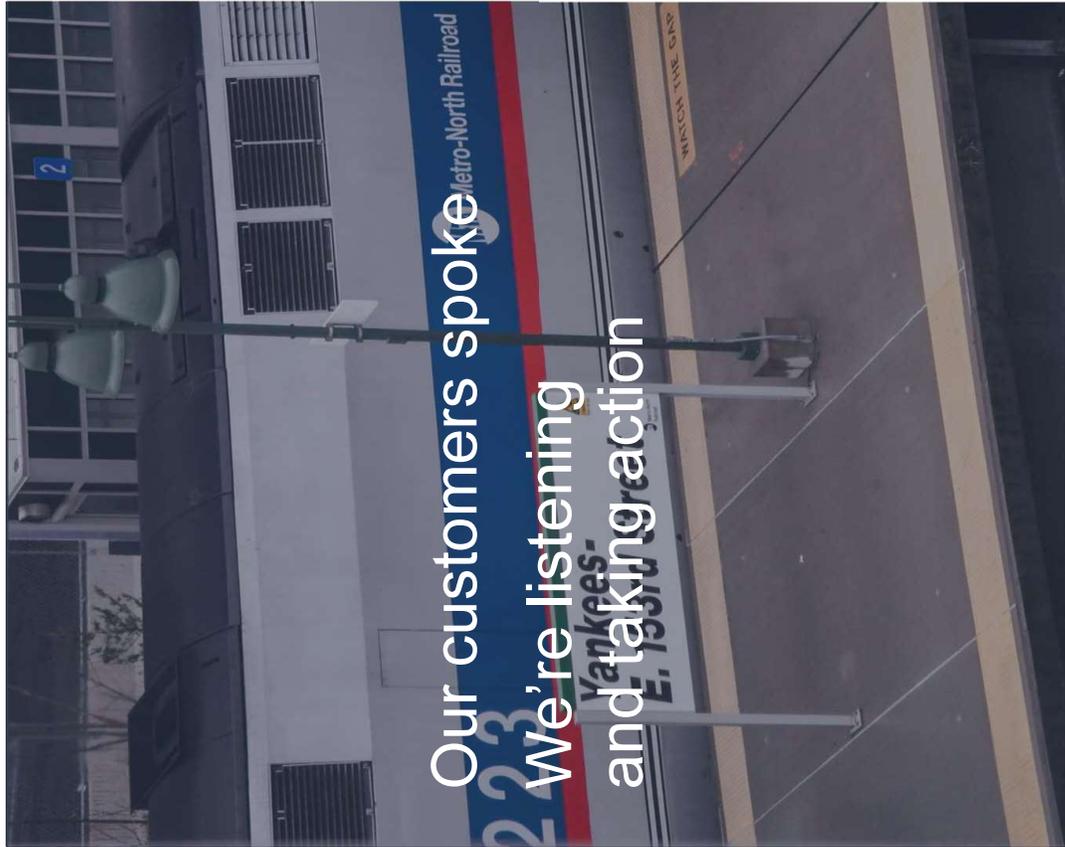




“Off-Peak Service Frequency”

- ✓ Our August 2021 schedule change restored 100% of our pre-COVID weekend and most of our weekday off-peak service levels

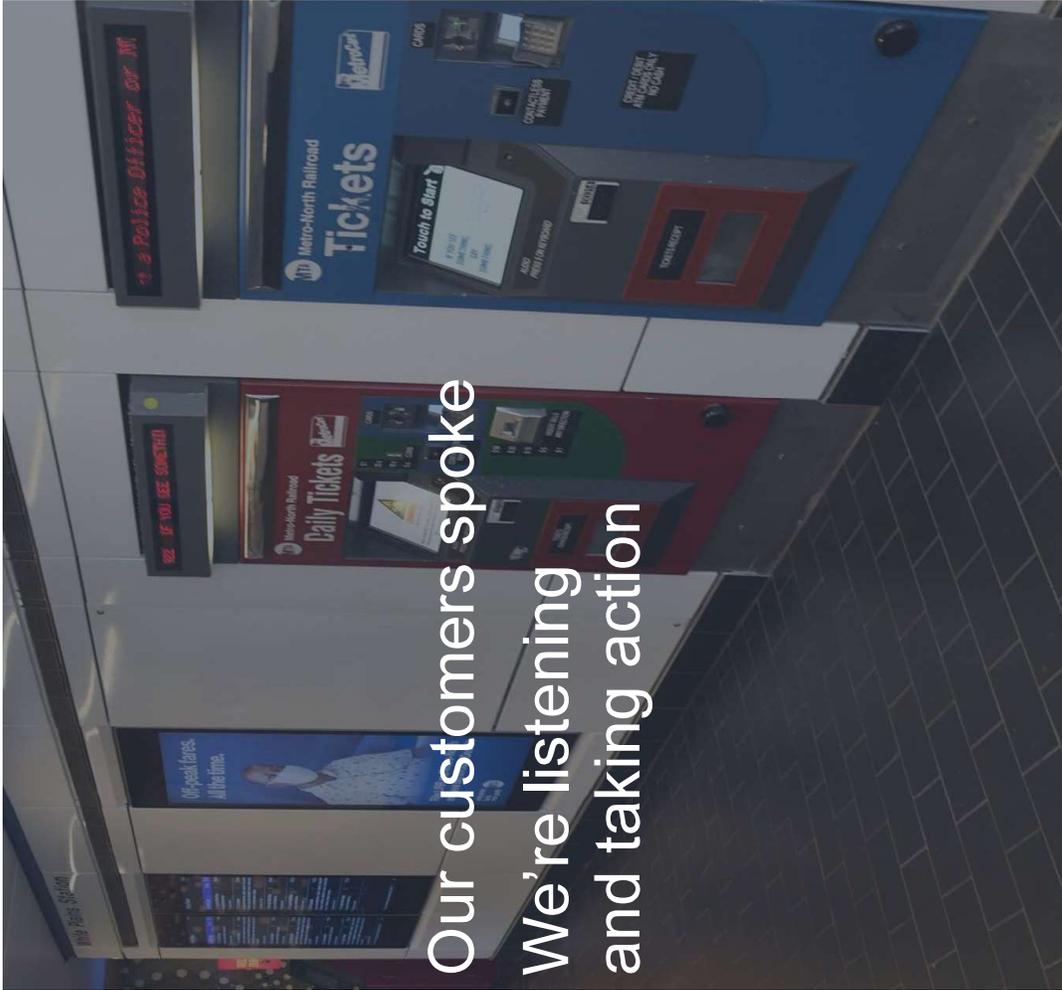




“Cleanliness on board our trains”

- ✓ 85% of our customers were satisfied with cleanliness on board our trains; 88% were satisfied with cleanliness of their boarding stations
- ✓ New COVID-19 cleaning protocols on trains and in stations, including the use of electrostatic sprayers, will continue





Our customers spoke
We're listening
and taking action

“Cost of the ticket”

- ✓ MTA offered promotions during the summer and fall to encourage more off-peak and weekend travel
- ✓ MTA is working to create new fare products to match customer changes in travel frequencies





Long Island Rail Road

INFORMATION

ITEMS

Subject LIRR 2022 Budget & 2022-2025 Financial Plan Adoption	Date December 1, 2021
Department Office of the Chief Financial Officer	Vendor Name
Department Head Name Robert Foran, Chief Financial Officer	Contract Number
Department Head Signature 	Contract Manager Name
Project Manager Name Francis Landers 	Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Committee	12/13/21	X		
2	Finance Committee	12/13/21	X		
3	MTA Board	12/15/21	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 		VP Svc Ping Tech & CPM
2	Financial Liaison 		VP Mkt Dev & Public Affairs
	Sr. VP Operations		General Counsel
	VP Labor Relations	1	OMB 

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

Purpose

To secure MTA Board adoption of the MTA Long Island Rail Road's (LIRR) 2021 November Forecast, 2022 Final Proposed Budget, and the Four-Year Financial Plan for 2022 – 2025.

Discussion

The 2022 Final Proposed Budget, which is consistent with information presented to the Board in November 2021, provides funding to maintain the Long Island Rail Road's commitment to delivering safe, secure, and reliable transportation and first-class customer service. Sufficient investments are included in this Financial Plan to support the LIRR's enhanced cleaning initiatives in response to COVID-19, ongoing safety initiatives, asset maintenance efforts, and system expansion projects. The LIRR projections do not include the estimated impacts of projected fare increases and MTA consolidated below-the-line adjustments, which are presented as part of MTA consolidated materials.

The 2022 Final Proposed Budget reflects the full integration of the LIRR Forward philosophy into how the LIRR manages every day. Particular attention is being paid to customer communication and operational resiliency. The financial plan focuses on Reliability Centered Maintenance (RCM) for rolling stock to ensure maximum fleet availability and on maintenance of the right-of-way to maintain a state of good repair. This is particularly important as many components are entering critical maintenance stages. Funding and resources also are included to support and maintain the new Positive Train Control (PTC) system, ramp-up costs for East Side Access (ESA) readiness efforts (some of which remain below-the-line at the MTA level), and other operating budget impacts, including Moynihan Station, Belmont Park, and Main Line Expansion.

Achieving an efficient operation remains a priority. MTA LIRR continues to monitor the Additional Savings Actions implemented in the 2021 February Financial Plan, which included reduced reliance on outside consultants and contractors, reduced non-service-related expenses, and reduced overtime. These reductions provide savings throughout the Plan period. The LIRR continues to subject all areas of the budget to intensive review.

2021 November Forecast - Baseline

The 2021 Non-Reimbursable November Forecast reflects revenues totaling \$329.4 million, including \$296.8 million in Farebox Revenue and \$32.7 million in Other Operating Revenue. Total Operating Expense projections of \$2,143.0 million consist of labor costs of \$1,226.1 million, non-labor costs of \$370.8 million and non-cash liability adjustments of \$546.1 million. Total Reimbursable expense projections of \$420.5 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 7,622 and include 6,391 Non-Reimbursable positions and 1,231 Reimbursable positions.

2022 Final Proposed Budget - Baseline

The 2022 Non-Reimbursable Final Proposed Budget reflects revenues totaling \$584.0 million. Farebox Revenue of \$554.9 million reflects ridership growth based on the midpoint of McKinsey's "best case" and "worst case" ridership recovery scenarios and projects ridership will reach a new normal level of 79.5% of pre-pandemic ridership during the first quarter of 2024. Other Operating Revenue of \$29.0 million largely reflects revenue from advertising and rental fees. Total Operating Expense projections of \$2,405.3 million consist of labor costs of \$1,295.9 million, non-labor costs of \$568.3 million and non-cash liability adjustments of \$541.1 million. Total Reimbursable expense projections of \$471.8 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 7,729 and include 6,577 Non-Reimbursable positions and 1,152 Reimbursable positions.

Impact on Funding

The 2021 November Forecast, 2022 Final Proposed Budget and the Four-Year Financial Plan for 2022 – 2025, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2021 November Forecast, the 2022 Final Proposed Budget and the Four-Year Financial Plan for 2022 – 2025 for the MTA Long Island Rail Road.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$272,533	\$296,766	\$554,949	\$629,998	\$648,698	\$661,296
Other Operating Revenue	541,948	32,650	29,024	30,756	31,081	31,009
Capital and Other Reimbursements	0,000	0,000	0,000	0,000	0,000	0,000
Total Revenues	\$814,481	\$329,417	\$583,973	\$660,754	\$679,779	\$692,306
Operating Expense						
Labor:						
Payroll	\$555,542	\$591,119	\$639,554	\$662,499	\$680,168	\$695,874
Overtime	123,800	141,558	159,181	157,713	150,917	159,122
Health and Welfare	114,076	118,753	127,546	145,606	153,324	162,936
OPEB Current Payments	62,088	68,367	80,401	85,307	90,462	95,946
Pension	178,655	182,510	166,410	193,856	195,806	202,285
Other Fringe Benefits	148,066	151,264	154,665	170,075	174,280	178,870
Reimbursable Overhead	(51,599)	(27,462)	(31,870)	(22,726)	(24,412)	(25,169)
Total Labor Expenses	\$1,130,627	\$1,226,109	\$1,295,887	\$1,392,329	\$1,420,546	\$1,469,865
Non-Labor:						
Electric Power	\$77,691	\$83,007	\$96,693	\$108,006	\$108,565	\$109,200
Fuel	14,471	20,597	21,916	21,562	21,213	21,359
Insurance	16,218	19,552	23,725	28,551	33,850	40,254
Claims	5,276	4,612	4,682	4,755	4,851	4,937
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	70,291	83,740	146,952	132,516	117,270	128,945
Professional Services Contracts	31,271	44,462	47,776	42,956	43,360	44,721
Materials and Supplies	112,745	103,038	206,482	224,487	247,438	259,351
Other Business Expenses	15,795	11,825	20,091	21,144	21,569	29,884
Total Non-Labor Expenses	\$343,758	\$370,835	\$568,316	\$583,977	\$598,117	\$638,651
Other Expense Adjustments:						
Other Expense Adjustments	\$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
Total Expenses Before Depreciation and GASB Adjs.	\$1,474,385	\$1,596,944	\$1,864,203	\$1,976,306	\$2,018,663	\$2,108,516
Depreciation	\$414,524	\$443,278	\$415,234	\$419,385	\$423,579	\$427,814
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	75,696	107,000	109,140	111,323	113,549	115,820
GASB 68 Pension Expense Adjustment	23,475	(6,200)	14,700	20,100	(34,900)	(4,500)
Environmental Remediation	4,390	2,000	2,000	2,000	2,000	2,000
Total Expenses	\$1,992,469	\$2,143,021	\$2,405,277	\$2,529,114	\$2,522,891	\$2,649,650
Net Surplus/(Deficit)	(\$1,177,988)	(\$1,813,605)	(\$1,821,304)	(\$1,868,360)	(\$1,843,112)	(\$1,957,344)
Cash Conversion Adjustments						
Depreciation	\$414,524	\$443,278	\$415,234	\$419,385	\$423,579	\$427,814
Operating/Capital	(8,200)	(8,149)	(25,576)	(9,274)	(8,748)	(9,036)
Other Cash Adjustments	185,374	18,630	113,919	142,178	89,251	118,490
Total Cash Conversion Adjustments	\$591,698	\$453,759	\$503,577	\$552,289	\$504,082	\$537,268
Net Cash Surplus/(Deficit)	(\$586,290)	(\$1,359,846)	(\$1,317,727)	(\$1,316,071)	(\$1,339,030)	(\$1,420,077)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	456.168	420.500	471.788	355.419	359.820	366.033
Total Revenues	\$456.168	\$420.500	\$471.788	\$355.419	\$359.820	\$366.033
Operating Expense						
Labor:						
Payroll	\$140.035	\$148.108	\$155.903	\$130.585	\$133.537	\$135.464
Overtime	64.621	55.388	62.372	41.448	39.339	40.138
Health and Welfare	33.440	34.817	40.907	29.023	29.423	29.867
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	37.495	48.355	66.463	47.155	47.805	48.526
Other Fringe Benefits	35.572	36.813	41.831	29.679	30.087	30.541
Reimbursable Overhead	51.599	27.462	31.870	22.726	24.412	25.169
Total Labor Expenses	\$362.762	\$350.943	\$399.345	\$300.616	\$304.603	\$309.706
Non-Labor:						
Electric Power	\$0.284	\$0.281	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	6.859	7.374	8.266	8.137	8.334	8.481
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	22.782	16.986	16.899	13.961	14.102	14.239
Professional Services Contracts	6.320	3.430	0.871	0.709	0.728	0.745
Materials and Supplies	56.264	40.853	45.571	31.326	31.377	32.181
Other Business Expenses	0.897	0.633	0.567	0.402	0.408	0.414
Total Non-Labor Expenses	\$93.406	\$89.557	\$72.442	\$54.803	\$55.217	\$56.327
Other Expense Adjustments:						
Other Expense Adjustments	\$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
Total Expenses Before Depreciation	\$456.168	\$420.500	\$471.788	\$355.419	\$359.820	\$366.033
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$272.533	\$296.766	\$554.949	\$629.998	\$648.698	\$661.296
Other Operating Revenue	541.948	32.650	29.024	30.756	31.081	31.009
Capital and Other Reimbursements	456.168	420.500	471.788	355.419	359.820	366.033
Total Revenues	\$1,270.649	\$749.917	\$1,055.761	\$1,016.173	\$1,039.600	\$1,058.338
Operating Expense						
<u>Labor:</u>						
Payroll	\$695.577	\$739.227	\$795.457	\$793.085	\$813.706	\$831.338
Overtime	188.421	196.946	221.552	199.160	190.255	199.260
Health and Welfare	147.516	153.570	168.453	174.629	182.747	192.803
OPEB Current Payments	62.088	68.367	80.401	85.307	90.462	95.946
Pension	216.150	230.865	232.873	241.011	243.611	250.811
Other Fringe Benefits	183.638	188.077	196.496	199.754	204.368	209.412
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,493.390	\$1,577.052	\$1,695.232	\$1,692.945	\$1,725.149	\$1,779.570
<u>Non-Labor:</u>						
Electric Power	\$77.976	\$83.288	\$96.961	\$108.274	\$108.833	\$109.468
Fuel	14.471	20.597	21.916	21.562	21.213	21.359
Insurance	23.077	26.926	31.991	36.687	42.184	48.734
Claims	5.276	4.612	4.682	4.755	4.851	4.937
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	93.074	100.726	163.851	146.477	131.372	143.184
Professional Services Contracts	37.591	47.892	48.646	43.665	44.088	45.465
Materials and Supplies	169.008	143.891	252.053	255.813	278.815	291.532
Other Business Expenses	16.692	12.459	20.658	21.546	21.977	30.298
Total Non-Labor Expenses	\$437.164	\$440.392	\$640.759	\$638.779	\$653.334	\$694.978
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$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
Total Expenses Before Depreciation and GASB Adjs.	\$1,930.553	\$2,017.444	\$2,335.991	\$2,331.725	\$2,378.483	\$2,474.549
Depreciation	\$414.524	\$443.278	\$415.234	\$419.385	\$423.579	\$427.814
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	75.696	107.000	109.140	111.323	113.549	115.820
GASB 68 Pension Expense Adjustment	23.475	(6.200)	14.700	20.100	(34.900)	(4.500)
Environmental Remediation	4.390	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$2,448.637	\$2,563.522	\$2,877.065	\$2,884.533	\$2,882.711	\$3,015.683
Net Surplus/(Deficit)	(\$1,177.988)	(\$1,813.605)	(\$1,821.304)	(\$1,868.360)	(\$1,843.112)	(\$1,957.344)
Cash Conversion Adjustments						
Depreciation	\$414.524	\$443.278	\$415.234	\$419.385	\$423.579	\$427.814
Operating/Capital	(8.200)	(8.149)	(25.576)	(9.274)	(8.748)	(9.036)
Other Cash Adjustments	185.374	18.630	113.919	142.178	89.251	118.490
Total Cash Conversion Adjustments	\$591.698	\$453.759	\$503.577	\$552.289	\$504.082	\$537.268
Net Cash Surplus/(Deficit)	(\$586.290)	(\$1,359.846)	(\$1,317.727)	(\$1,316.071)	(\$1,339.030)	(\$1,420.077)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2022 - 2025
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$279.223	\$296.229	\$564.509	\$641.364	\$660.220	\$672.818
Other Operating Revenue	533.450	24.340	20.221	21.785	21.941	21.692
Capital and Other Reimbursements	427.480	412.694	445.744	345.662	350.576	356.492
Total Receipts	\$1,240.153	\$733.264	\$1,030.475	\$1,008.810	\$1,032.737	\$1,051.003
Expenditures						
Labor:						
Payroll	\$678.710	\$761.622	\$790.033	\$787.535	\$808.026	\$825.526
Overtime	181.890	206.878	221.552	199.160	190.255	199.260
Health and Welfare	144.099	139.109	168.453	174.629	182.747	192.803
OPEB Current Payments	62.212	64.006	80.401	85.307	90.462	95.946
Pension	212.301	229.527	232.873	241.011	243.611	250.811
Other Fringe Benefits	82.943	271.683	211.712	198.754	203.368	208.412
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	\$1,362.155	\$1,672.825	\$1,705.025	\$1,686.395	\$1,718.469	\$1,772.758
Non-Labor:						
Electric Power	\$82.068	\$83.288	\$96.961	\$108.274	\$108.833	\$109.468
Fuel	15.400	20.597	21.916	21.562	21.213	21.359
Insurance	30.987	13.875	32.374	36.171	41.606	49.116
Claims	2.948	1.837	1.852	1.867	1.888	1.929
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	88.448	107.665	163.851	146.477	131.372	143.184
Professional Services Contracts	35.537	38.591	34.996	29.333	29.039	29.664
Materials and Supplies	189.388	135.061	258.503	259.161	283.060	298.944
Other Business Expenses	14.088	15.363	23.163	24.275	24.763	33.135
Total Non-Labor Expenditures	\$458.863	\$416.277	\$633.616	\$627.119	\$641.776	\$686.799
Other Expenditure Adjustments:						
Other	\$5.425	\$4.007	\$9.560	\$11.366	\$11.522	\$11.522
Total Other Expense Adjustments	\$5.425	\$4.007	\$9.560	\$11.366	\$11.522	\$11.522
Total Expenditures	\$1,826.443	\$2,093.110	\$2,348.201	\$2,324.881	\$2,371.767	\$2,471.079
Net Cash Balance	(\$586.290)	(\$1,359.846)	(\$1,317.727)	(\$1,316.071)	(\$1,339.030)	(\$1,420.077)
Cash Timing and Availability Adjustment	(84.584)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Net Cash Balance after Cash Timing & Availability Adj	(\$670.874)	(\$1,359.846)	(\$1,317.727)	(\$1,316.071)	(\$1,339.030)	(\$1,420.077)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2022 - 2025
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$6.690	(\$0.537)	\$9.560	\$11.366	\$11.522	\$11.522
Other Operating Revenue	(8.499)	(8.310)	(8.803)	(8.972)	(9.140)	(9.317)
Capital and Other Reimbursements	(28.688)	(7.806)	(26.043)	(9.757)	(9.245)	(9.541)
Total Receipts	(\$30.496)	(\$16.653)	(\$25.286)	(\$7.363)	(\$6.862)	(\$7.336)
Expenditures						
Labor:						
Payroll	\$16.867	(\$22.395)	\$5.423	\$5.550	\$5.679	\$5.812
Overtime	6.531	(9.932)	0.000	0.000	0.000	0.000
Health and Welfare	3.417	14.461	0.000	0.000	0.000	0.000
OPEB Current Payments	(0.124)	4.361	0.000	0.000	0.000	0.000
Pension	3.848	1.338	0.000	0.000	0.000	0.000
Other Fringe Benefits	100.695	(83.606)	(15.216)	1.000	1.000	1.000
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	\$131.234	(\$95.773)	(\$9.793)	\$6.550	\$6.679	\$6.812
Non-Labor:						
Electric Power	(\$4.092)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.929)	0.000	0.000	0.000	0.000	0.000
Insurance	(7.910)	13.051	(0.382)	0.517	0.578	(0.381)
Claims	2.328	2.775	2.831	2.887	2.963	3.008
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.626	(6.939)	0.000	0.000	0.000	0.000
Professional Services Contracts	2.054	9.301	13.650	14.333	15.049	15.802
Materials and Supplies	(20.379)	8.830	(6.451)	(3.348)	(4.245)	(7.411)
Other Business Expenses	2.604	(2.904)	(2.505)	(2.729)	(2.786)	(2.837)
Total Non-Labor Expenditures	(\$21.699)	\$24.114	\$7.142	\$11.660	\$11.559	\$8.179
Other Expenditure Adjustments:						
Other Expense Adjustments	(\$5.425)	(\$4.007)	(\$9.560)	(\$11.366)	(\$11.522)	(\$11.522)
Total Other Expenditure Adjustments	(\$5.425)	(\$4.007)	(\$9.560)	(\$11.366)	(\$11.522)	(\$11.522)
Total Expenditures	\$104.110	(\$75.666)	(\$12.210)	\$6.844	\$6.716	\$3.469
Total Cash Conversion Adjustments before Depreciation	\$73.614	(\$92.319)	(\$37.497)	(\$0.519)	(\$0.146)	(\$3.866)
Depreciation	\$414.524	\$443.278	\$415.234	\$419.385	\$423.579	\$427.814
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	75.696	107.000	109.140	111.323	113.549	115.820
GASB 68 Pension Expense Adjustment	23.475	(6.200)	14.700	20.100	(34.900)	(4.500)
Environmental Remediation	4.390	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(84.584)	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$507.114	\$453.759	\$503.577	\$552.289	\$504.082	\$537.268

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2022 - 2025
Ridership (Utilization) and Revenue
(in millions)

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
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RIDERSHIP

Monthly Ridership	13,520	8,545	34,081	38,830	40,363	41,073
Weekly Ridership	0.822	0.617	1.751	1.980	2.046	2.089
Total Commutation	14,342	9,162	35,832	40,810	42,409	43,163
One-way Full Fare	3,030	2,413	7,168	8,136	8,401	8,582
One-way Off-Peak	7,915	14,254	13,767	15,603	16,111	16,457
All Other	5,024	9,016	8,399	9,541	9,846	10,053
Total Non-Commutation	15,969	25,684	29,335	33,280	34,358	35,091
Total Ridership	30,310	34,846	65,166	74,090	76,767	78,254

FAREBOX REVENUE

Baseline Total Farebox Revenue	\$272,533	\$296,766	\$554,949	\$629,998	\$648,698	\$661,296
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MTA LONG ISLAND RAIL ROAD
November Financial Plan 2022-2025
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2020 Actual	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Administration						
Executive VP	1	0	0	0	0	0
Enterprise Asset Management	5	9	9	9	9	9
Sr Vice President - Engineering	1	2	2	8	8	8
Labor Relations	14	14	14	14	14	14
Procurement & Logistics (excl. Stores)	51	55	53	51	51	51
Human Resources	32	35	35	35	35	35
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	13	12	12	12	12	12
President	7	8	8	8	8	8
VP & CFO	2	2	2	2	2	2
Information Technology	0	0	0	0	0	0
Controller	41	42	42	42	42	42
Management and Budget	14	16	16	16	16	16
BPM, Controls, & Compliance	4	4	4	4	4	4
Market Dev. & Public Affairs	65	65	65	65	65	65
Gen. Counsel & Secretary	26	29	29	29	29	29
Diversity Management	3	3	3	3	3	3
Security	11	15	15	15	15	15
System Safety	39	46	46	42	42	42
Training	65	68	68	68	68	68
Service Planning	26	28	28	22	22	22
Rolling Stock Programs	9	17	17	17	17	17
Sr Vice President - Operations	1	4	4	4	4	4
Total Administration	432	476	474	468	468	468
Operations						
Train Operations	2,293	2,376	2,380	2,211	2,211	2,211
Customer Service	313	384	384	384	384	384
Total Operations	2,606	2,760	2,764	2,595	2,595	2,595
Maintenance						
Engineering	1,944	1,978	1,953	2,017	2,017	2,017
Equipment	2,059	2,095	2,211	2,254	2,295	2,355
Procurement (Stores)	98	96	112	112	112	112
Total Maintenance	4,101	4,169	4,276	4,383	4,424	4,484
Engineering/Capital						
Department of Program Management	118	144	143	142	142	142
Special Projects	48	59	59	47	47	47
Positive Train Control	14	14	14	14	14	14
Total Engineering/Capital	180	217	216	203	203	203
Total Baseline Positions	7,319	7,622	7,729	7,649	7,690	7,750
<i>Non-Reimbursable</i>	6,230	6,391	6,577	6,685	6,726	6,788
<i>Reimbursable</i>	1,089	1,231	1,152	964	964	962
<i>Total Full-Time</i>	7,319	7,622	7,729	7,649	7,690	7,750
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2022 - 2025
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Administration						
Managers/Supervisors	237	263	263	260	260	260
Professional/Technical/Clerical	88	108	90	87	87	87
Operational Hourlies	107	105	121	121	121	121
Total Administration Headcount	432	476	474	468	468	468
Operations						
Managers/Supervisors	298	354	354	342	342	342
Professional/Technical/Clerical	100	125	125	125	125	125
Operational Hourlies	2,208	2,281	2,285	2,128	2,128	2,128
Total Operations Headcount	2,606	2,760	2,764	2,595	2,595	2,595
Maintenance						
Managers/Supervisors	777	895	877	813	817	828
Professional/Technical/Clerical	237	262	273	274	284	285
Operational Hourlies	3,087	3,012	3,125	3,296	3,323	3,371
Total Maintenance Headcount	4,101	4,169	4,276	4,383	4,424	4,484
Engineering / Capital						
Managers/Supervisors	136	152	151	138	138	138
Professional/Technical/Clerical	44	65	65	65	65	65
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	180	217	216	203	203	203
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,448	1,664	1,645	1,553	1,557	1,568
Professional/Technical/ Clerical	469	560	553	551	561	562
Operational Hourlies	5,402	5,398	5,531	5,545	5,572	5,620
Total Positions	7,319	7,622	7,729	7,649	7,690	7,750



Long Island Rail Road

INFORMATION

ITEMS

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2022 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
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
 II. <u>SPECIFIC AGENDA ITEMS</u>	 <u>Responsibility</u>
 <u>January 2022</u>	
Approval of 2022 Committee Work Plan	Committee Chairs & Members
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
 <u>May 2022</u>	
June Timetable Change & Trackwork Programs	Service Planning
Diversity/EEO Report – 1 st Q 2022	Administration/Diversity
LIRR/MNR PTC Implementation Update	President
 <u>June 2022</u>	
Summer Track Work Programs	Service Planning

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.

II. SPECIFIC AGENDA ITEMS

JANUARY 2022

Approval of 2022 Committee Work Plan

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2022 that will address initiatives to be reported on throughout the year.

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 2021 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

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.

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

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

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

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.

NOVEMBER 2022

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 2022

Diversity & EEO Report– 3rd 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.

2023 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2023.

Proposed 2023 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2023 that will address initiatives to be reported throughout the year.

Review Committee Charter

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



Long Island Rail Road

Diversity & EEO Report – 3rd Quarter 2021

Due to continued update of workforce information resulting from Transformation and the need to reconcile individual agencies' data agency-wide, all reporting of agency-wide Diversity workforce data will be provided by DDCR at the Diversity Committee. Once the new census data is available, underutilization analysis for all job groups will be conducted and agency-wide utilization percentages will be provided. DDCR expects agency-specific data to be provided in the 1st Quarter 2022 Diversity Committee Book.

Staff Summary



Subject HOLIDAY SERVICE & WINTER TRACKWORK PROGRAMS						Date November 22, 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		12/13/2021			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 added service during the 2021-2022 Holiday Season. Additionally, track work programs in January will support Signal Testing on the Main Line and a series of Switch Installations in Queens Interlocking.

HOLIDAY SERVICE

Christmas Eve Program *(Thursday, December 23, 2021, and Friday, December 24, 2021)*

On Thursday, December 23, 2021, and Friday, December 24, 2021, the LIRR will operate on a regular weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 11 early release trains (four trains to Babylon, two to Huntington, two to Ronkonkoma, and one each to Hicksville, Great Neck, Far Rockaway), plus two more Babylon Branch trains.

Christmas Day *(Saturday, December 25, 2021)*

The LIRR will be operating on a regular weekend/holiday schedule.

New Year’s Holiday Early Getaway Program *(Thursday, December 30, 2021, and Friday, December 31, 2021)*

On Thursday, December 30, 2021, and Friday, December 31, 2021, the LIRR will operate on a regular weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 11 early release trains (four trains to Babylon, two to Huntington, two to Ronkonkoma, and one each to Hicksville, Great Neck, Far Rockaway), plus two more Babylon Branch trains.

New Year’s Eve Program *(Friday, December 31, 2021)*

On New Year’s Eve, the LIRR will be on a weekday schedule with the addition of extra evening westbound trains. For westbound customers attending events in New York City, we will operate 21 additional evening westbound trains, eighteen to Penn Station and three to Atlantic Terminal. The added service will operate as

follows: four from Huntington, four from Babylon, three from Ronkonkoma, two Long Beach, two from Hicksville and one each from Speonk, Port Jefferson, Freeport, Hempstead, Port Washington and Great Neck.

New Year's Day Program (*Saturday, January 1, 2022*)

The LIRR will operate on a regular weekend/holiday schedule on New Year's Day, with extra trains for those heading home after New Year's Eve events. Nineteen early morning extra eastbound trains will operate to Long Island, fifteen from Penn Station and four from Atlantic Terminal. Trains will operate as follows: six to Babylon, four to Ronkonkoma, three to Port Washington, three to Huntington, and one each to Speonk, Port Jefferson and Long Beach.

TRACK WORK PROGRAMS

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

- **Main Line – Signal Testing** – On January 10th through January 28th, one of two main tracks on the Main Line will be out of service between Carle Place and Hicksville during the weekday overnight period in support of signal testing as part of the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service on weekday overnights, one eastbound Ronkonkoma train and one westbound Huntington train will be adjusted 15 minutes later.

- **Queens Interlocking Project – Switch Removal – Hempstead Branch** – On the weekend January 15-16, both main tracks on the Hempstead Branch will be out of service for 48 hours in support of a switch removal in Queens Interlocking.
 - **Temporary Service Adjustments:** On the weekend of January 15-16, buses will replace train service at Bellerose Station and also between Stewart Manor and Hempstead on the Hempstead Branch. Regularly scheduled Hempstead Branch Trains will depart Atlantic Terminal making stops at Nostrand Avenue, East New York, Jamaica, Hollis, Queens Village, Floral Park and then will proceed via the Main Line to Mineola Station where customers will detrain for bus service to all stations between Stewart Manor and Hempstead. Customers at Bellerose Station will be accommodated by buses to/from Queens Village Station for train service.

- **Queens Interlocking Project – Switch Removal – Main Line** – On the weekend of January 22-23, both main tracks on the Main Line will be out of service between New Hyde Park and Hicksville for 48 hours in support of a switch removal in Queens Interlocking.
 - **Temporary Service Adjustments:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service

to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.

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

As part of our communication campaign for these service changes, public timetables will be issued, and additional information will be shared via our website, e-mail alerts, and social media messaging. Stay connected. Find real-time LIRR service status information on www.mta.info, 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.



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE LONG ISLAND RAIL ROAD AND THE METROPOLITAN SUBURBAN BUS AUTHORITY

This Charter for the Committee on Operations of the Long Island Rail Road and the Metropolitan Suburban Bus Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), as amended on November 17, 2021.

I. PURPOSE

The Committee on Operations of the Long Island Rail Road and the Metropolitan Suburban Bus Authority (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Long Island Rail Road Company ("LIRR") and the Metropolitan Suburban Bus Authority ("LIB").

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the LIRR/LIB. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, LIRR/LIB or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of the LIRR and the President of LIB shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of the LIRR/LIB, including information on railroad, bus and paratransit service;
2. monitor and update the Board Chair and the Board on the safety record of LIRR/LIB; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to LIRR/LIB operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of the LIRR/LIB, including financial reports, ridership reports, and the use of LIRR/LIB funds;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts, **other than Capital Program construction, consultant and related contracts and solicitations,** of the LIRR/LIB that require Board approval;

6. review and make recommendations to the Board Chair and the Board regarding service and policy changes that require Board approval;
7. facilitate the identification of approaches and solutions that address LIRR/LIB security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding LIRR/LIB security issues; and
8. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the LIRR/LIB: (i) legal and regulatory matters that may have a material impact on the LIRR/LIB; and (ii) the scope and effectiveness of compliance policies and programs.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

Customer
Satisfaction
Survey &
COVID Study

LIRR
Survey Results

December 2021

Fall 2021 Customers Count



Customers Count Executive Summary

- Most lapsed* (81%) and current** (83%) customers say their employers will or already have opened their place of work, and a small percentage of businesses have left the area or are permanently closed (5%).
- Current** customers trip purpose has shifted from mainly commuting to personal business, and they are travelling less during the peak periods and more during midday off-peak.
- Current** customers who are riding less (67%) cite working from home (63%) and COVID concerns (32%) as the top reasons. Of all customers who will ride in the future, those that will be riding less (48%) because of work from home (70%) and COVID concerns (26%).
- During the pandemic, customers have used personal vehicles (87%) rather than use the LIRR for some or all of their trips.

*Lapsed customers – Those who used an MTA service pre-COVID (before March 1, 2020) and have not since the pandemic.

**Current customers – Those who are using an MTA service since the pandemic began (since March 31, 2020).



Customers Count Executive Summary

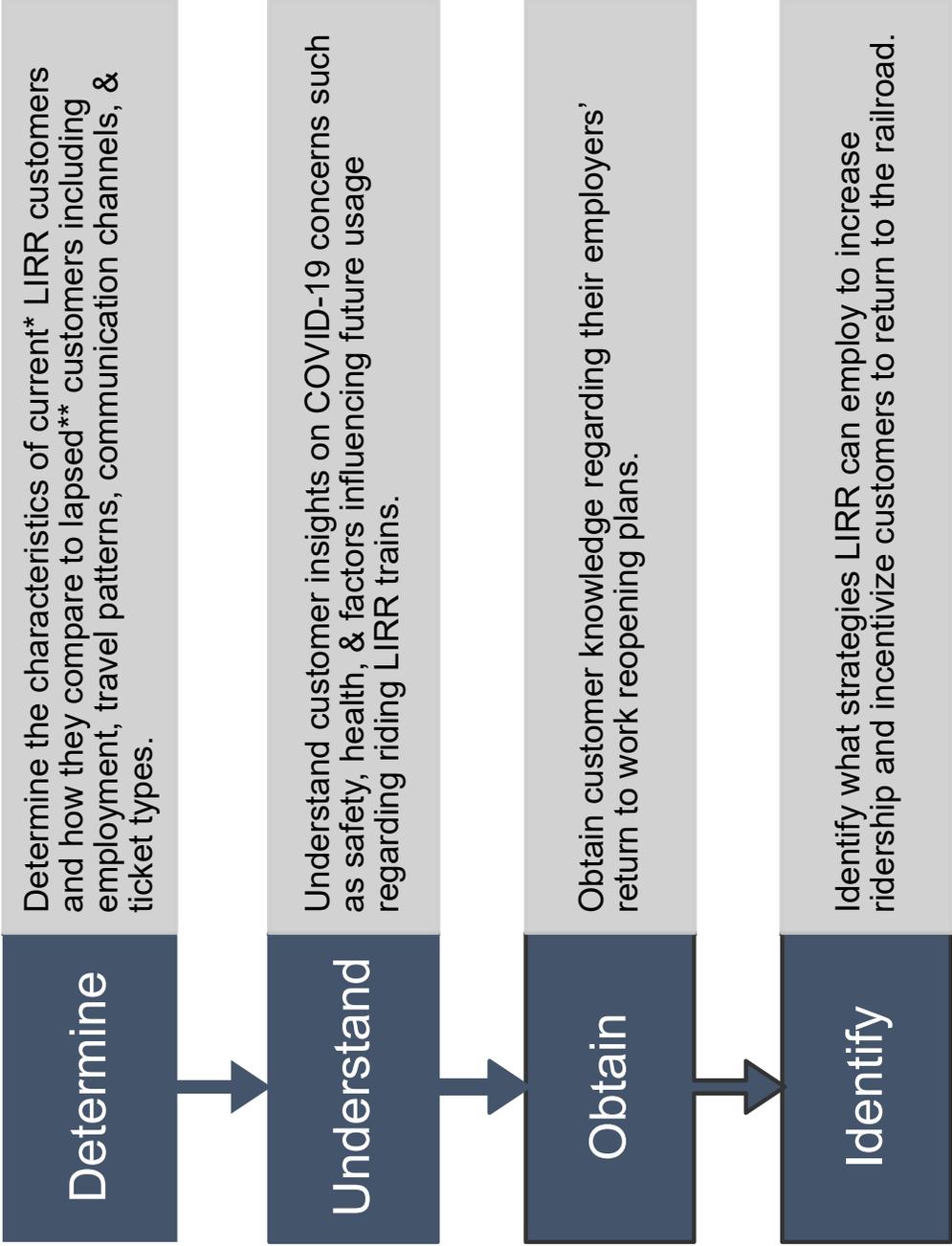
- The Key Drivers analysis reveals the top five most important attributes to address customer expectations: the number of people panhandling/ experiencing mental illness/homelessness at destination station, cost of a ticket, customers wearing face masks or coverings, peak service frequency, and off-peak service frequency.
- The most important factors for riding in the future for lapsed* customers was “social distancing on trains” (87%) and for current** customers they were “my health and safety concerns regarding using LIRR have been satisfied” (87%) and “cost of ticket” (87%).
- Lapsed* and current** customers anticipate less monthly ticket purchases in the future, and more usage of alternative ticket types.

*Lapsed customers – Those who used an MTA service pre-COVID (before March 1, 2020) and have not since the pandemic.

**Current customers – Those who are using an MTA service since the pandemic began (since March 31, 2020).



Research Objectives



*Current customers – Those who are using an MTA service since the pandemic began (since March 31, 2020).

**Lapsed customers – Those who used an MTA service pre-COVID (before March 1, 2020) and have not since the pandemic.



Research Methodology

- An e-survey of LIRR current* & lapsed** customers launched on September 20, 2021 through October 4, 2021.
- Obtained an excellent response with nearly 22,000 total responses: Approximately 4,800 responses were lapsed** and 17,000 were current* customer responses.
- Extensive campaign to boost response rates throughout the region.
- Data was weighted using August 2021 Ridership counts for the current* customers, and the difference between August 2019 Ridership and August 2021 Ridership was used for lapsed** customers.
- The margin of error for the total sample, the lapsed** customer sample, and the current* customer sample is approximately $\pm 1\%$ at the 95% confidence level.

*Current customers – Those who are using an MTA service since the pandemic began (since March 31, 2020).

**Lapsed customers – Those who used an MTA service pre-COVID (before March 1, 2020) and have not since the pandemic.



Employer Plans to Reopen Work Location Lapsed vs. Current

Employer Reopening?	Lapsed %	Current %
Yes, plans on opening work locations	54%	40%
No, but plans on reopening at another location in NY Metropolitan area	2%	1%
No, but plans on reopening outside NY Metropolitan area	1%	1%
No, does not plan on reopening/business closed	2%	1%
My business never closed/is currently opened	27%	43%
Don't know	14%	14%



Future Telecommuting Among Lapsed Customers

Work from home after directed to return to work	Fall 2020 %	Fall 2021 %
Net: Yes	65%	75%
4+ times per week	20%	26%
3 times per week	18%	21%
1-2 times a week	18%	21%
1-3 times a month	4%	4%
Less than once per month	2%	2%
Every other day or week, about 50% of the time	3%	1%
None of the time	12%	12%
Don't know	23%	13%



Differences in Customer Trip Purpose Lapsed vs. Current

Trip Purpose	Lapsed Customers	Current Customers
Commuting to/from regular workplace	66%	50%
Recreation (e.g., dining/entertainment/vacation)	15%	17%
Personal business (visiting friends/family, non-medical personal)	8%	19%
For business reasons (not to regular workplace)	7%	5%
Medical or health needs for yourself or someone you care for	1%	3%
Commuting to/from school	2%	3%
Shopping	<.5%	1%
Other	1%	2%



Time of Day Usage Lapsed vs. Current

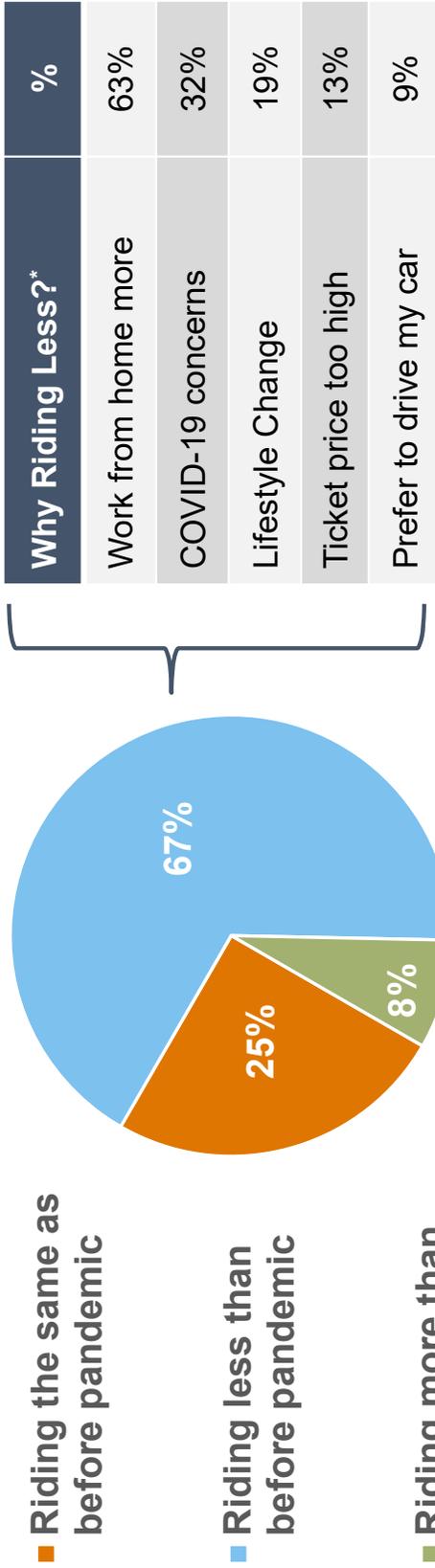
Time of day*	Lapsed Customers	Current Customers	Difference Lapsed to Current (PPT)
Monday to Friday (6AM to 9:59AM)	71%	56%	-15
Monday to Friday (10AM to 3:29PM)	18%	26%	8
Monday to Friday (3:30PM to 7:59PM)	62%	57%	-5
Monday to Friday (8PM to 11:59PM)	15%	19%	4
Monday to Friday (Midnight to 5:59AM)	4%	7%	3
Saturday and Sunday (Weekends)	24%	40%	16

*Multiple responses allowed so may add up to more than 100%.



Current Customers: Reasons for Riding LIRR Less Than Before Pandemic (Among Those Stating Riding Less)

Riding Frequency



- Riding the same as before pandemic
- Riding less than before pandemic
- Riding more than before pandemic

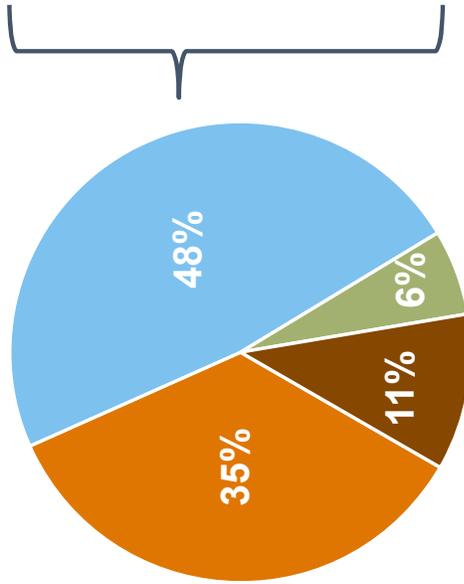
*Multiple responses allowed so may add up to more than 100%. Top responses shown



Future Customers*: Reasons for Riding LIRR Less Than Before Pandemic (Among Those Stating Riding Less)

Riding Frequency

- Riding the same as before pandemic
- Riding less than before pandemic
- Riding more than before pandemic
- Don't know



Why Riding Less?*	%
Work from home more	70%
COVID-19 concerns	26%
Ticket price too high	18%
Lifestyle change	15%
Prefer to drive my car	12%

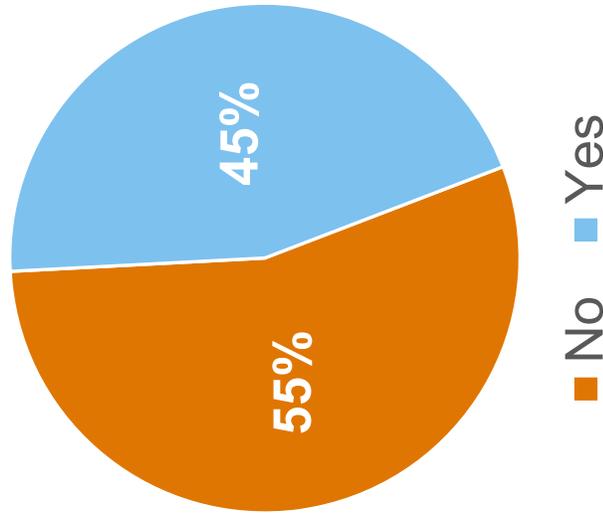
*Future customers may include both lapsed and current customers.

**Multiple responses allowed so may add up to more than 100%. Top responses shown



Alternative Modes for Trips Customers Would Have Made on LIRR (Among all Customers who Rode Prior to the Pandemic)

Alternative Transportation



Alternate Modes*	%
Personal vehicle owned/leased by you or a member of your household	87%
App-based eHail (Uber, Lyft, Via, etc.)	16%
Dropped off in a personal vehicle	11%
Car Service	9%

*Multiple responses allowed so may add up to more than 100%.



Customers' Future Usage of LIRR When COVID Related Restrictions are Fully Lifted: Lapsed vs. Current

Future Use of the LIRR	Lapsed Customers	Current Customers
Never	6%	1%
Less than once a month	23%	13%
Less than one day a week but at least once a month	14%	19%
One or two days per week	18%	18%
Three or four days per week	13%	17%
Five days per week	8%	20%
Six or seven days per week	1%	4%
Don't know	17%	8%



Long Island Rail Road Customer Key Drivers

High	(Customer Ranking)	Low
<p>Top Five Most Important Attributes: Performance Meets or Exceeds Customer Expectations (higher satisfaction)</p> <ol style="list-style-type: none"> 1. On-time performance 2. Availability of seats 3. Cleanliness of boarding station 4. Electronic or LED signs at boarding station 5. Conductors 	<p>Top Five Most Important Attributes: Performance Needs Improvement to Meet Customer Expectations (lower satisfaction)</p> <ol style="list-style-type: none"> 1. The number of people panhandling, experiencing mental illness or homelessness at destination station 2. Cost of ticket 3. Customers wearing masks or face coverings 4. Peak service frequency 5. Off-peak service frequency 	<p>Satisfaction (Customer Rating)</p>
Low		High



Current Customers' Service and Travel Information Sources

Primary channels*	%
LIRR TrainTime	61%
MYmta app	47%
MTA.info website	33%
TV or radio news	10%
MTA/LIRR pages on social media	7%
Friends and family	6%
Online news	3%
Other app	2%
Other social media	3%
E-mail	13%
Newspapers	1%
SMS/Text alert	7%
Railroad Employees	3%
Other	1%
I do not receive LIRR service communications	6%

*Multiple responses allowed so may add up to more than 100%.



Real-Time Information Lapsed vs. Current

Awareness of real-time information available in the TrainTime mobile app:	Lapsed % Aware	Current % Aware
Train Capacity	37%	56%
Train Location	51%	65%
Seat Availability	29%	52%

74%

of current customers have used the app features

91%

of those who used them, found the features useful.

* Answer options include Not Aware, Not Sure



Future LIRR Travel: Factors Influencing Future Usage Lapsed vs. Current

Factors in decision to increase LIRR usage in the future	Lapsed Customer % Important	Current Customer % Important	Difference Lapsed to Current (PPT)
LIRR's peak service frequency	75%	76%	1
LIRR's off-peak service frequency	63%	80%	17
Knowing how crowded a LIRR train will be before boarding	80%	74%	-6
My health and safety concerns regarding using LIRR have been satisfied	86%	87%	1
Most people are vaccinated for COVID-19	82%	81%	-1
My personal security concerns regarding using the railroad have been satisfied	85%	86%	1
Social distancing on trains, so you do not sit directly next to anyone	87%	83%	-4
My personal security concerns using the New York City Subway and Bus system have been satisfied	82%	80%	-2
Employer directing you to return to your work location	73%	74%	1
Cost of ticket	85%	87%	2



Future Ticket Types Lapsed vs. Current

Ticket Type	Lapsed Customer*		Current Customer**	
	Past %	Future %	Current %	Future %
Monthly	52%	11%	13%	23%
Round Trip Off-Peak	14%	15%	28%	18%
Senior/Disabled (All Types)	5%	7%	6%	7%
Ten-Trip Peak	6%	17%	2%	8%
Ten-Trip Off-Peak	5%	7%	23%	14%
Round Trip Peak	7%	8%	3%	4%
One-Way Off-Peak	4%	4%	18%	11%
One-Way Peak	3%	3%	2%	2%
Weekly	1%	1%	1%	2%
One-Way Atlantic Ticket	<.5%	<.5%	1%	<.5%
Weekly Atlantic Ticket	<.5%	<.5%	<.5%	1%
City Ticket	1%	1%	2%	1%
Other	1%	1%	1%	1%
Don't know	N/A	18%	N/A	7%
I do not plan to return to using LIRR	N/A	7%	N/A	1%

*Lapsed customers – Those who used an MTA service pre-COVID (before March 1, 2020) and have not since the pandemic.

**Current customers – Those who are using an MTA service since the pandemic began (since March 31, 2020).

Key Take-aways

- Obtained an excellent response with nearly 22,000 customers completing the online survey.
- Over half of lapsed customers (54%) stated that their employer plans to open their work location, with an additional 27% stating its already open. Current customers had 40% stating employer will open work location, and 43% saying it's already open.
- The percentage of lapsed customers who will continue to work from home, increased from 65% in 2020 to 75% in the current study. Future telecommuting plans among lapsed customers are more definitive than in 2020 as only 13% in the current survey stated, “*Don’t know*”.
- Current customers reported riding less for commuting, and more for personal business (19%) than lapsed customers (8%).

Key Take-aways

- Current customers have reported riding less frequently during the AM and PM weekday peak than lapsed customers. Current customers are riding more frequently on the weekends (40%) than lapsed customers (24%).
- Among current customers nearly 7 in 10 stated riding less than before the pandemic, with a majority (63%) citing that they were working from home more. The pandemic is still top of mind, with almost a third (32%) stating that they are riding less because of COVID concerns.
- Among all customers nearly half (48%) stated they will be riding less, with similar top reasons, 70% stating they will be working from home more and 26% citing COVID concerns.
- 45% of all customers (lapsed and current) indicated that they have used an additional/alternative mode during the pandemic, with 87% using their personal vehicle.
- Lapsed customers were more likely to indicate “Don’t know” (17%) when asked how often they will use the LIRR in the future than current customers (8%).

Key Take-aways

- The Key Drivers analysis reveals satisfaction and importance ratings for individual attributes.
 - Top five most important attributes of service where customer expectations had higher than average satisfaction and higher importance: on-time performance, availability of seats, cleanliness of boarding station, electronic/LED signs at boarding station, and conductors.
 - Top five most important attributes of service where customer expectations had lower satisfaction and higher importance: the number of people panhandling/ experiencing mental illness/homelessness at destination station, cost of a ticket, customers wearing face masks or coverings, peak service frequency, and off-peak service frequency.

Key Take-aways

- The top three service and communication information sources reported by customers were: TrainTime (61%), MYmta app (47%) and the MTA.info website (33%).
- Current customers are more aware than lapsed customers for each of the features in the TrainTime mobile app. Most current customers who have used the features find it useful (91%).
- The top factors for deciding to ride LIRR in the future for lapsed customers was “social distancing on trains”. The top factors for current customers were “health and safety concerns using LIRR have been satisfied” and “cost of a ticket” .
- Lapsed and current customers anticipate less monthly ticket purchases in the future, and more usage of alternative ticket types.

Contracts

David K. Cannon, Vice President

PROCUREMENT PACKAGE December 2021

PROCUREMENTS

The Procurement Agenda this month includes one action for a proposed expenditure of \$31.3M

Staff Summary

Subject		Request for Authorization to Award a Procurement Action			
Department		Contracts			
Department Head Name David K. Cannon, Vice President & Chief Procurement Officer					
Department Head Signature					
Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/13/21	X		
2	Board	12/15/21	X		

Date: December 10, 2021			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

To obtain the approval of the Board to award a procurement action and to inform the Metro-North and Long Island Rail Road Committees of this procurement action.

Discussion

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
F. Personal Services Contracts	<u>1</u>	<u>\$ 31,319,480</u>
	TOTAL 1	\$ 31,319,480

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 559, 2879 and 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.

DECEMBER 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. | Hitachi Rail STS USA, Inc
Contract No. 6398
1,098 Calendar days | \$ 31,319,480 | <u>Staff Summary Attached</u> |
|----|---|---------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for the Long Island Rail Road ("LIRR") Queens Interlocking Signal System.

Schedule F Personal Service Contracts
Staff Summary

Item Number 1

Dept & Dept Head LIRR Business Unit, Andrew Wilson, Acting Chief Engineer						SUMMARY INFORMATION																									
Contracts Department Ian Goldrich, SVP and Deputy General Counsel						Vendor Name Hitachi Rail STS USA, Inc.	Contract Number 6398																								
Board Reviews						Description Design-Build Services for Queens Interlocking Signal System																									
<table border="1"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>MNR & LIRR Joint Committee</td> <td>12/13/21</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Board</td> <td>12/15/21</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	MNR & LIRR Joint Committee	12/13/21	X			2	Board	12/15/21	X									Total Amount \$31,319,480	
Order	To	Date	Approval	Info	Other																										
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	Approval		Approval																												
X	Deputy Chief, Development	X	President																												
X	Deputy Chief, Delivery	X	Executive Vice President & General Counsel																												
						Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																									
						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																									
						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 type="checkbox"/> Other:																									

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Hitachi Rail STS, USA Inc. for design-build services for the Long Island Rail Road (“LIRR”) Queens Interlocking Signal System Project (“Project”) in the amount of \$31,319,480 and a duration of 1,098 Calendar days.

Discussion

Contract 6398 (“Contract”) will upgrade the LIRR Queens Interlocking Signal System located on LIRR’s Main Line east of Jamaica Station in Queens County, N.Y. where four active tracks support LIRR commuter service to and from New York City. Queens Interlocking is divided into five separate remote control interlockings that manage switching on the active tracks and provides switching access to LIRR’s new Elmont Station. The Contract provides for the design, fabrication, assembly, delivery, systems integration and testing of a new signal system for Queens Interlocking, including pre-wired central instrument locations (“CILs”), auxiliary huts, track cases, switches, signals and ancillary equipment. The Design-Builder will also set and secure the assembled CILs and auxiliary huts at the Project site. LIRR Force Account will install all wayside signal and switch equipment and connect all cables to the CILs and auxiliary huts.

A one-step Request for Proposal (“RFP”) process was conducted for this 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, a single proposal was received from Hitachi Rail STS, USA Inc (“Hitachi”). A market survey was performed and other prospective proposers who initially expressed interest in the Project advised that they had workload issues, were unsure if they could meet the technical requirements, or preferred to serve in a subcontracting capacity. Hitachi has been the prime provider of signal equipment for the LIRR for well over a decade and other firms have been unwilling or unable to compete with them. This is an issue that C&D is aware of and trying to rectify.

Hitachi’s proposal was evaluated by a Selection Committee consisting of representatives from C&D and LIRR utilizing the following pre-established selection criteria: technical approach (including project organization), proposed staff experience, corporate experience and schedule. After review of the Hitachi proposal, the Selection Committee determined that Hitachi’s proposal demonstrated a thorough

Schedule F Personal Service Contracts**Staff Summary**

Item Number 1

Page 2 of 2

understanding of the scope and an efficient approach to the work, utilizing effective means and methods. Furthermore, Hitachi's experience in designing, fabricating, integrating and testing rail signal systems met and/or exceeded the RFP requirements.

Hitachi's proposal was in the amount of \$32,550,750. C&D entered into negotiations with Hitachi to address various cost-savings initiatives and scope clarifications. Thereafter, Hitachi was requested to reassess their price for any additional efficiencies or other cost-saving measures. As a result, Hitachi submitted a Best and Final Offer ("BAFO") that reduced the proposed price by \$1,231,270 (4%), resulting in a final negotiated price of \$31,319,480. C&D performed cost and price analysis on Hitachi's BAFO and the price was deemed to be fair and reasonable.

In connection with previous contracts awarded to Hitachi, Hitachi was found to be responsible notwithstanding Significant Adverse Information ("SAI") pursuant to all All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Deputy Chief Operating Officer in consultation with the MTA General Counsel in July 2021. No new SAI has been found relating to Hitachi and Hitachi has been found to be responsible.

D/M/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights (DDCR) has established a 22.5% DBE goal for the Contract. Although this is a design-build contract with some undefined scope, Hitachi is projecting to meet the required DBE goal requirements. Hitachi has not completed any MTA contracts with D/M/WBE goals, therefore, no assessment of the firm's D/M/WBE performance can be determined at this time.

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 and the LIRR do not have the resources to undertake and complete this Project timely.

Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

November 2021 Highlights: Operations Report

East of Hudson

November service operated above the annual 94% OTP goal at 94.8% OTP, and YTD performance was above goal at 97.1%.

Hudson Line – 96.5% YTD: 97.4%

5 trains (0.12%) canceled or terminated

Harlem Line – 93.2% YTD: 97.2%

26 trains (0.52%) canceled or terminated: In November, the cancellations and terminations were primarily due to two separate trespasser incidents and slippery rail conditions occurring on various days.

New Haven Line – 95.0% YTD: 96.8%

16 trains (0.23%) canceled or terminated: In November, the cancellations and terminations were primarily due to slippery rail conditions occurring on various days.

Major Incidents: 230 delays were recorded in November. These delays had three causes:

- Seasonal slippery rail conditions led to reduced speed, which resulted in 117 delays.
- On November 5th, a trespasser incident in the vicinity of Fordham Station led to police activity which resulted in 43 delays.
- On November 30th, a trespasser strike incident in the vicinity of Melrose Station led to 70 delays.

West of Hudson

November service operated below the annual 94% OTP goal at 91.2% OTP, and YTD performance was slightly below goal at 93.1%.

Pascack Valley – 92.6% YTD: 94.4%

Port Jervis – 89.3% YTD: 91.3%

Eight trains (0.50%) were canceled or terminated on WOH service. Pascack Valley Line: 1, and Port Jervis Line: 7. These cancellations and terminations were primarily due to equipment issues.

Equipment

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

In September, Fleet Mean Distance between failures operated above goal at 237,810 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	November	YTD thru November	November	YTD thru November	
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%	94.8%	97.1%	97.4%	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%	94.7%	96.9%	98.0%	97.7%	
		Weekend	94.0%	95.3%	97.5%	95.8%	98.5%	
		Hudson Line	Overall	94.0%	96.5%	97.4%	97.6%	98.2%
			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%	97.0%	97.5%	98.4%	98.2%
			Weekend	94.0%	94.5%	96.9%	95.8%	98.5%
		Harlem Line	Overall	94.0%	93.2%	97.2%	97.5%	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%	92.5%	97.0%	98.2%	97.3%
			Weekend	94.0%	95.6%	97.9%	95.4%	98.9%
		New Haven Line	Overall	94.0%	95.0%	96.8%	97.1%	97.8%
			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%	94.8%	96.5%	97.6%	97.7%
		Weekend	94.0%	95.6%	97.5%	96.0%	98.3%	
Operating Statistics	Trains Scheduled			16,087	150,714	11,997	150,427	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			18.0	14.7	16.5	14.3	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	243	1,120	104	779	
	Trains Canceled		230	25	106	10	220	
	Trains Terminated		230	22	134	14	155	
	Percent of Scheduled Trips Completed		99.8%	99.7%	99.8%	99.8%	99.8%	
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.0%	100.0%	100.0%	100.0%	99.9%	
		AM Peak	99.0%				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%

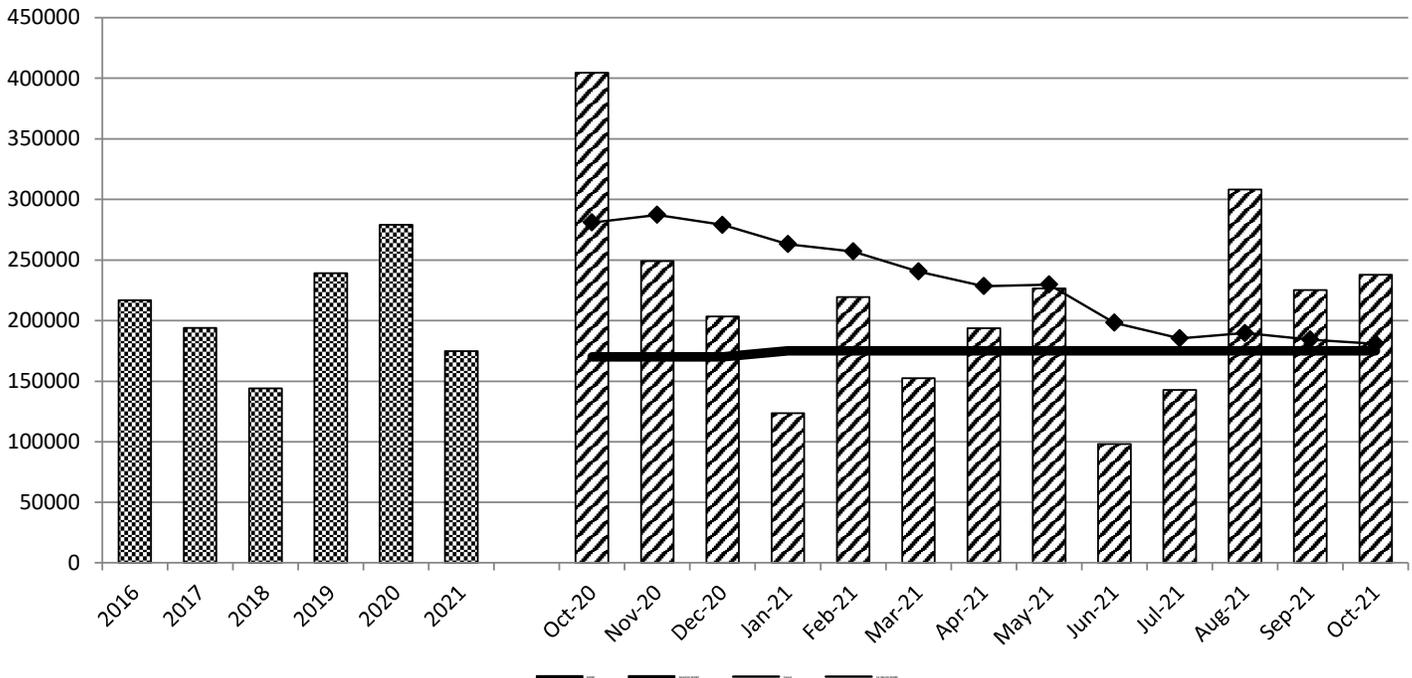
SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	October	2021 Data		2020 Data		YTD 2021 Vs 2020
			November	YTD thru November	November	YTD thru November	
Engineering (Scheduled)	5.9%	132	149	818	38	356	462
Engineering (Unscheduled)	9.7%	227	246	1,698	64	1,486	212
Maintenance of Equipment	19.6%	327	493	2,837	150	1,366	1,471
Transportation	1.8%	70	45	423	37	280	143
Capital Projects	1.2%	3	31	124	6	192	-67
Weather and Environmental	19.9%	191	501	2,210	385	1,526	684
Police	37.0%	244	933	2,010	37	825	1,185
Customers	2.0%	78	51	256	13	149	108
Other	2.8%	117	70	836	79	629	208
3rd Party Operations	0.1%	0	2	8	0	4	4
TOTAL	100.0%	1,387	2,520	11,219	807	6,811	4,408
HUDSON LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2021 Vs 2020
Engineering (Scheduled)	24.7%	21	74	155	27	144	11
Engineering (Unscheduled)	2.7%	39	8	243	6	180	63
Maintenance of Equipment	25.3%	86	76	516	27	322	194
Transportation	4.3%	7	13	63	0	58	5
Capital Projects	10.0%	0	30	73	0	45	28
Weather and Environmental	14.7%	32	44	671	99	180	491
Police	15.7%	59	47	356	9	221	135
Customers	1.3%	14	4	46	3	48	-2
Other	1.3%	26	4	111	0	151	-40
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	284	300	2,234	171	1,349	885
HARLEM LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2021 Vs 2020
Engineering (Scheduled)	2.0%	29	20	250	6	130	120
Engineering (Unscheduled)	10.4%	88	105	520	5	496	24
Maintenance of Equipment	17.6%	46	178	525	59	419	106
Transportation	1.0%	28	10	152	0	83	69
Capital Projects	0.1%	0	1	10	0	82	-72
Weather and Environmental	25.6%	85	259	831	188	510	321
Police	37.4%	50	379	652	14	229	423
Customers	1.0%	20	10	51	1	40	11
Other	5.0%	2	51	242	0	209	33
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	348	1,013	3,233	273	2,198	1,035
NEW HAVEN LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2021 Vs 2020
Engineering (Scheduled)	3.8%	64	40	335	4	81	254
Engineering (Unscheduled)	10.6%	86	112	778	52	802	-24
Maintenance of Equipment	19.9%	95	210	1,302	52	586	716
Transportation	1.1%	35	12	194	37	139	55
Capital Projects	0.0%	3	0	41	5	64	-23
Weather and Environmental	13.7%	51	145	620	99	836	-216
Police	47.8%	108	505	923	14	374	549
Customers	1.7%	20	18	89	9	60	29
Other	1.4%	90	15	458	79	269	189
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	552	1,057	4,740	351	3,211	1,529

	2021 Data							2020 Data			
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Oct MDBF (miles)	Primary Failure Goal	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)	12 month MDBF Rolling Avg (miles)	Oct MDBF (miles)	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)
Mean Distance Between Failures	M8	405	290,000	380,232	5	6	152,050	169,801	1,614,960	0	547,868
	M3	138	80,000	297,849	2	1	129,951	118,131	179,311	1	158,458
	M7	334	340,000	569,348	5	3	456,183	454,214	280,889	5	513,039
	Coach	207	210,000	203,967	5	7	320,583	318,502	540,805	2	364,004
	P-32	31	21,000	33,285	6	6	30,955	30,319	142,445	1	37,095
	BL-20	12	13,000	15,241	3	2	16,216	16,293	14,159	2	14,806
	Fleet	1127	175,000	237,810	26	25	174,772	180,881	404,645	11	292,507
	M8		290,000	380,232	5	6	152,050	169,801	1,614,960	0	547,868
M3/7		235,000	501,473	7	4	345,125	332,529	263,959	6	415,530	
Diesel/Coach		85,000	110,531	14	15	124,269	122,531	250,475	5	143,728	

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	November	YTD thru November	November	YTD thru November	
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%	91.2%	93.1%	90.8%	94.7%	
		AM Peak	94.0%	93.1%	93.8%	90.7%	94.3%	
		PM Peak	94.0%	96.2%	95.5%	93.9%	95.1%	
		Total Peak	94.0%	94.6%	94.7%	92.3%	94.7%	
		Off Peak Weekday	94.0%	90.3%	92.0%	88.7%	94.4%	
		Weekend	94.0%	88.3%	93.0%	92.2%	95.3%	
		Pascack Line	Overall	94.0%	92.6%	94.4%	91.8%	95.9%
		AM Peak	94.0%	95.6%	95.9%	92.5%	96.1%	
		PM Peak	94.0%	97.1%	96.7%	93.2%	95.5%	
		Total Peak	94.0%	96.3%	96.3%	92.9%	95.8%	
		Off Peak Weekday	94.0%	90.0%	92.7%	89.7%	95.6%	
		Weekend	94.0%	92.2%	95.0%	93.6%	96.4%	
		Port Jervis Line	Overall	94.0%	89.3%	91.3%	89.4%	93.1%
		AM Peak	94.0%	89.0%	91.2%	88.6%	92.2%	
		PM Peak	94.0%	95.0%	94.1%	94.7%	94.6%	
		Total Peak	94.0%	92.3%	92.7%	91.7%	93.4%	
		Off Peak Weekday	94.0%	90.6%	91.1%	87.4%	92.8%	
	Weekend	94.0%	81.4%	89.4%	89.8%	93.4%		
Operating Statistics	Trains Scheduled		1,603	18,037	1,584	16,489		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		19.9	21.8	23.2	21.3		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	64	534	66	345		
	Trains Canceled	60	3	113	13	143		
	Trains Terminated	60	5	63	12	56		
	Percent of Scheduled Trips Completed	99.4%	99.5%	99.0%	98.4%	98.8%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	91.2%	93.1%	89.4%	96.9%	
	Pascack Valley - AM		99.0%	92.6%	94.4%	90.1%	97.2%	
	Port Jervis - AM		99.0%	89.3%	91.3%	88.7%	96.6%	

*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	
	November	Year to Date	November	Year to Date
Grand Central Terminal	99.29%	99.47%	100.00%	98.88%
Harlem	99.88%	99.95%	99.92%	99.68%
Hudson	99.85%	99.92%	98.87%	99.23%
New Haven	99.88%	99.92%	99.85%	98.91%
Overall Average	99.73%	99.82%	99.66%	99.17%

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	
	November	Year to Date	November	Year to Date
Grand Central Terminal	100.00%	99.83%	100.00%	99.93%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.91%	100.00%	99.97%

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



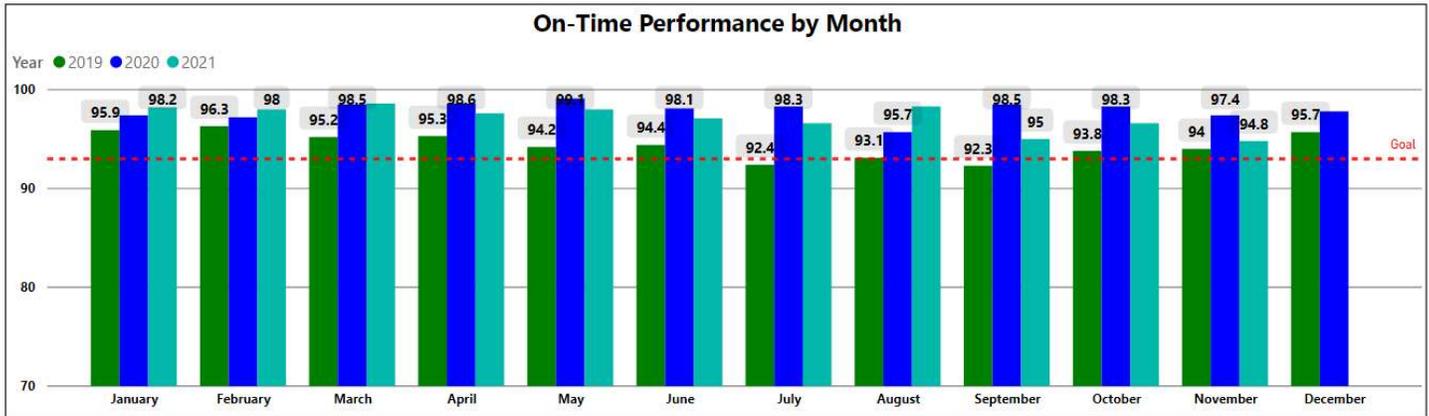
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2021		2020	
Goal	November	YTD	November	YTD
94.0%	94.8%	97.1%	97.4%	97.9%



Short Trains

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

	2021		2020	
Goal	November	YTD	November	YTD
1138	0	0	0	99.2



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	November	YTD	November	YTD
1580	45	765	15	505





Long Island Rail Road

November 2021 Performance Summary

Robert Free, Senior Vice President – Operations



Elmont Station: For the first time in nearly 50 years the Long Island Rail Road has opened a brand new train station. On November 20, 2021 service to Elmont Station began for easy access to the new UBS Arena. Eastbound Hempstead trains will be making stops there for concerts, events, and New York Islanders games. The arena will be providing shuttle buses to and from the station before and after events.



Long Island Rail Road

November 2021 Performance Summary

Highlights

On-Time Performance (OTP) for the month of November closed at **95.3%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is **96.2%**, which is an increase of **0.2** percentage points as compared to last year.

Branch Performances

Nine out of eleven branches on the Long Island Rail Road operated at or above goal for the month of November. Year to date all branches are at or above goal.

Delays

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

Low adhesion systemwide accounts for ten of those incidents. The most significant event otherwise was the trespasser strike at Woodside Station on November 13th. The incident affected 33 trains, delayed our customers an average of 6 minutes, and reduced our monthly OTP by 0.2%

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated 367,723 in October and exceeded the goal. The year to date performance also continued to remain above it's 5-year average.

Performance Summary			2021 Data			2020 Data		
			Annual Goal	November	YTD thru November	November	YTD thru November	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	95.3%	96.2%	95.2%	96.0%	
		AM Peak		96.9%	96.3%	90.9%	94.0%	
		PM Peak		98.8%	97.8%	97.1%	94.8%	
		Total Peak		97.8%	97.0%	93.9%	94.4%	
		Off Peak Weekday		94.8%	95.7%	95.6%	96.1%	
		Weekend		94.1%	96.6%	95.8%	97.0%	
		Babylon Branch	Overall	93.9%	96.1%	97.0%	95.2%	96.4%
		AM Peak		96.7%	96.6%	89.6%	94.3%	
		PM Peak		99.2%	98.7%	98.5%	95.6%	
		Total Peak		97.9%	97.6%	93.8%	94.9%	
		Off Peak Weekday		95.7%	97.2%	96.8%	97.1%	
		Weekend		95.0%	95.9%	94.0%	96.7%	
		Far Rockaway Branch	Overall	96.6%	98.4%	98.3%	97.5%	98.1%
		AM Peak		97.4%	98.4%	90.0%	95.6%	
		PM Peak		100.0%	99.6%	100.0%	97.7%	
		Total Peak		98.5%	99.0%	94.7%	96.6%	
		Off Peak Weekday		98.2%	97.7%	98.4%	98.2%	
		Weekend		98.8%	98.9%	98.0%	98.8%	
		Huntington Branch	Overall	92.5%	94.3%	95.7%	93.5%	94.9%
		AM Peak		97.0%	95.5%	92.9%	93.6%	
		PM Peak		98.6%	97.8%	92.1%	90.4%	
	Total Peak		97.7%	96.6%	92.5%	92.0%		
	Off Peak Weekday		94.5%	94.8%	94.0%	95.2%		
	Weekend		92.0%	96.6%	93.8%	96.7%		
	Hempstead Branch	Overall	96.5%	96.6%	97.0%	97.4%	96.7%	
	AM Peak		95.9%	97.9%	95.6%	96.2%		
	PM Peak		99.2%	98.4%	98.1%	93.3%		
	Total Peak		97.4%	98.2%	96.8%	94.8%		
	Off Peak Weekday		95.9%	96.0%	97.0%	96.6%		
	Weekend		97.8%	98.0%	98.3%	98.1%		
	Long Beach Branch	Overall	95.9%	96.8%	97.5%	96.3%	96.4%	
	AM Peak		99.0%	98.3%	90.5%	95.3%		
	PM Peak		98.8%	99.0%	100.0%	95.7%		
	Total Peak		98.9%	98.6%	95.0%	95.5%		
	Off Peak Weekday		96.1%	97.2%	96.5%	96.3%		
	Weekend		96.3%	97.1%	97.4%	97.3%		
	Montauk Branch	Overall	90.8%	90.6%	92.9%	94.2%	93.9%	
	AM Peak		93.2%	94.6%	88.6%	90.0%		
	PM Peak		98.2%	96.0%	95.0%	94.3%		
	Total Peak		95.3%	95.2%	91.2%	91.9%		
	Off Peak Weekday		90.3%	93.1%	96.1%	95.0%		
	Weekend		88.3%	91.3%	93.3%	93.2%		
	Oyster Bay Branch	Overall	94.1%	92.6%	95.4%	94.8%	95.9%	
	AM Peak		97.1%	96.4%	90.8%	94.8%		
	PM Peak		98.8%	98.2%	93.8%	94.5%		
	Total Peak		97.9%	97.2%	92.0%	94.7%		
	Off Peak Weekday		92.9%	94.0%	96.0%	95.7%		
	Weekend		89.2%	96.3%	95.1%	97.9%		
	Port Jefferson Branch	Overall	90.9%	92.9%	93.8%	89.9%	92.8%	
	AM Peak		98.0%	95.5%	88.6%	90.9%		
	PM Peak		100.0%	95.8%	91.4%	90.2%		
	Total Peak		99.0%	95.7%	90.0%	90.6%		
	Off Peak Weekday		88.4%	91.4%	85.5%	91.8%		
	Weekend		93.9%	96.4%	97.6%	97.5%		

Port Washington Branch	Overall	95.3%	96.5%	96.0%	96.9%	97.2%
	AM Peak		97.5%	94.0%	94.4%	96.5%
	PM Peak		96.6%	95.6%	99.4%	96.9%
	Total Peak		97.0%	94.9%	97.0%	96.7%
	Off Peak Weekday		96.6%	95.5%	96.5%	97.2%
	Weekend		96.0%	97.8%	97.4%	97.7%
Ronkonkoma Branch	Overall	91.6%	93.8%	95.6%	92.1%	94.3%
	AM Peak		95.5%	95.2%	86.9%	90.6%
	PM Peak		98.8%	97.8%	95.8%	94.8%
	Total Peak		96.9%	96.3%	90.9%	92.4%
	Off Peak Weekday		92.4%	94.6%	92.3%	93.9%
	Weekend		93.1%	97.1%	93.1%	97.3%
West Hempstead Branch	Overall	95.8%	98.5%	98.7%	98.6%	97.7%
	AM Peak		100.0%	98.7%	96.2%	94.8%
	PM Peak		100.0%	98.7%	99.0%	97.3%
	Total Peak		100.0%	98.7%	97.8%	96.2%
	Off Peak Weekday		97.8%	98.7%	98.6%	97.8%
	Weekend		98.1%	98.7%	99.4%	98.8%
Operating Statistics	Trains Scheduled		18,141	196,872	18,900	210,488
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-13.0	-12.9	-14.6	-12.2
	Trains Over 15 min. Late excluding trains canceled or terminated		173	1,232	216	1,351
	Trains Canceled		41	550	61	928
	Trains Terminated		34	433	62	346
	Percent of Scheduled Trips Completed		99.6%	99.5%	99.3%	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
		Oct	November	YTD Thru November	November	YTD Thru November	
Engineering (Scheduled)	2.5%	12	21	361	8	340	21
Engineering (Unscheduled)	9.5%	37	81	922	282	1,555	(633)
Maintenance of Equipment	7.0%	58	60	802	76	905	(103)
Transportation	2.2%	5	19	149	10	271	(122)
Capital Projects	3.3%	49	28	1,034	51	726	308
Weather and Environmental	33.0%	46	281	1,054	220	1,323	(269)
Police	18.9%	72	161	927	100	1,012	(85)
Customers	14.9%	80	127	824	39	1,067	(243)
Special Events	1.6%	15	14	236	-	34	202
Other	3.2%	16	27	669	60	697	(28)
3rd Party Operations	3.9%	24	33	441	65	551	(110)
Total:	100.0%	414	852	7,419	911	8,481	(1,062)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL			
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term	
1-Nov	Mon	Trespasser strike west of Baldwin Station	4	9						4	3	1	8	12	1
12-Nov	Fri	Low adhesion systemwide	8		2					30		2	38		4
13-Nov	Sat	Low adhesion systemwide								10			10		
13-Nov	Sat	Trespasser strike at Woodside Station								31		2	31		2
14-Nov	Sun	Low adhesion systemwide								41	1	2	41	1	2
16-Nov	Tue	Trespasser strike at Mineola								2	4	7	2	4	7
17-Nov	Wed	Low adhesion systemwide	3			1				11			15		
18-Nov	Thu	Rule 100W in effect (low adhesion)								32			32		
20-Nov	Sat	Low adhesion systemwide								11			11		
21-Nov	Sun	Low adhesion systemwide								12			12		
22-Nov	Mon	Low adhesion systemwide	3							9			12		
24-Nov	Wed	Signal trouble in Valley Stream								11			11		
26-Nov	Fri	Low adhesion systemwide	3							7		1	10		1
28-Nov	Sat	Low adhesion systemwide								34			34		
28-Nov	Sat	Trespasser on tracks between Forest Hills and Woodside								15			15		
TOTAL FOR MONTH			21	9	2	1	0	0	260	8	15	282	17	17	
													316		

Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - OCTOBER 2021

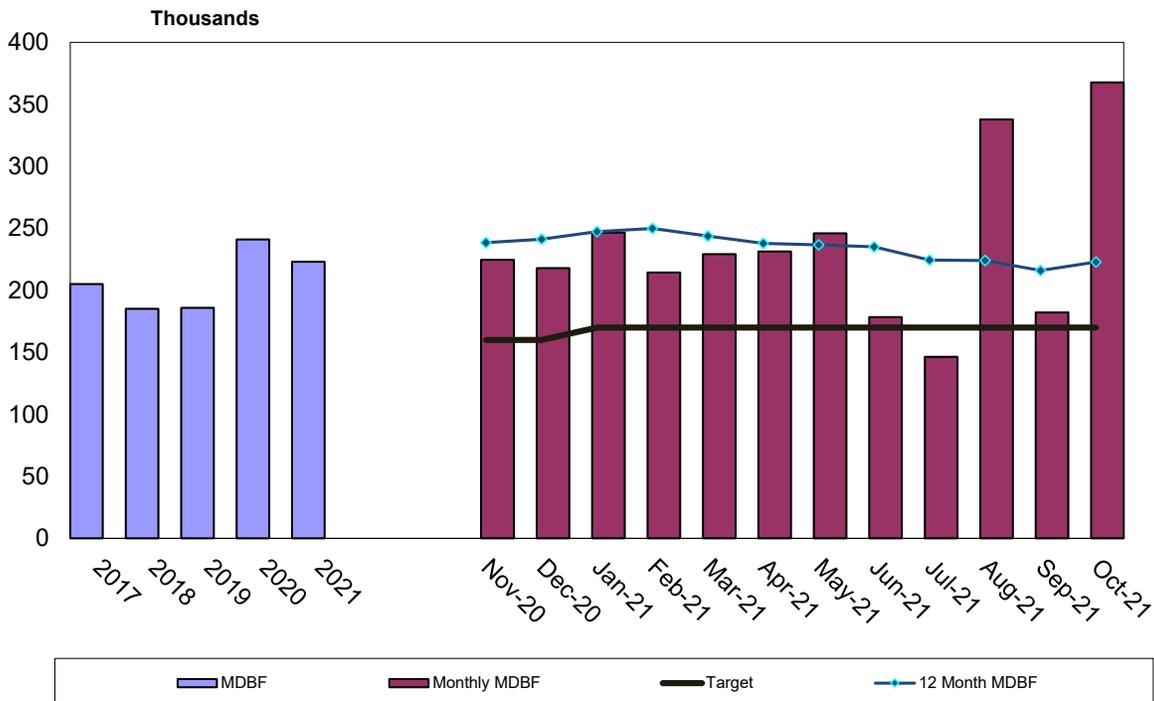
	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)	12 month Rolling Avg MDBF (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)
Mean Distance Between Failures	M-3	128	60,000	0	0	0	-	0	0	76,017
	M-7	836	360,000	445,408	10	391,642	397,067	392,296	13	471,104
	M-9	106	180,000	573,099	1	262,306	254,243	320,909	1	314,143
	C-3	134	103,000	345,891	2	164,725	156,906	86,474	8	121,861
	DE	24	19,000	28,922	3	16,397	16,388	19,742	4	23,119
	DM	21	19,000	77,844	0	22,470	21,485	77,994	1	29,355
	Diesel	179	51,000	171,278	5	66,693	64,649	65,289	13	72,008
	Fleet	1,249	170,000	367,723	16	223,140	222,779	232,204	27	245,658

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.

DM had no primary failures in Oct-2021, hence its mileage is reported above.

ALL FLEETS Mean Distance Between Failure 2017 - 2021





Long Island Rail Road

OPERATING REPORT FOR MONTH OF NOVEMBER 2021

Standee Report

East Of Jamaica

		2021 Data	
		November	
		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 NOVEMBER 2021

Standee Report

West Of Jamaica

		2021 Data	
		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.

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

Elevator Availability		2021		2020	
		November	Year to Date	November	Year to Date
Branch	Babylon Branch	99.3%	99.4%	98.6%	99.2%
	Far Rockaway Branch	99.6%	99.3%	99.3%	99.5%
	Hempstead Branch	99.6%	99.4%	99.0%	99.5%
	Long Beach Branch	99.6%	99.4%	99.1%	99.5%
	Port Jefferson Branch	98.7%	98.9%	99.4%	98.9%
	Port Washington Branch	99.5%	98.7%	99.4%	99.0%
	Ronkonkoma Branch	99.2%	99.3%	98.4%	98.7%
	City Terminal Branch	99.5%	97.2%	99.1%	98.6%
	Overall Average	99.3%	98.7%	98.9%	98.9%

Escalator Availability		2021		2020	
		November	Year to Date	November	Year to Date
Branch	Babylon Branch	96.8%	97.2%	98.3%	97.6%
	Far Rockaway Branch	98.8%	91.2%	80.4%	96.4%
	Hempstead Branch	99.1%	97.4%	99.3%	98.0%
	Long Beach Branch	99.0%	97.8%	92.5%	94.6%
	Port Jefferson Branch	98.9%	97.4%	97.7%	97.9%
	City Terminal Branch	94.8%	93.4%	93.8%	93.2%
	Overall Average	96.1%	95.2%	95.0%	95.8%

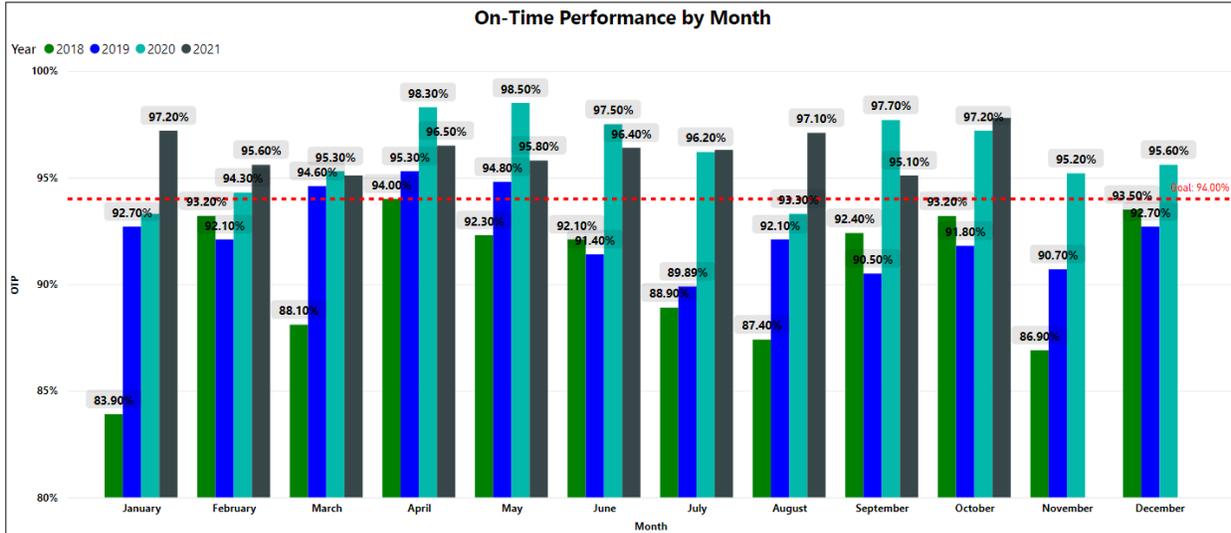
Long Island Rail Road Performance Metrics Report



On Time Performance

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

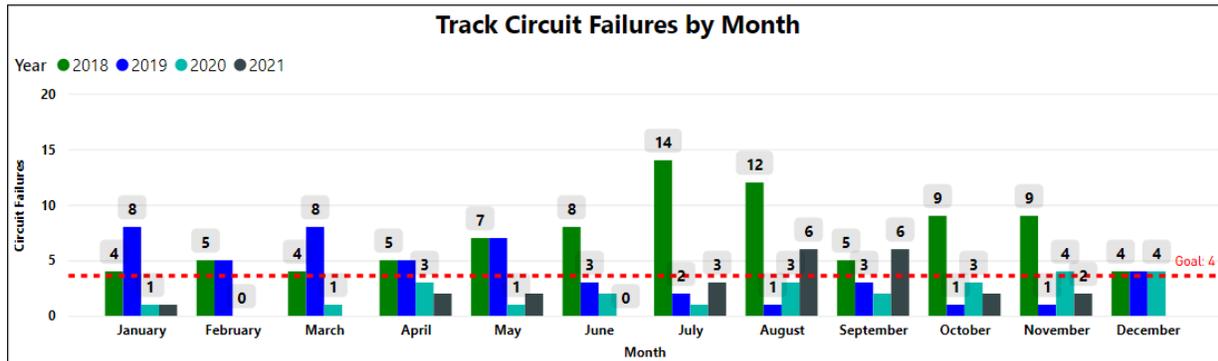
	2021		2020	
Goal	November	YTD	November	YTD
94.0%	95.3%	96.2%	95.2%	96.0%



Number of Track Circuit Failures

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

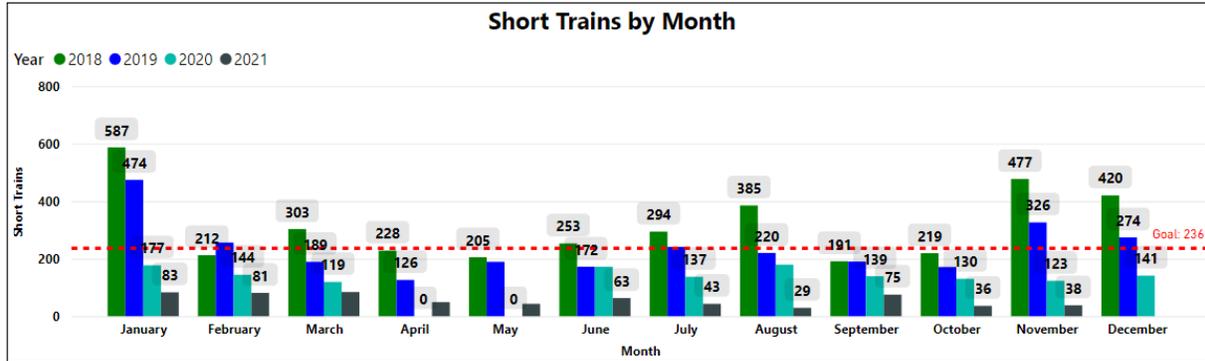
	2021		2020	
Goal	November	YTD	November	YTD
44	2	24	3	21



Number of Short Trains*

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

Goal	2021		2020	
	November	YTD	November	YTD
2,828 annually	38	624	123	1320



* 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.