



**Metropolitan Transportation Authority**

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

## **January 2022**

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### **Members**

K. Law (Co-Chair)

R. Herman (Co-Chair)

F. Borelli

G. Bringmann

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

H. Porr, III

V. Tessitore

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Monday, 1/24/2022  
9:30 - 10:30 AM ET

## 1. Public Comments Period

## 2. Summary of Actions

**LIRR Summary of Actions - None**

**MNR Summary of Actions**

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## 3. Approval of Minutes - December 13, 2021

*LIRR Minutes - Page 5*

*MNR Minutes - Page 12*

## 4. Approval of 2022 Work Plans

**LIRR 2022 Work Plan**

*LIRR 2022 Work Plan - Page 21*

**MNR 2022 Work Plan**

*MNR 2022 Work Plan - Page 26*

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

**LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 31*

**MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 34*

**MTA Police Report**

*MTA Police Report - Page 38*

## 6. AGENCY ACTION ITEMS

**MNR Action Item**

- **NYS DOT Grant for Connecting Services**

*NYS DOT Grant for Connecting Services - Page 47*

## **7. AGENCY INFORMATION ITEMS**

### **LIRR Information Items**

- **Winter Trackwork Schedules**  
*Winter Trackwork Schedules - Page 48*

### **MNR Information Items**

- **Track Program Quarterly Update**  
*Track Program Quarterly Update - Page 50*

## **8. PROCUREMENTS**

### **LIRR Procurements - None**

### **MNR Procurements**

*MNR Procurements - Page 65*

- **MNR Non-Competitive - None**
- **MNR Competitive**  
*Competitive Procurements - Page 69*
- **MNR Ratifications - None**

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

### **LIRR Performance Summaries**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 72*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 82*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 85*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 130*

### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 146*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 154*
- **MNR Finance Report**  
*MNR Finance Report - Page 157*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 200*

**METRO-NORTH RAILROAD  
COMMITTEE ACTIONS and PRESENTATIONS  
SUMMARY for January 2022**

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
Metro-North Procurement	Nouveau Industries, LLC	\$31,768,434	Provision of preventative maintenance, inspection, and repair services of escalators (MNR/LIRR)

Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, December 13, 2021

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

The following Board members were present in person:

Hon. Rhonda Herman, Co-Chair  
Hon. Norman Brown  
Hon. Randolph Glucksman  
Hon. Robert Linn  
Hon. David Mack  
Hon. Vincent Tessitore, Jr.

The following Board members were present via video conference:

Hon. Kevin Law, Co-Chair  
Hon. Frank Borelli  
Hon. Gerard Bringmann  
Hon. Michael Fleischer  
Hon. Harold Porr  
Hon. Neal Zuckerman

Also present in person:

Hon. David Jones

The following Board members were not present: None

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

The members of the Long Island Rail Road (“LIRR”) Committee met jointly with the members of the Metro-North Committee. In addition to 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 December 13, 2021 should be consulted for matters addressed at the joint meeting relating to Metro-North.

Co-Chair Herman called the joint meeting to order.

**PUBLIC COMMENT:**

The following public speakers commented on matters related to LIRR:

Jason Anthony from Amazon Labor Union stated that there was good news that the City Ticket would be kept at five dollars and that off peak fares would remain through February 2022. He stated that consideration should be given to extending off peak fares past February 2022, having an affordable price to take LIRR from Penn Station and Atlantic Terminal to Jamaica, and offering the Atlantic Ticket option 24/7.

Murray Bodin from Concerned Grandparents stated that, at the East Hampton railroad crossings, the gate rather than the train should sound a horn so that people would know for which crossing the horn is being sounded. He noted that global warming requires that we need to do things differently.

Kara Gurl, PCAC Research & Communications Associate, stated that the best way to bring riders back is to incentivize them with travel options that meet their needs, such as making trains more attractive than driving, increasing service during peak, off peak, and shoulder peak times, adding train cars as needed to reduce crowding, offering Freedom Ticket – discounted rail fares in the city with transfer to subways and buses – and 20 trip tickets with 20% discounts and a longer expiration period. She said that the best way to make sure riders buy in is to make sure everyone knows about them.

Additional details of the comments made by the public speakers are contained in the minutes of the Metro-North Committee for the meeting of December 13, 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 November 15, 2021 LIRR Committee Meeting.

#### **LIRR 2021 WORK PLAN:**

President Eng reported the following changes to the LIRR Work Plan – the EEO Plan is not in this month’s Committee Book (“Book”) and the Staff Summary for the November 2021 forecast, final proposed 2022 budget, and financial plan is in the Book as an information item.

The 2021 Work Plan is filed with the records of this meeting.

#### **LIRR PRESIDENT’S REPORT:**

President Eng began by thanking MTA and Sarah Meyer for the Fall customer survey, which is in the Book. It helps to confirm what LIRR has been observing and that it is moving in the right direction.

President Eng showed a picture that was sent by the mother of eight year old Gabriel Aguilar, a fan of the railroad and quite an artist. Gabriel is a third grader at Cordello Avenue Elementary School in Central Islip. President Eng’s spirits are always lifted when he sees the enthusiasm of

our youth. For as long as he can remember, there has been a certain love affair that children have with trains. They are our future, and he feels good knowing that Gabriel and others like him will one day step up and be future leaders. He thanked Gabriel for making his day.

Opening up the new Elmont Station last month, its first new station in more than 50 years, was a true mark of the times to come for LIRR. Thousands of new riders now are finding and using the many options between Elmont, Queens Village, and Jamaica to travel to UBS Arena – with so much more to come in 2022 - when full Elmont service, East Side Access (“ESA”) Grand Central Terminal, and the new Main Line third track will all be in place. He is confident that LIRR’s riders will quickly learn and adapt to a new LIRR.

President Eng next showed what is not tic tac toe or chutes and ladders, but rather a series of coordinated switch replacements, removals, and upgrades for Queens Interlocking, Main Line Expansion, and Elmont Station that are all vital to these projects and will enable LIRR to better serve future needs and travel patterns. The LIRR team from engineering, transportation, and service planning – through numerous iterations – streamlined and improved the original plan, enabling LIRR to fit this into a very constrained track outage plan. Imagine performing this switch work while supporting outages for Third Track, Elmont, and ESA, and then throw in the fact that LIRR runs over 200 daily trains through these work zones. President Eng stated that he showed this because so much is invisible to the public and, from a rider’s perspective, that is a good thing. From his perspective, it was nothing short of amazing the amount of planning and execution from his managers and the workforce to ensure that LIRR delivers on its commitments and is able to continually improve. This, along with renewing and hardening of LIRR’s infrastructure, is an essential piece to the future of LIRR and its ability to serve this region.

President Eng stressed that the amount of work that has been done over the past few years has been unmatched. In the midst of a global pandemic, LIRR pushed itself to find ways to provide service, delivering work in a smart and safe manner, performing aggressive state of good repair work while supporting ongoing major capital construction projects along major corridors of its system. None of this would be possible without LIRR’s workforce. They continue to deliver so that Long Island can have a great commuter rail service that the region needs to thrive – giving the public a reason to return. Riders want safe, reliable, on-time trains, and what LIRR is doing is giving them exactly that. He is confident that, as 2022 approaches, LIRR will see continued growth.

President Eng then focused on the resurgence of LIRR service, putting 2021 in perspective, outlining how far it had come, and how it will continue to better serve returning ridership. In 2018, LIRR’s on-time performance (“OTP”) was the lowest in 20 years. Each successive year it has improved, and he can confidently say that LIRR has completely turned that around. Safe and reliable trips are vital for existing customers and to get riders back.

LIRR Forward was a framework and a mindset to address high priority infrastructure affecting service. LIRR has made tremendous progress and it is not stopping. It is leading the way in reducing grade crossing incidents and saving lives. It is instilling a sense of urgency to fix things now, addressing the root causes, avoiding delays, and saving lives – proactive and planned vs. reactive measures. President Eng mentioned record accomplishments in maintaining track

infrastructure, thousands of welded rail joints, new switches across LIRR's infrastructure, new track infrastructure, surfacing turnouts, aggressive rail grinding, and increased Sperry testing. As the numbers demonstrate, this is paying dividends and the number of broken rails continue to go down.

While LIRR has successfully replaced many low clearance bridges to address bridge strikes, it needed to give its managers more tools in the tool box to allow time for future major projects. After analyzing its most frequently struck bridges, it was able to rank and improve its responses. Additionally, while LIRR will still have inspectors respond, the use of cameras and telltale markers allowed LIRR to further safely speed up restoration of service. Avoiding and mitigating bridge hits, keeping trains running and riders moving, and streamlining response and decision making means less delays for its riders – getting customers to their destinations safely and as quickly as possible.

LIRR is using real time data to streamline operations and improve response time. As it begins preparations for winter, LIRR knows that weather events are more frequent and severe and that it cannot stop mother nature - but that it can mitigate impacts to its service and its riders, and it is doing just that. While LIRR is still in the midst of low adhesion season, its multi-pronged approach is paying dividends – as its November OTP of 95.31% is the best November in its recorded history. While mother nature can still throw a curveball before 2021 closes, LIRR is on pace to deliver its best single OTP ever. This does not happen by accident. LIRR will continue to balance aggressive and timely maintenance and state of good repair work with ongoing and future capital work. It will not get complacent. President Eng is proud of LIRR's managers and its workforce who have risen to the challenge and continue to deliver despite the pandemic. LIRR is doing better than ever.

President Eng concluded his remarks by wishing everyone a safe, healthy, and happy holiday season.

In response to a question from Co-Chair Law regarding whether Harold Interlocking will be complete by the end of 2022 – when ESA and Third Track should be complete and in operation – President Eng noted that some work will continue beyond 2022 to further improve how trains move through Harold and mitigate some of the increased traffic that will go through there. Senior Vice President Rob Free further clarified that the map that was shown was Queens Interlocking.

In response to a further question from Co-Chair Law regarding the comparison of ridership numbers, President Eng stated that LIRR has been keeping records of the ridership last year and this year, that November had some of LIRR's highest numbers since the start of the pandemic – reaching 58% - that the numbers fluctuate from day to day but that it is consistently averaging in the 55% range, that it expects December and maybe January to flatten out because of the holidays, that it expects the numbers to grow in early 2022, that it is prepared for that, and that it keeps in contact with businesses and watches what they decide to do.

## **LIRR SAFETY REPORT:**

Vice President – Corporate Safety Lori Ebbighausen stated that LIRR’s Safety Report appears on page 35 of the Committee Book, reporting on safety through the end of October 2021.

LIRR’s average reportable customer injury rate was 3.56 per million customers as compared to 5.18 per million customers over the same period last year. During this reporting period, the employee lost time injury rate was 4.04 per 200,000 hours worked as compared to 3.25 per 200,000 hours worked for the same period last year.

Vice President Ebbighausen mentioned two items of note in November. Under the leadership of Linda Katz, LIRR partnered with its fellow service providers in Penn Station for its customer safety awareness day. Under the direction of Demetrios Vardoulis, LIRR recognized national elevator/escalator safety day.

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:**

MTA Police Department (“MTAPD”) Assistant Chief Gary Beahan, speaking on behalf of Acting Chief Joseph McGrann, stated that crimes in the system continued to be skewed because of the pandemic. There was a systemwide increase of 16 crimes year to date compared to 2020 but down 62 crimes year to date compared to 2019. They are very concerned about felony assaults against employees. Nine police officers were injured while making arrests and seven railroad employees were injured in disputes with customers. They were able to make arrests in 32 of the incidents, but that does not lessen the seriousness behind them.

With regard to other customer concerns, MTAPD is increasing its train patrols to make contact with conductors and increase police presence on the trains. They were given an initiative to ride every peak hour train on both railroads and, within one week, they will have a police presence on all those trains.

Burglaries showed a significant increase this year, although seven of the 29 burglaries are attributable to the Grand Central Terminal Rite Aid. The District Attorney wants to keep felony burglary charges for those who have received barring notices but then reenter. Nine of the burglaries were committed by one person, who is currently in Rikers Island. The grand larcenies are attributable to unattended bags and credit cards that were stolen.

Since the last meeting, Captain Domenici met with State Senator Boyle to address issues regarding Babylon Station, including lighting, cameras, and coordination with Village Code officials – who have been very helpful. They are meeting again today to discuss other options, including possibly bringing in State Liquor Authority personnel to address alcohol sales in the adjoining area.

Co-Chair Law asked Assistant Chief Beahan to thank Chief McGrann for looking into the Babylon Station matter that he raised last month.

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 Assistant Chief Beahan's presentation, comments, and questions from Board Members.

**JOINT INFORMATION ITEMS:**

There were no joint information items.

**LIRR INFORMATION ITEMS:**

LIRR President Eng reported the following information items:

- Diversity and EEO Report data will be provided in the 1<sup>st</sup> quarter of the 2022 Diversity Committee Book.
- LIRR will have early release/extra trains for the holiday season/getaway programs.
- Track work plan.
- November 2021 forecast.
- Final proposed 2022 budget and four year financial plan 2022-2025.
- Customer survey done by MTA.

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

**LIRR PROCUREMENTS:**

There were no LIRR procurements.

**MTA CONSTRUCTION & DEVELOPMENT PROCUREMENT ITEMS:**

MTA Construction & Development ("C&D") Vice President David Cannon presented one procurement, which is found beginning on page 125 of the Book - a publicly advertised and competitively solicited contract for design build services for LIRR's Queens Interlocking signal system to Hitachi Rail STS USA, Inc. in the amount of \$31,319,480. 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, auxiliary huts, track cases, switches, signals, and ancillary equipment.

Upon motion duly made and seconded, the procurement item was approved by the Committee.

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

**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,



Stephen N. Papandon

Acting Vice President, General Counsel & Secretary

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, December 13, 2021

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

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Hon. Rhonda Herman, Co-Chair  
Hon. Norman Brown  
Hon. Randolph Glucksman  
Hon. Robert Linn  
Hon. David Mack  
Hon. Vincent Tessitore, Jr.

The following Board members were present via video conference:

Hon. Kevin Law, Co-Chair  
Hon. Frank Borelli  
Hon. Gerard Bringmann  
Hon. Michael Fleischer  
Hon. Harold Porr  
Hon. Neal Zuckerman

Also present in person:

Hon. David Jones

The following Board members were not present: None

Also present in person or via video conference:

Catherine Rinaldi – President  
Susan Sarch – Vice President and General Counsel  
Nathan Gilbertson – Vice President, Operations Support & Organizational Resiliency  
Yvonne Hill-Donald – Vice President, Human Resources  
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  
John Longobardi – Chief Transportation Officer  
Ziona Rubin – Deputy Director, Special Projects  
David Melillo – Chief Engineer

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”) President Phillip Eng and members of LIRR staff attended the Joint

Committee meeting. The minutes of the LIRR Committee for the meeting of December 13, 2021 should be consulted for matters addressed at the joint meeting relating to LIRR.

Co-Chair Herman called the joint meeting to order.

**PUBLIC COMMENT:**

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

Jason Anthony from Amazon Labor Union stated that there was good news that the City Ticket would be kept at five dollars and that off peak fares would remain through February 2022. He stated that consideration should be given to extending off peak fares past February 2022.

Murray Bodin from Concerned Grandparents mentioned that Metro-North is required to paint the red box at the Roaring Brook Road crossing white because the red box is a safety hazard and is illegal.

Kara Gurl, PCAC Research & Communications Associate, stated that the best way to bring riders back is to incentivize them with travel options that meet their needs, such as making trains more attractive than driving, increasing service during peak, off peak, and shoulder peak times, adding train cars as needed to reduce crowding, offering Freedom Ticket – discounted rail fares in the City with transfer to subways and buses – and 20 trip tickets with 20% discounts and a longer expiration period. She said that the best way to make sure riders buy in is to make sure everyone knows about them.

Additional details of the comments made by the public speakers are contained in the minutes of the LIRR Committee for the meeting of December 13, 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 November 15, 2021 Metro-North Committee Meeting.

**METRO-NORTH 2021 WORK PLAN:**

President Rinaldi reported the following changes to the Metro-North Work Plan:

- The EEO quarterly report for Metro-North is not included in this month's Committee materials. There will be an MTA-wide EEO report provided by the Department of Diversity and Civil Rights ("DDCR") at the Diversity Committee meeting.
- Beginning this month, the monthly Capital Program report for Metro-North will no longer be included in the Committee materials and will instead be provided by MTA

Construction & Development (“C&D”) staff at the Capital Program Oversight Committee (“CPOC”) meetings.

- The monthly financial and ridership reports for November are not included in this month’s Committee materials and will instead be presented at the January Committee meeting.
- The Metro-North and LIRR customer satisfaction and COVID study survey results are included in this month’s Committee materials.

### **METRO-NORTH PRESIDENT’S REPORT:**

President Rinaldi began by marking the recent death of Dick Bernard, one of the very first employees of the MTA when it was created in the late 1960s. He went on to assume the role of General Counsel at New York City Transit, Long Island Bus, Triborough Bridge and Tunnel Authority, MTA Headquarters, and ended his career as General Counsel at Metro-North. The only agency in which he did not serve as General Counsel was LIRR – and that was LIRR’s loss. Dick was unflappable and incomparable, the quintessential general counsel and a friend and mentor to many – including President Rinaldi. President Rinaldi remarked that we talk all the time about how many retirements are happening at the MTA and how much institutional knowledge is walking out the door. That said, it is pretty rare to say after someone retires that the place will never be the same without them. Dick was one of those rare people. All who knew and loved him extend their deepest condolences to his family.

President Rinaldi next provided the Committee with a brief update of yesterday’s service disruption on the Harlem Line. At approximately 10:20 pm Saturday – at the height of a rain and wind storm – a southbound train carrying 17 customers apparently struck a fallen tree near Croton Falls station, shattering the front windshield and causing two transmission poles and signal and traction feeders to fall onto the train. Metro-North was able to dispatch a locomotive to effectuate a rescue of the customers relatively quickly. Customers on a northbound train that was held at Golden’s Bridge were able to find alternative travel arrangements, so there were no customers stranded as a result of this incident. Metro-North’s crews responded quickly and worked through the night and into the morning to clear the wires and stabilize the poles. They arranged for a bus shuttle from Southeast and created a service plan between Grand Central and Golden’s Bridge. The Power Department handed both tracks back over for regular service at around 1:30 yesterday afternoon. Metro North will need to make permanent repairs sometime this week. President Rinaldi thanked everyone who responded to this remote location in the middle of the night to assess the damage and effectuate repairs. She thanked everyone who worked so hard to keep the customers moving while the repairs were being made. It was a really terrific team effort.

President Rinaldi next spoke about the Penn Access project. Metro-North has been working hard on advancing Penn Station access, which will bring Metro-North New Haven line service to Penn Station and add four new stations to the East Bronx. This new service is a game changer for Bronx residents and for Metro-North customers in Westchester and Connecticut, who will have direct access to the West Side – saving up to 40 minutes per day. MTA C&D is working around the clock on the procurement to get it wrapped up and before the Board as soon as Wednesday.

This includes hammering out a deal with Amtrak, since much of the project is on Amtrak's existing right of way and involves Amtrak infrastructure. Senator Schumer has been driving the effort to get a deal in place and he has an announcement scheduled at Penn Station later this morning. Metro-North looks forward to that and moving this and other important projects forward.

For the monthly report, November service delivery highlights include as follows:

- East of Hudson service operated above goal at 94.8% on-time performance ("OTP"). Year to date is above goal at 97.1%. Metro-North's lower than usual performance in November was largely attributable to train delays from seasonal slip slide rail conditions, which were caused by leaves that coat the rail with a slimy residue and impact railroad operations throughout the northeast. Metro-North is conducting a review of this year's Fall performance to identify ways to improve performance during slip slide season.
- West of Hudson operated below the annual 94% goal at 91.2% OTP. Year to date is slightly below goal at 93.1% OTP.

With respect to Waterbury branch, Metro-North has great news for customers. On November 20, in partnership with the Connecticut Department of Transportation ("DOT"), Metro-North activated positive train control ("PTC") on the 27 mile branch line following the completion of the new signal system that President Rinaldi reported on last month. The entire Metro-North system is now on line with this modern way of monitoring and controlling train movement across the region. The Waterbury branch had previously been exempt from PTC because it lacked the underlying signal system. The successful installation of the new signal system on the Waterbury branch allowed Metro-North to bring this final segment on line for PTC, while also giving it the ability to provide more service on the Waterbury branch in the future. President Rinaldi thanked the Connecticut DOT for being great partners throughout this project and is excited for Waterbury branch customers to be able to reap the benefits of these projects.

While Metro-North was working on the PTC signalization projects, there was some other infrastructure work that was accomplished. Over 13,000 rail ties were replaced to keep train tracks in a good state of repair, sidings were added where trains can pass each other at Derby, Beacon Falls, and just south of Waterbury – which allows for the possibility for increased train service and provides more operational flexibility to reduce congestion.

President Rinaldi next provided an update on the ongoing work on the Hudson Line to repair the Dobbs Ferry culvert that was damaged during the aftermath of Hurricane Ida. The C&D contractor has completed replacement of a portion of the culvert that carries one of the four tracks at the location. Crews subsequently installed the track infrastructure so that Metro-North could put the track back in service at the end of October. Construction work is now taking place on the two express tracks in the middle – Tracks 1 and 2 – which includes pile driving to support that portion of the new culvert. Metro-North's Maintenance of Way ("M of W") crews will then install the tracks, third rail, signal, and PTC infrastructure so that the two tracks can be placed back into service. The contractor will then begin to work on the portion of the culvert that carries the final track – Track 4 – and that will be followed again by Metro-North's crews, who will restore the

track's infrastructure. While all this work is underway, two out of the four tracks will remain out of service – which results in some train congestion between Greystone and Tarrytown. Whenever possible, the work is being performed during the day in an effort to get this project completed as quickly as possible. Unfortunately, some of the work has to be done at night – when there is less train service. Metro-North realizes this can be noisy and anticipates the work being completed in February. Metro-North appreciates the patience of its Hudson Line customers and the communities that it serves while C&D and its contractor complete this important restoration project. President Rinaldi thanked the M of W team and C&D for their ongoing efforts and coordination to get this work done soon.

Metro-North's forces were busy this Fall improving the station environment at Fleetwood with a needed coat of new paint. President Rinaldi was at Fleetwood, which is in the City of Mount Vernon, during a mask force event during the summer. It is important, as Metro-North welcomes more riders back to the system, that the stations are inviting, and that Metro-North gives its customers the best possible experience when they return to the system. The structures team got on this project right away and President Rinaldi thanked them for their great work. The next painting plan for the year includes Mount Vernon West station. Metro-North is looking to see comparable improvements in that station.

Towards the end of November, Metro-North held its annual employee recognition event, where it honored four winning teams with its team excellence award: the COVID cleaning team, the PTC incident team, the undercutter project team, and the vaccination team. President Rinaldi has seen each of the four teams, representing various departments, in action and wants to commend the selection committee on their decision to recognize these groups among the 30 applications that were submitted. Two of the teams – the COVID cleaning team and the vaccination team – were created in response to the pandemic, and the important work that these teams have done has created a safer environment for Metro-North's employees and customers. The selection of the PTC incident team and the undercutter project team sends a very clear message that Metro-North has not lost its focus on delivering projects that keeps its customers safe and its service reliable. She is proud of the work of all four teams. Their work stands as a testament to Metro-North's commitment as part of its Way Ahead strategic plan to providing safe and reliable service and an excellent customer experience despite the many challenges that Metro-North has been experiencing over the past 21 months.

Regarding ridership, Metro-North's focus continues to be on restoring ridership – guided by the initiatives in its Way Ahead plan. Preliminary observations using passenger counts and load weight data indicate that November ridership was more than double the ridership in November 2020. All lines appear to have increased by more than 100%. Ridership is up 45.2% since Metro-North changed schedules at the end of August. Current ridership is about 50% of pre-COVID levels and has flattened a little bit over the last couple of weeks – which is not unexpected, with offices having established their work-at-home policies for the Fall which will continue through the holidays. Metro-North expects that offices will revisit these policies after the holidays, with a requirement for more workers to return to the office. Weekend ridership remains strong, with an average of 80% of pre-COVID ridership on most weekends.

Earlier this month, Metro-North announced that the seating availability feature on its TrainTime app – which allows customers to see an approximate percentage of seats available on each car of an approaching train – has been expanded to Google Maps. The feature first became available through the TrainTime app in November 2020 for most of the electric trains on the Harlem and Hudson lines, and it has since been expanded to all East of Hudson lines. Through this collaborative effort of teams at IT, Metro-North, and Google, it is now even easier to get access to real time seating availability.

As a thank you to its customers and to get those who have been missing the trains back on board, Metro-North continues to offer plenty of deals and discounts for riders. Customers can take part in MTA Away, with discount ticket packages for holiday themed events – including the holiday train show at the Botanical Gardens. Off peak fares remain in effect through the end of the year, so customers using single ride tickets and ten trip tickets can benefit from savings of up to 40% of the normal price – depending on distance traveled. Metro-North is offering extra service for the holidays, beginning with early getaway trains on Thursday, December 23 and special holiday service to keep its customers moving and enjoying all the holiday attractions around the region.

Finally, as mentioned by some of the public speakers, at the Finance meeting they will be discussing the new discount packages that will be going to the MTA Board for approval. These include a 20 trip instrument at a 20% discount, a 10% discount on monthly tickets, and CityTicket for five dollars during the off peak – for both LIRR and for Metro-North.

President Rinaldi concluded her remarks by thanking all Metro-North employees for their tireless and heroic efforts during yet another tough year. She appreciates their continued dedication to providing safe and reliable service and wants to assure customers as they travel throughout the region this holiday that Metro-North will do its best to be able to keep them safe throughout the region. On behalf of the entire Metro-North family, she wished everyone a safe holiday and a happy and healthy new year.

### **METRO-NORTH SAFETY REPORT:**

Acting Vice President – System Safety Shelley Prettyman stated that Metro-North’s Safety report appears on pages 31-34 of the Committee Book. She reported that the FRA reportable customer accident rate per million customers was 1.79 for the 12 month reporting period ending October 2021, which was up from 1.20 in the prior reporting period. The FRA reportable employee lost time injury rate per 200,000 hours worked was 1.91 for the 12 month reporting period, down from 2.12 for the prior period. Metro-North has experienced no grade crossing incidents, no main line FRA reportable train derailments, and no main line FRA reportable collisions for the reporting period or the year to date. Employee safety training hours are at 163,985 for the year to date. Community outreach contacts are 14,300 for the month of October and 177,314 for the year to date.

Acting Vice President Prettyman noted that Metro-North conducted its annual FRA emergency preparedness exercise at Grand Central Terminal on Saturday, December 4. The scenario for the exercise was a train evacuation during a citywide power grid failure. It required

assisting passengers from a stranded train in the Grand Central Terminal train shed to the platform with limited or no house lights and included the relocation of a passenger in a wheelchair. A combination of live actors – thanks to Metro-North’s assistant conductor trainees - and mannequins were used to simulate passengers, and the exercise and training took place over a two hour period.

Acting Vice President Prettyman expressed sincere thanks for FDNY Division 3, Battalion 8, EMS, and MTAPD for their participation and support. These exercises are very important because they give everyone a chance to work together and test procedures outside of an actual emergency. A full after-action report will be developed, recommendations reviewed, and any improvement items will be tracked to completion. This exercise was set up to evaluate internal and external communication and notification procedures, as well as interactions with customers and communications with first responders within the scenario. It also gave Metro-North’s partners – MTAPD, FDNY, and EMS – an opportunity to familiarize themselves with Metro-North’s train equipment and the train shed. She thanked the Metro-North staff who contributed to the preparations and the exercises. It was a full team effort, including Transportation, Maintenance of Way, GCT Building Maintenance, Maintenance of Equipment, Operations Trainings, Security, and System Safety.

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 Acting Vice President Prettyman’s remarks.

#### **MTAPD REPORT:**

MTA Police Department (“MTAPD”) Assistant Chief Gary Beahan, speaking on behalf of Acting Chief Joseph McGrann, stated that crimes in the system continue to be skewed because of the pandemic. There was a systemwide increase of 16 crimes year to date compared to 2020 but down 62 crimes year to date compared to 2019. They are very concerned about felony assaults against employees. Nine police officers were injured while making arrests and seven railroad employees were injured in disputes with customers. They were able to make arrests in 32 of the incidents, but that does not lessen the seriousness behind them.

Regarding other customer concerns, MTAPD is increasing its train patrols to make contact with conductors and increase police presence on the trains. They were given an initiative to ride every peak hour train on both railroads and, within one week, they will have a police presence on all those trains.

Burglaries show a significant increase this year, although seven of the 29 burglaries are attributable to Rite Aid in Grand Central Terminal. The District Attorney wants to keep felony burglary charges for those who have received barring notices but then reenter. Nine of the burglaries were committed by one person, who is currently in Rikers Island. The grand larcenies are attributable to unattended bags and credit cards that were stolen.

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 Assistant Chief Beahan’s presentation, comments, and questions from Board Members.

## **JOINT INFORMATION ITEMS:**

There were no joint information items.

## **METRO-NORTH INFORMATION ITEMS:**

Metro-North President Rinaldi reported four items presented in the agenda book in accordance with the Work Plan and one additional information item.

- The 2022 final proposed operating budget, the Staff Summary for the November 2021 forecast, the final proposed budget for 2022, and the four year financial plan for 2022-2025 is provided in the Committee Agenda Book as an information item. The items will be further discussed and voted upon by the full MTA Board on Wednesday, December 15.
- The proposed 2022 Metro-North Committee Work Plan. The draft Work Plan was coordinated with LIRR's Work Plan for consistency in reporting to the Committee. The two changes from this year's plan are: (a) the monthly capital program report for both LIRR and Metro-North will now be presented at CPOC and will no longer be presented at the LIRR/Metro-North Joint Committee meeting, and (b) the C&D Procurements will no longer be presented at the LIRR/Metro-North Joint Committee meeting and will only be presented at CPOC. The Committee will be asked to approve the final Work Plan in January.
- Due to the continued update of the workforce resulting from Transformation and the need to reconcile individual agency data agencywide, all reporting of agencywide 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 agencywide utilization percentages will be provided. DDCR expects agency specific data to be provided in the 1<sup>st</sup> quarter of the 2022 Diversity Committee.
- Last month the Corporate Governance Committee met and reviewed all operating agency committee charters and approved charter revisions to align consolidation of C&D procurements as reflected in the Metro-North committee charter. There are no further changes recommended to the charter at this time.
- Metro-North survey results pertaining to customer satisfaction and COVID offered earlier this Fall and presented by Sarah Meyer at last month's Board meeting are included in this month's Committee materials as information items.

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

## **METRO-NORTH PROCUREMENTS:**

There were no Metro-North procurements.

**MTA CONSTRUCTION & DEVELOPMENT PROCUREMENT ITEMS:**

MTA Construction & Development (“C&D”) had no procurements related to Metro-North.

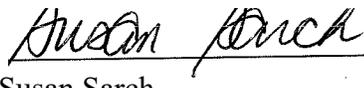
**OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, FINANCIAL, AND CAPITAL PROGRAM REPORTS:**

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,

A handwritten signature in black ink, appearing to read "Susan Sarch", is written over a horizontal line. A vertical line extends downwards from the right end of the horizontal line.

Susan Sarch

Vice President, General Counsel & Secretary

## Long Island Rail Road Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
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
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>January 2022</u>	
Approval of 2022 Committee Work Plan	Committee Chairs & Members
Winter Trackwork Schedules	Service Planning
<u>February 2022</u>	
Adopted Budget/Financial Plan 2022	Management & Budget
2021 Annual Operating Results	Operations
Diversity/EEO Report – 4 <sup>th</sup> 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 <sup>st</sup> 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– 4<sup>th</sup> Quarter 2021**

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

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

The Committee will be advised of plans to adjust schedules.

## **MARCH 2022**

### Annual Elevator/Escalator Report

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

### Spring Trackwork Programs

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

## **APRIL 2022**

### Final Review of 2021 Operating Results

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

### 2021 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 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– 1<sup>st</sup> Quarter 2022

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

### 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– 2<sup>nd</sup> Quarter 2022

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

**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– 3<sup>rd</sup> Quarter 2022

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

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.

## 2022 Metro-North Railroad Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<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	
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<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 <sup>st</sup> 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 – 2<sup>nd</sup> 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 – 3<sup>rd</sup> Quarter 2022  
Review of Committee Charter

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

## METRO-NORTH RAILROAD COMMITTEE WORK PLAN

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### 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– 4<sup>th</sup> Quarter 2021**

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

### **MARCH 2022**

#### **Annual Elevator/Escalator Report**

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

## **APRIL 2022**

### 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– 1<sup>st</sup> Quarter 2022

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

## **JUNE 2022**

### Progress on Way Ahead Strategic Plan

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

## **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– 2<sup>nd</sup> Quarter 2022

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

## **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– 3<sup>rd</sup> Quarter 2022

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

### Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

## Safety Report Highlights

 **LIRR. Wear a Mask.** ✓  
@LIRR

 Stay alert and stay safe 

Keep your eyes up and off your mobile device when at or near a railroad crossing 🚦📱🚫.

Remain aware of your surroundings at all times to keep yourself safe.

#LIRRSafetyTip



2:52 PM · Dec 23, 2021 · Twitter Web App

 **LIRR. Wear a Mask.** ✓  
@LIRR

Masks are still required on trains and inside indoor stations, even if you've been vaccinated.

If you forgot yours, just ask one of our station employees for a free mask.

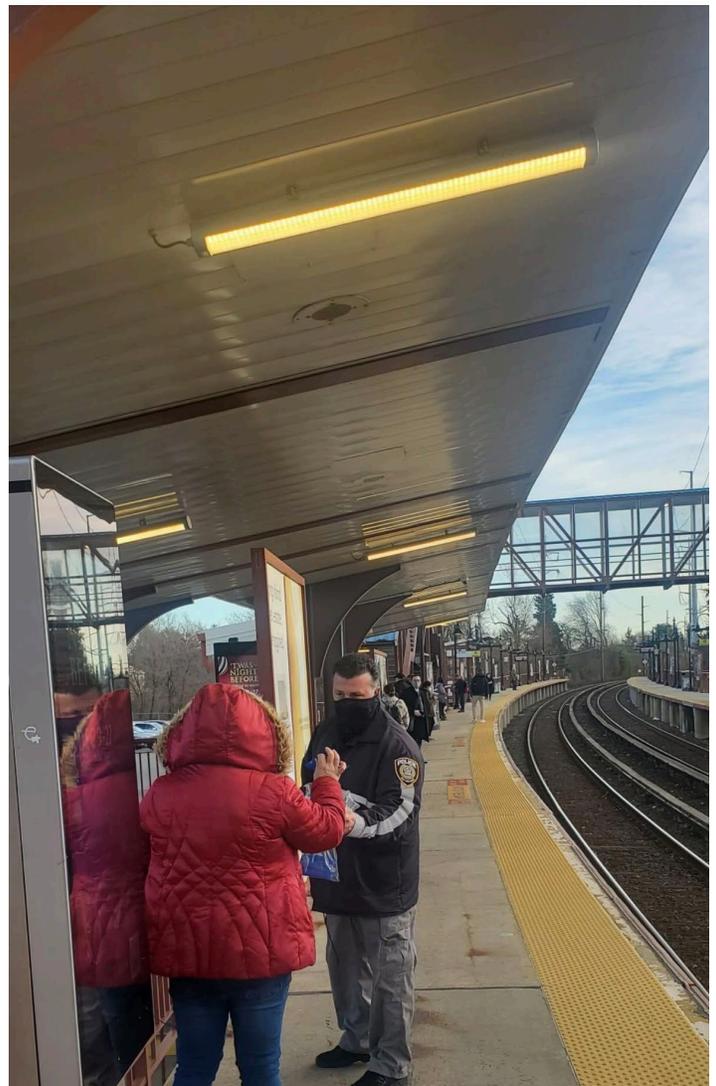


9:29 AM · Dec 21, 2021 · Twitter Web App

 **MTA LIRR** ✓  
Published by Angelo Cannella · December 17, 2021 at 2:14 PM · 🌐

Our LIRR safety team & MTA Police visited Syosset to hand out masks and sanitizer. We thank them for their efforts throughout the year at various stations to help keep our riders safe.

Please remember to wear your mask and wash your hands.





# Long Island Rail Road

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In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached over 32,500 participants via classroom and virtual training as well as Operation LifeSaver and Mask Force Events at stations. In addition, educational messaging focusing on safety and safety outreach events via social media, which we pivoted to when COVID first impacted our customer and community outreach activities in 2020, reached over 743,600 people through the end of November 2021. This represents an increase of two hundred and sixty-seven percent for the same period last year. Corporate Safety working in partnership with the Social Media Team features customer and community safety messages as well as pictures of community and customer safety outreach events.

For the reporting period ending November 2021, the average Reportable Customer Injury Rate was down forty-seven percent from 5.07 injuries per million customers as compared to 2.70 injuries per million customers over the same period this year. Slips, trips, and falls in Penn Station generate the most injury reports. We continue to meet monthly with Amtrak and NJ Transit to develop strategies to mitigate risk and promote safety in the station.

During this reporting period, the average Reportable Employee Lost Time Injury Rate increased twenty-one percent from 3.28 injuries per 200,000 hours worked to 3.96 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained. Overexertion and slips, trips, and falls account for over sixty percent of injuries.

Our Quarterly Safety FOCUS Day conducted December 14, 2021 featured:

- Inaugural quarterly newsletter updating our employees on the intent and status of our new federally mandated Title 49 Code of Federal Regulations Part 270 System Safety Program Plan
- Updates on Yard Safety Assessments, the Long Island Rail Road's Employee Safety Concern Reporting System, and our Confidential Close Call Reporting System partnership with Long Island Rail Road labor organizations and the Federal Railroad Administration
- Winter Safety strategies including preventing derailments and personal protective equipment available to all employees to mitigate the risk of the hazards winter weather presents.

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

# November Safety Report

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

<b>Performance</b>				
<b>Performance Indicator</b>	<b>12-Month Average</b>			
	December 2018 - November 2019	December 2019 - November 2020	December 2020 - November 2021	
FRA Reportable Customer Accident Rate per Million Customers	2.28	5.07	2.70	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.32	3.28	3.96	
	<b>2020</b>		<b>2021</b>	
	November	Year to Date	November	Year to Date
Grade Crossing Incidents <sup>1</sup>	1	5	1	5
Mainline FRA Reportable Train Derailments	0	1	0	1
Mainline FRA Reportable Train Collisions	0	1	0	2

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

<b>Focus on Safety Training</b>	<b>2020</b>		<b>2021</b>	
	November	Year to Date	November	Year to Date
First Responders Trained	94	508	60	537
Employee Safety Training Courses	75	740	105	738
Employees Trained	793	7,231	703	9,994
Employee Safety Training Hours	12,972	148,107	16,868	127,340
<b>Customer and Community: Focus on Grade Crossings</b>	November	Year to Date	November	Year to Date
Broken Gates	10	70	9	82
MTA Police Details	96	629	30	624
Summons	351	2,441	157	2,280
Warnings	126	853	38	845
Arrests	0	0	0	1
Community Education and Outreach	2,625	30,133	3,148	32,551
Community Education and Outreach Social Media	70,520	202,381	43,886	743,639

**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.

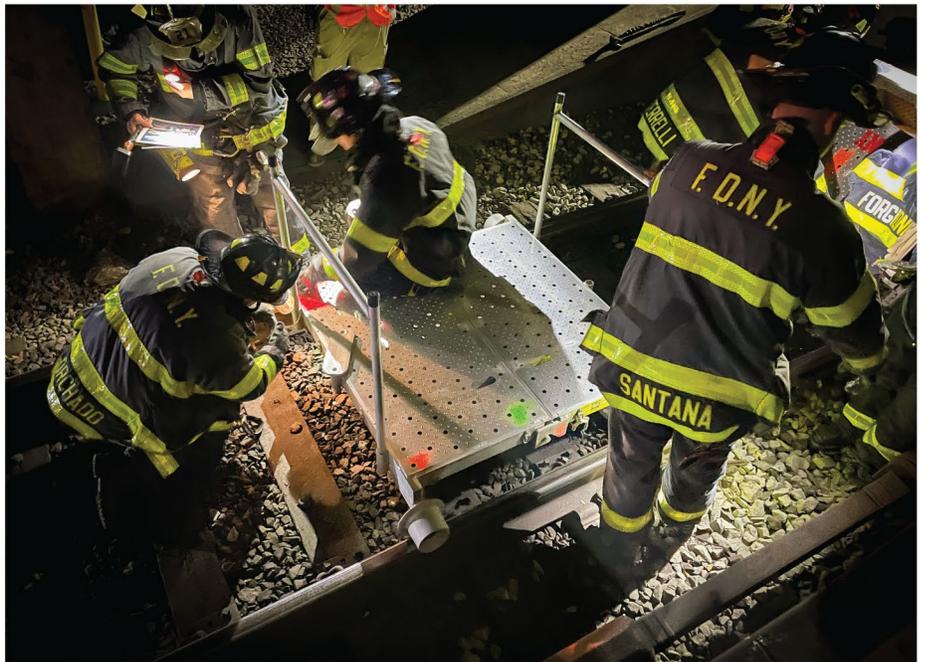
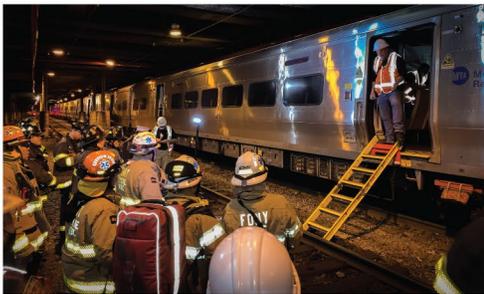
**Summons for Grade Crossing Violation and other Infractions**- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**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.



# Metro-North Railroad



## Emergency Preparedness Exercise Grand Central Terminal Saturday, December 4, 2021

**Shelley Prettyman**  
Acting Vice President  
Office of System Safety



## Safety Highlights

On Saturday, December 4, 2021, Metro-North conducted its annual FRA Emergency Preparedness Exercise in Grand Central Terminal (GCT).

The scenario for the exercise was a train evacuation during a citywide power grid failure, resulting in complete loss of lighting and traction power at GCT, and stranding multiple trains in the dark in the GCT trainshed and Park Avenue Tunnel. The response required assisting passengers from a stranded train in the GCT trainshed to the platform with limited or no house lights, and it included the relocation of a passenger in a wheelchair. A combination of live actors (MNR Assistant Conductor trainees) and manikins was used to simulate passengers.

These exercises provide an important opportunity to test procedures outside an actual emergency. After each exercise, a full after-action is developed, recommendations reviewed, and improvement items tracked to completion. This particular event was set up to evaluate internal and external notification and communication procedures, as well as interactions with customers and coordination among first responders. It also provided first responders with the opportunity to familiarize themselves with the MNR train equipment and the GCT trainshed.

Thanks to the MNR Emergency Management staff who planned and coordinated the exercise, and to all MNR staff in Transportation, Maintenance of Way, GCT Building Maintenance, Maintenance of Equipment, Operations Training, Security, and the Office of System Safety who supported the effort.

Metro-North extends our special thanks once again to MTA PD and to FDNY Division 3, Battalion 8, and EMS for their participation and support.

For the current 12-month reporting period (December 2020 – November 2021), the reportable employee lost time injury rate increased from 1.99 to 2.01 per 200,000 working hours compared to the prior reporting period (December 2019 – November 2020). This increase is attributed to the decrease in the number of working hours compared to the prior reporting period. The reportable customer injury rate for the current reporting period increased from 1.30 to 1.76 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



## November 2021 Safety Report

Performance				
Performance Indicator	12-Month Average			
	December 2018 - November 2019	December 2019 - November 2020	December 2020 - November 2021	
FRA Reportable Customer Injury Rate per Million Customers	0.98	1.30	1.76	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.12	1.99	2.01	
	2020		2021	
	November	Year to Date	November	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	1	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2020		2021	
	November	Year to Date	November	Year to Date
First Responders Trained	78	1,186	82	1,571
Employee Safety Training Courses	104	317	177	330
Employees Trained	2,494	5,743	1,472	5,621
Employee Safety Training Hours	20,033	205,946	19,885	192,546
Customer and Community: Focus on Grade Crossings	2020		2021	
	November	Year to Date	November	Year to Date
Broken Gates	4	20	2	11
MTA Police Details	16	216	35	365
Summons	90	607	126	864
Warnings	37	193	45	316
Community Education and Outreach*	895	53,086	29,189	206,503

\*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
Q4	N/A	N/A	N/A	49	33	0

\* No test met the Federal threshold.

\*\* Of the 130 total tests, 70 were conducted within 2 hours.

Shelley Prettyman  
Acting Vice President  
Office of System Safety



# **POLICE REPORT**



# Long Island Rail Road

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

- Long Island Rail Road experienced an increase in the amount of major felonies (9 vs 6) for the month of December compared to the same period last year.
- Year to date Long Island Rail Road is up 5 crimes (72 vs 67).
- There was one (1) Hate Crime on Long Island Rail Road for the month of December.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### Long Island Rail Road

#### December 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	0	0	0%
<b>Felony Assault</b>	1	2	-1	-50%
<b>Burglary</b>	3	1	2	200%
<b>Grand Larceny</b>	5	2	3	150%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	9	6	3	50%

#### Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	8	20	-12	-60%
<b>Felony Assault</b>	21	10	11	110%
<b>Burglary</b>	12	7	5	71%
<b>Grand Larceny</b>	30	29	1	3%
<b>Grand Larceny Auto</b>	1	1	0	0%
<b>Total Major Felonies</b>	72	67	5	7%



# Metro-North Railroad

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## December 2021 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (9 vs 3) for the month of December compared to the same period last year.
- Year to date Metro-North Railroad is up 21 crimes (83 vs 62).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of December.

**Joseph P. McGrann**  
Chief of Police



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

**December 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Felony Assault</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>100%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>200%</b>

**Year to Date 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>9</b>	<b>10</b>	<b>-1</b>	<b>-10%</b>
<b>Felony Assault</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>36%</b>
<b>Burglary</b>	<b>20</b>	<b>9</b>	<b>11</b>	<b>122%</b>
<b>Grand Larceny</b>	<b>38</b>	<b>30</b>	<b>8</b>	<b>27%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Total Major Felonies</b>	<b>83</b>	<b>62</b>	<b>21</b>	<b>34%</b>



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

**December 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Felony Assault</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>300%</b>
<b>Grand Larceny</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>150%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>19</b>	<b>9</b>	<b>10</b>	<b>111%</b>

**Year to Date 2021 vs. 2020**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>17</b>	<b>33</b>	<b>-16</b>	<b>-48%</b>
<b>Felony Assault</b>	<b>36</b>	<b>22</b>	<b>14</b>	<b>64%</b>
<b>Burglary</b>	<b>33</b>	<b>16</b>	<b>17</b>	<b>106%</b>
<b>Grand Larceny</b>	<b>70</b>	<b>59</b>	<b>11</b>	<b>19%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33%</b>
<b>Total Major Felonies</b>	<b>158</b>	<b>133</b>	<b>25</b>	<b>19%</b>

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

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	2	0	2	0
<b>Fel. Assault</b>	3	1	2	0
<b>Burglary</b>	4	3	1	0
<b>Grand Larceny</b>	10	5	4	1
<b>GLA</b>	0	0	0	0
<b>Total</b>	19	9	9	1
<b>Crimes Per Day</b>	0.61	0.29	0.29	0.03



# MTA Police Department Arrest Summary: Department Totals

1/1/2021 to 12/31/2021

Arrest Classification	Total Arrests	
	2021	2020
Robbery	14	24
Felony Assault	35	24
Burglary	15	4
Grand Larceny	31	16
Grand Larceny Auto	2	2
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	5	5
Arson	6	0
Assault-Misdemeanor	67	43
Breach of Peace	8	6
Child Endangerment	3	3
Criminal Contempt	7	8
Criminal Impersonation	3	4
Criminal Mischief	43	39
Criminal Possession Stolen Property	8	6
Criminal Tampering	4	4
Criminal Trespass	28	27
Disorderly Conduct	0	2
Drug Offenses	15	41
DUI Offenses	8	6
Falsely Reporting an Incident	6	4
Forgery	8	16
Graffiti	64	32
Harassment	3	1
Identity Theft	2	0
Menacing	15	9
Obstruct Government	6	2
Petit Larceny	50	50
Public Lewdness	31	14
Reckless Endangerment	9	12
Resisting Arrest	15	19
Sex Offenses	12	9
Stalking	0	1
Theft of Services	43	61
Unlawful Surveillance	1	1
VTL Offenses	0	1
Warrant Arrest	28	34
Weapons Offenses	9	3
Unauthorized Use Vehicle	0	1
<b>Total Arrests</b>	<b>608</b>	<b>537</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - December 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	7	5	2	40 %
Sexual Orientation	1	0	1	0 %
White	1	2	-1	-50 %
<b>Motivation Total</b>	17	12	5	41 %

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	14	10	4	40 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	17	12	5	41 %

# Staff Summary

<b>Subject</b> NYS DOT Grant for Connecting Services	
<b>Department</b> Operations Planning and Analysis	
<b>Department Head Name</b> Ben Cornelius	
<b>Department Head Signature</b> 	
<b>Project Manager Name</b> Donna Y Mason	<b>Program Manager Name</b>

<b>Date</b> December 14, 2021
<b>Vendor Name</b> N/A
<b>Contract Number</b> N/A
<b>Contract Manager Name</b> N/A
<b>Table of Contents Ref#</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.				
2	MTA Finance Mtg				
3	MTA Board Mtg.				

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	VP Financial Admin		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	SVP Operations					2	General Counsel
	Press						

**Narrative**

**PURPOSE:**  
To obtain MTA Board approval to enter into a contract to accept up to \$365,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYS DOT) to support connecting services, covering the period from January 1, 2022 through December 31, 2022.

**DISCUSSION:**  
Metro-North has worked with NYSDOT to implement various projects to improve access to Metro-North stations. These projects, which include connecting buses (e.g. Hudson Link, Newburgh-Beacon Shuttle, Dutchess LOOP, HART, etc.), the Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry and Guaranteed Ride Home programs, create station access/egress and increase ridership and revenue for the Railroad, as well as reduce the number of single occupancy vehicles on the roads.

Over the past fifteen years, Metro-North has received over \$5 million from similar NYSDOT (CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; supporting Metro-North's Guaranteed Ride Home programs; for customer parking and miscellaneous operational improvements. Metro-North plans to use the funds from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.

**BUDGET IMPACT:**  
No budget impacts. These monies allow for projects that would not otherwise be implemented.

**RECOMMENDATION:**  
That the MTA Board grant approval to enter into a contract to accept up to \$365,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYS DOT) to support connecting services, covering the period from January 1, 2022 through December 31, 2022.

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



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

# Staff Summary



<b>Subject</b> WINTER TRACKWORK SCHEDULES						<b>Date</b> January 5, 2022			
<b>Departments</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Names</b> R. FREE						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	1/24/22				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 adjust schedules for Signal Pretesting of the New Nassau 3 Interlocking in support of the Main Line Expansion Project.

**TRACK WORK PROGRAMS**

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

- **Main Line – Signal Testing** – On the weekend of January 29-30 and February 5-6, both main tracks on the Main Line will be out of service between Mineola and Divide Interlocking in Hicksville for approximately 52 hours as signal testing is performed in support of the Main Line Expansion Project.
  - **Temporary Service Adjustments:** On the weekends of January 29-30 and February 5-6, Huntington Branch service will be reduced to hourly, and buses will replace train service between Mineola and Huntington, with connecting Port Jefferson Branch service reduced to two-hourly intervals. Ronkonkoma Branch trains will operate with diesel equipment at two-hourly intervals from Penn Station to Ronkonkoma via the Central Branch, with connecting Greenport service adjusted accordingly.

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

**IMPACT ON FUNDING**

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



**Metro-North Railroad**

# **Information Items**



# **2021 4<sup>th</sup> Quarter Maintenance of Way Division**

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

January 5, 2022



## Track Projects Systemwide

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

☒	Hudson Line	13,500	ties planned	4,637	installed	34%	
☒	Harlem	17,200	ties planned	16,866	installed	98%	
☒	New Haven	2,000	ties planned	0	installed	0%	
☒	Waterbury	13,000	ties planned	13,673	installed	105%	
☒	Port Jervis	11,600	ties planned	4,976	installed	43%	
		<b>57,300</b>	<b>ties planned</b>	<b>40,152</b>	<b>installed</b>	<b>70%</b>	<b>of goal</b>
☒	Hudson (SmarTrack)	5,000	ties planned	0	installed	0%	
☒	New Haven (SmarTrack)	5,200	ties planned	10,739	installed	207%	
		<b>10,200</b>	<b>ties planned</b>	<b>10,739</b>	<b>installed</b>	<b>105%</b>	<b>of goal</b>
	<b>Total 2021</b>	<b>67,500</b>	<b>ties planned</b>	<b>50,891</b>	<b>installed</b>	<b>75%</b>	<b>of goal</b>

\* All subject to change due to current events



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

✘	GCT	0	ties installed		
✘	Hudson	2,318	ties installed		
✘	Harlem	282	ties installed		
✘	New Haven	1,092	ties installed		
✘	Danbury	0	ties installed		
✘	Waterbury	0	ties installed		
	<b>Total 2021</b>	<b>3,692</b>	<b>ties installed</b>	<b>92%</b>	<b>of goal</b>

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

✘	Hudson Line	3	miles planned	1.7	installed	58%	complete
✘	Harlem	1.3	miles not planned	1.3	installed	99%	complete
✘	New Haven	5.3	miles planned	5.2	installed	98%	complete
	<b>Total 2021</b>	<b>8.3</b>	<b>miles planned</b>	<b>8.2</b>	<b>installed</b>	<b>99%</b>	<b>of goal</b>

\* All subject to change due to current events



▣ **Welds (2,000 joints planned)**

✘	GCT	6	joints completed		
✘	Hudson Line	243	joints completed		
✘	Harlem Line	355	joints completed		
✘	New Haven	380	joints completed		
✘	Port Jervis	6	joints completed		
	<b>Total 2021</b>	<b>990</b>	<b>joints completed</b>	<b>50%</b>	<b>of goal</b>

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

✘	Hudson Line	13.4	miles planned	13	miles complete	96%
✘	Harlem	7.5	miles planned	53	miles complete	707%
✘	New Haven	61.5	miles planned	73	miles complete	119%
	<b>Total 2021</b>	<b>82.4</b>	<b>miles planned</b>	<b>139</b>	<b>miles complete</b>	<b>169% of goal</b>

\* All subject to change due to current events



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

▣	GCT	8	switches	planned	8	switches	completed	100%	complete
▣	Hudson	6	switches	planned	5	switches	completed	83%	complete
▣	Harlem	4	switches	planned	4	switches	completed	0%	complete
▣	New Haven	16	switches	planned	10	switches	completed	63%	complete
▣	Waterbury	1	switch	planned	1	switches	completed	100%	complete
	<b>Total 2021</b>	<b>35</b>	<b>switches</b>	<b>planned</b>	<b>28</b>	<b>switches</b>	<b>completed</b>	<b>80%</b>	<b>of goal</b>

\* All subject to change due to current events



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

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

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

▣	Hudson Line	15	miles planned	48	completed		
▣	Harlem Line	13	miles planned	21	completed		
▣	New Haven	50	miles planned	55	completed		
▣	Port Jervis	14	miles planned	6	completed		
	<b>Total 2021</b>	<b>92</b>	<b>miles planned</b>	<b>130</b>	<b>completed</b>	<b>142%</b>	<b>of goal</b>

\* All subject to change due to current events



- **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year per FRA)**
  - 2,785 miles completed includes start/stop and continuous testing
    - Total defects found from testing: 159
  
- **Ensco Geometry (2x per year) Contracted for 6 tests over 3 years**
  - 1<sup>st</sup> run – April 2021
  - 2<sup>nd</sup> run – September 2021
  
- **GCT Station Track Rehabilitation (44 Platforms systemwide, 2 Platforms Planned)**
  - Track 114 (100% complete)
    - 56 bracket ties, 672 block ties, 1,300 ft. of rail
  - Track 39 (100% complete)
    - 100 bracket ties, 1,234 block ties, 2,000 ft. of rail

\* All subject to change due to current events



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

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
  - HUD 5.19 East 144<sup>th</sup> Street - Steel Repairs (75% complete)
  - HUD 14.43 Ludlow Street – Flag Repairs (0% complete)
  - HUD 21.05 Bible Factory Truss – Flag Repairs (100% complete)
  - HUD 31.20 Westerly Road – Flag Repairs (100% complete)
  - HUD 38.90 Montrose Station Road – Flag Repairs (35% complete)
  - NH 12.85 South Street – flag Repairs (100% complete)
  - NH 16.37 Centre Ave – Flag Repair (100% complete)
  - NH 20.73 Hillside Ave – Flag Repairs (0% complete)
  - NH 20.89 North Barry – Flag Repairs (100% complete)



▣ **Bridge Timbers (NY only – 966 Timbers Planned)**

✘	HUD 64.79 Wappingers Creek Trk 1	170	timbers	35% complete
✘	NH 25.54 Westchester Ave Tk 2	60	timbers	100% complete
✘	NH 25.68 Kings Street Tk 2	67	timbers	100% complete
✘	NH 25.94 North Main Street Trk 1	115	timbers	100% complete
✘	NH 25.54 Westchester Ave Tk 3 <b>(Not in Scope)</b>	60	timbers	100% complete
✘	NH 25.94 North Main Street Trk 2	115	timbers	100% complete
✘	NH 25.94 North Main Street Trk 3 <b>(Not In Scope)</b>	115	timbers	100% complete
✘	PJ – JS 32.06 Ramapo River Tk 1 & 2	212	timbers	50% complete
✘	PJ – JS 39.55 Stream Tk 1	21	timbers	0% complete
✘	PJ – JS 55.03 Moodna Viaduct Tk 1	206	timbers	100% complete
	<b>Total 2021</b>	<b>1,141</b>	<b>Timbers</b>	<b>118% complete</b>

\* All subject to change due to current events



- **NY Undergrade Bridge Repair Program**

- Hudson

- Grand Central Terminal (MP 1.0) – Flag Repairs (40% complete)
- Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs, Waterproofing (75% complete)
- Park Ave Viaduct (MP 3.01) – Flag Repair (49 Flags Total, 70% complete)
- Culvert (MP 56.29) – Repairs (20% complete)
- Wappinger Falls (MP 64.79) – Flag Repairs (70% complete)

- Harlem

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

- Port Jervis

- Ramapo River (MP 32.06 JS) – Flag Repairs (90% complete)
- Pond Brook (MP 33.94 JS) – Flag Repairs (100% complete)
- Ramapo River (MP 42.77 JS) – Flag Repairs (60% complete)
- Laura Lane (MP 47.73) – Replacement (5% complete)
- Woodbury Creek – (MP 50.17) – Flag Repairs (85% complete)
- Moodna Creek – MP50.17 Flag Repairs (95% complete)
- Shea Road (MP 63.04) – Masonry Repairs (85% complete)



## CT Bridge Projects

### ▣ Bridge Timbers (CT only – 728 Timbers Planned)

✘	NH 29.68 Lukes Crossing, Trk 3	32 timbers	100% complete
✘	NH 33.75 Elm St. Tks 3 & 4	106 timbers	0% complete
✘	NH 34.17 East Main St. Tk 3	90 timbers	100% complete
✘	NH 40.89 Franklin (Spring Street) Tks 1 & 2	86 timbers	0% complete
✘	NH 41.28 Washington & Main St. Trk 2	92 timbers	100% complete
✘	NH 53.84 Howard Avenue Tk 2	53 timbers	0% complete
✘	NH 54.77 Warren Street Tk 2	48 timbers	100% complete
✘	NH 54.84 Lafayette Street Tk 2	50 timbers	100% complete
✘	NH 56.20 East Main Street Tk 3	56 timbers	0% complete
✘	NH 57.46 Bishop Ave Tk 3	48 timbers	0% complete
✘	NH 59.96 East Main Street Tk 3	39 timbers	100% complete
✘	NH 64.59 Indian River Trk 1	28 timbers	100% complete
	<b>Total 2021</b>	<b>728 Timbers</b>	<b>52% complete</b>

\* All subject to change due to current events



▣ **S-Program (New Haven – CT only)**

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

\* All subject to change due to current events



- **CP3 Employee Walkway**
  - Complete construction of 1,730' new Track 3 walkway (100% complete)
  
- **Cos Cob NH 29.90 (Greenwich, CT)**
  - Complete construction of 1,200' new Track 3 walkway (100% complete)
  
- **Saga NH 44.32 (Westport, CT)**
  - Fabricated/install steel ties, install expansion and thick web miter rails on Track 2 (100% complete)
  
- **Right of Way Fence**
  - Install/repair 600' ft of fence throughout systemwide (100% complete)
  
- **Graffiti Removal Program**
  - Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts

\* All subject to change due to current events



- ▣ **Grade Crossing Delineator Installations**

- ▣ Install Traffic Lane Delineators at 100 grade crossings in NY and CT (100% Complete)

- ▣ **Right of Way Improvements**

- ▣ Install 1,500' Breakneck Ridge Pedestrian Trailway (100% Complete)
  - ▣ Danbury Yard Employee Parking Area Paving (100% Complete)
  - ▣ Harmon Yard C&S Compound Paving (100% Complete)
  - ▣ CP19 Staircase and Access Road Improvements (100% Complete)
  - ▣ Install 80 stairs at Waterbury Line C&S Huts (100% Complete)
  - ▣ Install Employee Stop at Mott Haven (100% Complete)
  - ▣ Remove Utility Poles on Danbury Line (65% Complete)

\* All subject to change due to current events



**Metro-North Railroad**

# Procurements

<b>Subject</b>	Request for Authorization to Award Various Procurements
<b>Department</b>	Procurement
<b>Department Head Name</b>	Anthony Gardner, Senior Director
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	

<b>Date:</b>	January 18, 2022
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	1-24-22	X		
2	MTA Board Mtg.	1-26-22	X		

Internal Approvals			
	Approval		Approval
X	President 		
X	V.P. & General Counsel 		

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

**PURPOSE:**  
To obtain approval of the Board to award various contracts/contract modifications and purchase orders, and to inform the MTA Metro-North Railroad Committee of these procurement actions.

**DISCUSSION:**  
MNR proposes to award non-competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	
<b>SUB TOTAL:</b>		

**MNR proposes to award competitive procurements in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule G:      Miscellaneous Service Contracts	1	\$31,768,434
• Nouveau Elevator Industries, LLC \$31,768,434		
SUB TOTAL:	1	\$31,768,434

**MNR presents the following procurement actions for Ratification:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	
SUB TOTAL:		
TOTAL:	1	\$31,768,434

The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible and are in compliance with State laws and regulations concerning procurements.

**BUDGET IMPACT:** The purchases/contracts will result in obligating MNR operating and capital funds in the amount listed. Funds are available in the current MNR operating/capital budgets for this purpose.

**RECOMMENDATION:** That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JANUARY 2022

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

**G. Miscellaneous Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if Sealed Bid Procurement.)

**1. Nouveau Elevator Industries, LLC      \$31,768,434      Staff Summary Attached  
Provision of Maintenance, Inspection, and Repair Services for MNR and LIRR  
Station Escalators**

Metro-North Railroad ("MNR"), on behalf of itself and Long Island Rail Road ("LIRR"), seeks Board approval to award a five-year competitively solicited miscellaneous service contract to Nouveau Elevator Industries, LLC ("Nouveau") to perform maintenance, inspection and repair services for 53 escalators (MNR: 12 in Grand Central Terminal and two in White Plains; LIRR: 19 in Penn Station and 20 at various stations in Nassau, Suffolk and Queens counties) in the estimated amount of \$31,768,434 (MNR: \$6,607,740, LIRR: \$25,160,694). In January 2021, the Board approved the use of the competitive Request for Proposal ("RFP") process for this procurement.

Both MNR and LIRR require a contractor to provide labor; parts, equipment, and expertise necessary to perform conditional assessments, scheduled and unscheduled maintenance, repairs, and planned component replacements to ensure reliability and safety of this critical equipment for general, public, and employee use.

MTA Board approval is requested in the amount of \$31,768,434. This procurement is to be funded by MNR and LIRR's Operating budgets.

**Schedule G: Miscellaneous Service Contracts**

Item Numbers: 1

Page 1 of 2

<b>Vendor Name (Location)</b> Nouveau Elevator Industries, LLC (Long Island City, New York)
<b>Description</b> Provision of maintenance, inspection, and repair services for MNR and LIRR station escalators
<b>Contract Term (including Options, if any):</b> Five years (February 1, 2022–January 31, 2027)
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Negotiation

<b>Contract Number</b> 0000000210	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Estimated Amount:</b> Metro-North Railroad: \$6,607,740 Long Island Rail Road: \$25,160,694	\$31,768,434
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Procurement, Anthony Gardner 	

**Discussion:**

Metro-North Railroad (“MNR”), on behalf of itself and Long Island Rail Road (“LIRR”), seeks Board approval to award a five-year competitively solicited miscellaneous service contract to Nouveau Elevator Industries, LLC (“Nouveau”) to perform maintenance, inspection and repair services for 53 escalators (MNR:12 in Grand Central Terminal and two in White Plains; LIRR: 19 in Penn Station and 20 at various stations in Nassau, Suffolk and Queens counties) in the estimated amount of \$31,768,434 (MNR: \$6,607,740, LIRR: \$25,160,694). In January 2021, the Board approved the use of the competitive Request for Proposal (“RFP”) process for this procurement.

Both MNR and LIRR require a contractor to provide labor; parts, equipment, and expertise necessary to perform conditional assessments, scheduled and unscheduled maintenance, repairs, and planned component replacements to ensure reliability and safety of this critical equipment for general, public, and employee use.

In March 2021, in an effort to gauge the competitive vendor pool, MNR conducted an industry outreach. Fifteen prospective escalator maintenance providers were issued a Request for Expression of Interest. Firms were invited to provide company information, specific technical capabilities, and level of interest in responding to the forthcoming RFP. In April 2021, the RFP was advertised in the New York State Contractor Reporter, *The Journal News*, and on MNR’s website.

The selection criteria established in the RFP were (1) experience on similar projects; (2) confidence level; (3) commitment of relevant resources to the project, including qualifications of key personnel and reliability to perform the services and subconsultant services; (4) cost, (5) demonstrated understanding of the scope-of-work requirements, including but not limited to the quality and completeness of any required submissions; and (6) diversity practices.

In July 2021, proposals were received from three firms: (1) Nouveau for \$35,119,304, (2) Mid-American Elevator Company, Inc. (“Mid-American”) for \$49,563,903, and (3) Schindler Elevator Corporation (“Schindler”) for \$55,091,097. The Selection Committee (“SC”), comprised of five members from both railroads, met to evaluate technical and cost proposals and determined that all three proposers met the qualifications of the scope of work. Each proposer was invited for oral presentations. In August 2021, oral presentations were conducted, and the SC unanimously recommended Nouveau based on its (1) superior technical expertise, (2) established response team, (3) experience and knowledge of both railroads’ operations, and (4) lowest pricing, which offers the overall best value to the railroads.

## Schedule G: Miscellaneous Service Contracts

Page 2 of 2

After initial negotiations, Nouveau submitted its revised proposal for \$33,904,480. After subsequent discussions, Nouveau submitted its Best and Final Offer (“BAFO”) of \$31,768,434. Nouveau’s BAFO is 35 percent less than the Mid-American proposal and 42 percent less than the Schindler proposal. Based on the above, the total contract amount of \$31,768,434 has been found to be fair and reasonable.

Under this contract, Nouveau will provide on-site mechanics and helpers assigned to the MNR GCT location in eight-hour shifts, five days per week, 11:00 p.m.–7:30 a.m. Weekend service at GCT is performed on an as-needed basis with a three-hour response time from notification. Service at LIRR’s Penn Station as well as LIRR locations in Nassau, Suffolk, and Queens counties will be performed in an eight-hour shifts, seven days per week, 7:00 a.m.–3:30 p.m. MNR’s White Plains station scheduled maintenance will be performed during the hours of 7:00 a.m. - 5:00 p.m. five days per week. All after-hour services for the White Plains station will be performed on an as-needed basis with a two-hour response time from notification.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

The MTA Department of Diversity and Civil Rights (“DDCR”) has established goals of 15% MBE, 15% WBE and 6% SDVOB on this contract. This contract will not be awarded until DDCR has completed its review of Nouveau’s MWBE/SDVOB documents. Nouveau has not completed any MTA contracts with goals; therefore, no assessment of the firms MWBE/SDVOB performance can be determined at this time.

### **Impact on Funding**

MTA Board approval is requested in the amount of \$31,768,434. This procurement is to be funded by MNR and LIRR’s Operating budgets.



# Long Island Rail Road

## December 2021 Performance Summary

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Robert Free, Senior Vice President – Operations



**December 2021:** With the Omicron variant causing a surge in COVID-19 cases across the area, some holiday traditions were scaled back this year. The employees of the Long Island Rail Road found a way to remain festive and spread cheer. They were able to continue welcoming customers who were traveling throughout the season.



# Long Island Rail Road

## December 2021 Performance Summary

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### Highlights

On-Time Performance (OTP) for the month of December closed at **96.8%**, which is above the monthly goal of 94.0%.

2021 year-to-date OTP is **96.3%**, which is an increase of **0.4** percentage points as compared to last year.

### Branch Performances

All eleven branches on the Long Island Rail Road operated at or above goal for the month of December as well as year to date.

### Delays

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

The most significant were slip slide conditions on December 6<sup>th</sup> that led to Special Instruction 100-W being in effect systemwide. The incident affected 52 trains, delayed our customers an average of 12 minutes, and reduced our monthly OTP by 0.3%

### Consist Compliance

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

### Equipment Performance

The LIRR fleet MDBF operated 222,587 in November and exceeded the goal. The year to date performance also continued to remain above it's 5-year average.



**OPERATING REPORT  
FOR MONTH OF DECEMBER 2021**

Performance Summary			2021 Data			2020 Data	
			Annual Goal	December	YTD thru December	December	YTD thru December
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.8%</b>	<b>96.3%</b>	<b>95.6%</b>	<b>95.9%</b>
		AM Peak		96.9%	96.4%	96.4%	94.2%
		PM Peak		96.9%	97.7%	93.4%	94.7%
		<b>Total Peak</b>		<b>96.9%</b>	<b>97.0%</b>	<b>95.0%</b>	<b>94.4%</b>
		Off Peak Weekday		96.4%	95.8%	94.6%	96.0%
		Weekend		97.5%	96.6%	98.3%	97.1%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>97.5%</b>	<b>97.0%</b>	<b>96.0%</b>	<b>96.4%</b>
		AM Peak		97.5%	96.7%	97.8%	94.7%
		PM Peak		97.7%	98.6%	93.3%	95.4%
		<b>Total Peak</b>		<b>97.6%</b>	<b>97.6%</b>	<b>95.7%</b>	<b>95.0%</b>
		Off Peak Weekday		97.3%	97.2%	95.2%	96.9%
		Weekend		97.8%	96.1%	98.4%	96.8%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>99.0%</b>	<b>98.3%</b>	<b>97.7%</b>	<b>98.0%</b>
		AM Peak		99.0%	98.5%	98.1%	95.9%
		PM Peak		98.1%	99.5%	95.8%	97.5%
		<b>Total Peak</b>		<b>98.6%</b>	<b>98.9%</b>	<b>97.0%</b>	<b>96.7%</b>
		Off Peak Weekday		99.0%	97.8%	97.1%	98.1%
	Weekend		99.4%	98.9%	99.8%	98.9%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>95.3%</b>	<b>95.7%</b>	<b>95.2%</b>	<b>94.9%</b>	
	AM Peak		97.2%	95.6%	97.6%	94.0%	
	PM Peak		95.7%	97.6%	90.1%	90.4%	
	<b>Total Peak</b>		<b>96.5%</b>	<b>96.6%</b>	<b>93.9%</b>	<b>92.2%</b>	
	Off Peak Weekday		93.9%	94.7%	93.2%	95.1%	
	Weekend		96.8%	96.6%	99.1%	96.9%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.8%</b>	<b>97.0%</b>	<b>95.1%</b>	<b>96.6%</b>	
	AM Peak		96.3%	97.8%	95.8%	96.1%	
	PM Peak		94.9%	98.1%	94.0%	93.4%	
	<b>Total Peak</b>		<b>95.7%</b>	<b>97.9%</b>	<b>95.0%</b>	<b>94.8%</b>	
	Off Peak Weekday		96.8%	96.0%	93.5%	96.4%	
	Weekend		97.8%	98.0%	98.5%	98.1%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>97.0%</b>	<b>97.5%</b>	<b>97.3%</b>	<b>96.5%</b>	
	AM Peak		96.1%	98.1%	97.8%	95.6%	
	PM Peak		100.0%	99.1%	96.7%	95.8%	
	<b>Total Peak</b>		<b>97.8%</b>	<b>98.5%</b>	<b>97.3%</b>	<b>95.7%</b>	
	Off Peak Weekday		97.3%	97.2%	96.7%	96.4%	
	Weekend		95.2%	97.0%	98.7%	97.4%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>95.5%</b>	<b>93.1%</b>	<b>93.8%</b>	<b>93.9%</b>	
	AM Peak		95.0%	94.6%	84.4%	89.4%	
	PM Peak		94.2%	95.9%	94.3%	94.3%	
	<b>Total Peak</b>		<b>94.7%</b>	<b>95.1%</b>	<b>88.5%</b>	<b>91.5%</b>	
	Off Peak Weekday		96.0%	93.4%	94.3%	95.0%	
	Weekend		95.2%	91.6%	96.2%	93.4%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>95.8%</b>	<b>95.4%</b>	<b>97.2%</b>	<b>96.1%</b>	
	AM Peak		98.3%	96.6%	98.4%	95.2%	
	PM Peak		93.5%	97.8%	90.5%	94.1%	
	<b>Total Peak</b>		<b>96.1%</b>	<b>97.1%</b>	<b>95.2%</b>	<b>94.8%</b>	
	Off Peak Weekday		95.5%	94.2%	97.6%	95.9%	
	Weekend		96.5%	96.3%	98.8%	98.0%	
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>94.1%</b>	<b>93.8%</b>	<b>92.1%</b>	<b>92.7%</b>	
	AM Peak		96.9%	95.7%	93.2%	91.2%	
	PM Peak		92.5%	95.5%	91.2%	90.3%	
	<b>Total Peak</b>		<b>94.7%</b>	<b>95.6%</b>	<b>92.2%</b>	<b>90.7%</b>	
	Off Peak Weekday		91.3%	91.4%	90.4%	91.7%	
	Weekend		99.1%	96.6%	95.2%	97.3%	

<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>97.5%</b>	<b>96.1%</b>	<b>95.6%</b>	<b>97.1%</b>
	AM Peak		99.1%	94.5%	97.2%	96.6%
	PM Peak		98.3%	95.9%	93.9%	96.6%
	<b>Total Peak</b>		<b>98.7%</b>	<b>95.3%</b>	<b>95.5%</b>	<b>96.6%</b>
	Off Peak Weekday		96.3%	95.6%	94.2%	97.0%
	Weekend		99.2%	97.9%	98.8%	97.8%
	<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>96.1%</b>	<b>95.7%</b>	<b>93.9%</b>
	AM Peak		93.8%	95.0%	95.8%	91.1%
	PM Peak		97.8%	97.8%	93.8%	94.7%
	<b>Total Peak</b>		<b>95.5%</b>	<b>96.3%</b>	<b>94.9%</b>	<b>92.7%</b>
	Off Peak Weekday		96.5%	94.7%	92.0%	93.8%
	Weekend		96.1%	97.1%	97.2%	97.3%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>99.1%</b>	<b>98.7%</b>	<b>97.3%</b>	<b>97.6%</b>
	AM Peak		100.0%	98.8%	97.6%	95.1%
	PM Peak		97.4%	98.5%	94.3%	97.1%
	<b>Total Peak</b>		<b>98.6%</b>	<b>98.7%</b>	<b>95.8%</b>	<b>96.2%</b>
	Off Peak Weekday		99.0%	98.7%	97.7%	97.8%
	Weekend		100.0%	98.8%	98.1%	98.7%
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>18,965</b>	<b>215,837</b>	<b>19,747</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-13.0	-12.9	-14.6	-12.4
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		115	1,347	228	1,579
	<b>Trains Canceled</b>		12	562	60	988
	<b>Trains Terminated</b>		37	470	62	408
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.5%	99.4%	99.4%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>						
	AM Peak		100.0%			
	PM Peak		100.0%			
	<b>Total Peak</b>		100.0%			

System Categories Of Delay	% Total	2021	2021 Data		2020 Data		YTD 2021 Vs 2020
		Nov	December	YTD Thru December	December	YTD Thru December	
Engineering (Scheduled)	4.4%	21	27	388	40	380	8
Engineering (Unscheduled)	12.8%	81	78	1,001	226	1,781	(780)
Maintenance of Equipment	6.4%	60	39	841	76	981	(140)
Transportation	2.3%	18	14	161	10	281	(120)
Capital Projects	7.6%	28	46	1,079	16	742	337
Weather and Environmental	23.6%	281	144	1,198	300	1,623	(425)
Police	20.0%	161	122	1,049	93	1,105	(56)
Customers	14.4%	128	88	914	42	1,109	(195)
Special Events	2.5%	14	15	251	-	34	217
Other	4.8%	27	29	698	43	740	(42)
3rd Party Operations	1.1%	33	7	448	32	583	(135)
<b>Total:</b>	<b>100.0%</b>	852	609	8,028	878	9,359	(1,331)

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
2-Dec	Thu	Low adhesion system wide	5						7			12		
4-Dec	Sat	Trespasser strike at East Rockaway Station							9		1	9		1
6-Dec	Mon	Rule 100-W in effect / Low adhesion	1			12			52			65		
6-Dec	Mon	Track condition west of Plandome Station							5	1	10	5	1	10
7-Dec	Tue	Switch trouble at Carle Place	5		1				6			11		1
8-Dec	Wed	Low adhesion system wide			1	2			10			12		1
20-Dec	Mon	Signal trouble at Lead Bridge	4	4	1				1		2	5	4	3
20-Dec	Mon	Track condition west of Syosset	2						11			13		
21-Dec	Tue	Trespasser strike at Mineola Station				17	1	5	15	1		32	2	5
<b>TOTAL FOR MONTH</b>			<b>17</b>	<b>4</b>	<b>3</b>	<b>31</b>	<b>1</b>	<b>5</b>	<b>116</b>	<b>2</b>	<b>13</b>	<b>164</b>	<b>7</b>	<b>21</b>
												<b>192</b>		

# Long Island Rail Road

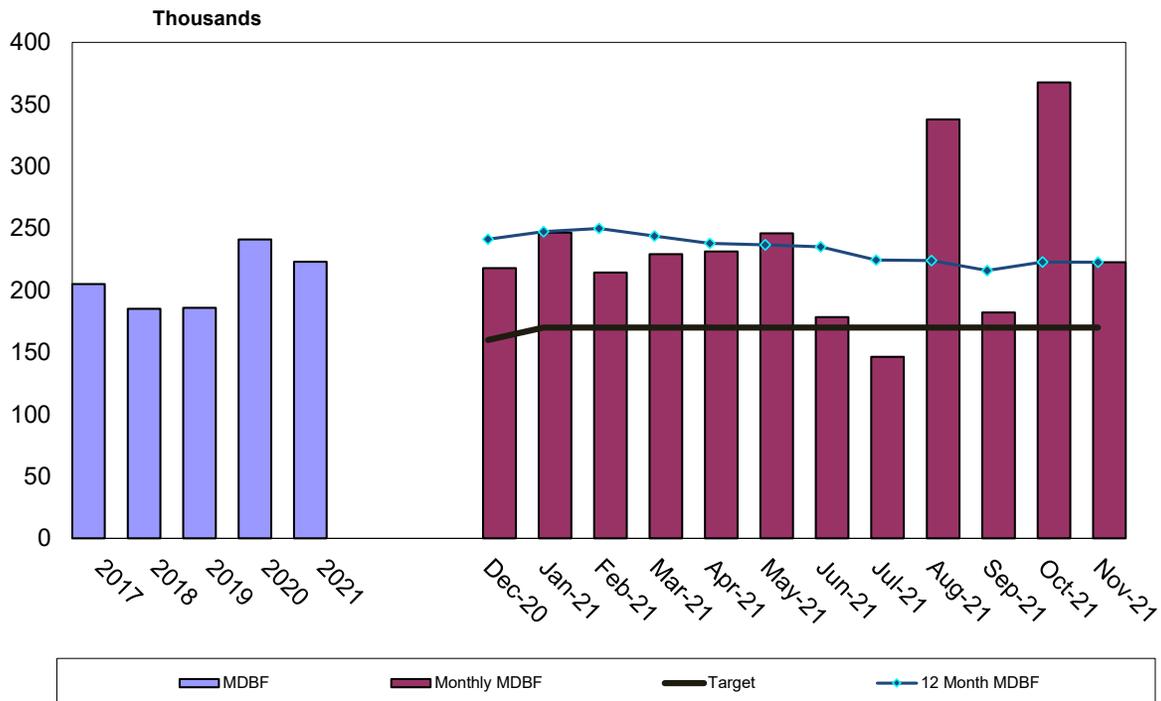
## MEAN DISTANCE BETWEEN FAILURES - NOVEMBER 2021

	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)	12 month Rolling Avg MDBF (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)
<b>Mean Distance Between Failures</b>	M-3	122	60,000	0	0	0	-	21,180	0	76,980
	M-7	836	360,000	485,971	9	398,961	403,652	394,053	12	462,922
	M-9	110	180,000	114,786	5	225,426	220,787	292,987	1	311,121
	C-3	134	103,000	84,810	8	151,122	142,973	215,438	3	126,786
	DE	24	19,000	28,542	3	17,126	16,716	20,913	4	22,893
	DM	21	19,000	75,477	1	24,029	24,648	11,505	6	25,662
	Diesel	179	51,000	69,965	12	66,993	65,370	61,461	13	70,911
	<b>Fleet</b>	<b>1,247</b>	<b>170,000</b>	<b>222,587</b>	<b>26</b>	<b>223,086</b>	<b>222,594</b>	<b>224,684</b>	<b>26</b>	<b>243,616</b>

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

Note: M3 fleet was not used during entire year 2021.

## ALL FLEETS Mean Distance Between Failure 2017 - 2021





# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF DECEMBER 2021

### Standee Report

#### East Of Jamaica

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

#### Definitions

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF DECEMBER 2021

### Standee Report

#### West Of Jamaica

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

#### Definitions

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

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

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

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

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

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

<b>Elevator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>December</b>	<b>Year to Date</b>	<b>December</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>99.5%</b>	<b>99.4%</b>	<b>98.5%</b>	<b>99.1%</b>
	<b>Far Rockaway Branch</b>	<b>99.5%</b>	<b>99.3%</b>	<b>99.4%</b>	<b>99.5%</b>
	<b>Hempstead Branch</b>	<b>99.5%</b>	<b>99.4%</b>	<b>99.5%</b>	<b>99.5%</b>
	<b>Long Beach Branch</b>	<b>99.7%</b>	<b>99.5%</b>	<b>99.3%</b>	<b>99.5%</b>
	<b>Port Jefferson Branch</b>	<b>99.1%</b>	<b>99.0%</b>	<b>99.4%</b>	<b>98.9%</b>
	<b>Port Washington Branch</b>	<b>99.5%</b>	<b>98.7%</b>	<b>99.2%</b>	<b>99.0%</b>
	<b>Ronkonkoma Branch</b>	<b>99.4%</b>	<b>99.3%</b>	<b>99.6%</b>	<b>98.8%</b>
	<b>City Terminal Branch</b>	<b>99.3%</b>	<b>97.3%</b>	<b>92.7%</b>	<b>98.1%</b>
	<b>Overall Average</b>	<b>99.3%</b>	<b>98.7%</b>	<b>97.5%</b>	<b>98.8%</b>

<b>Escalator Availability</b>		<b>2021</b>		<b>2020</b>	
		<b>December</b>	<b>Year to Date</b>	<b>December</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>97.2%</b>	<b>97.2%</b>	<b>98.7%</b>	<b>97.7%</b>
	<b>Far Rockaway Branch</b>	<b>99.1%</b>	<b>91.8%</b>	<b>73.4%</b>	<b>94.4%</b>
	<b>Hempstead Branch</b>	<b>97.0%</b>	<b>97.3%</b>	<b>98.6%</b>	<b>98.1%</b>
	<b>Long Beach Branch</b>	<b>99.0%</b>	<b>97.9%</b>	<b>99.1%</b>	<b>95.0%</b>
	<b>Port Jefferson Branch</b>	<b>99.1%</b>	<b>97.6%</b>	<b>98.3%</b>	<b>97.9%</b>
	<b>City Terminal Branch</b>	<b>94.7%</b>	<b>93.5%</b>	<b>91.7%</b>	<b>93.5%</b>
	<b>Overall Average</b>	<b>96.2%</b>	<b>95.3%</b>	<b>95.2%</b>	<b>95.7%</b>

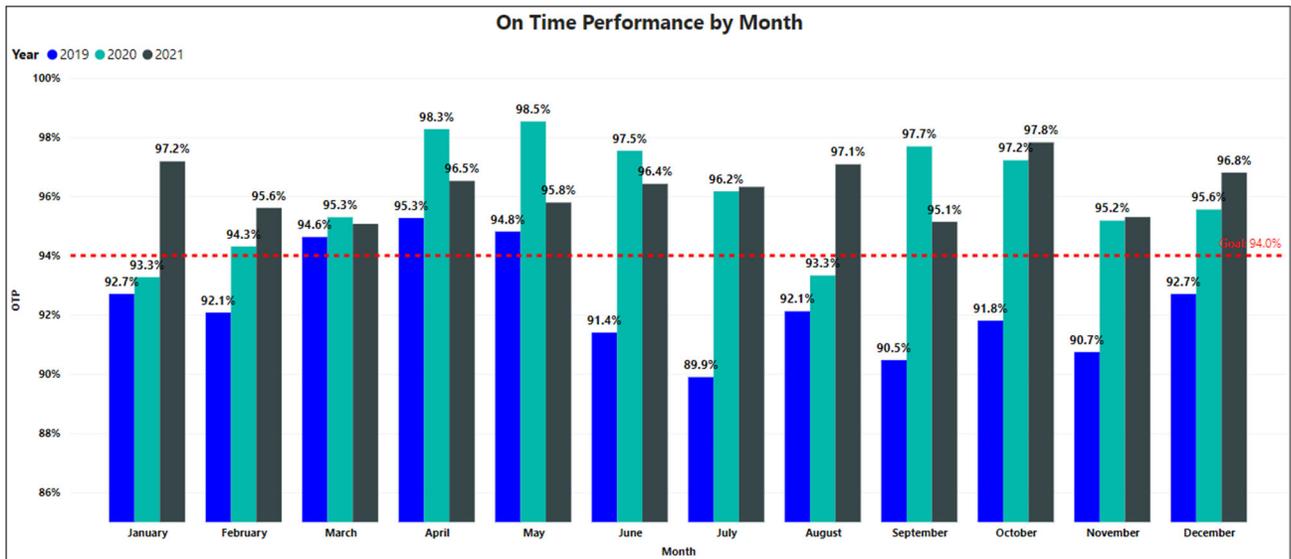
# Long Island Rail Road Performance Metrics Report



## On Time Performance

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

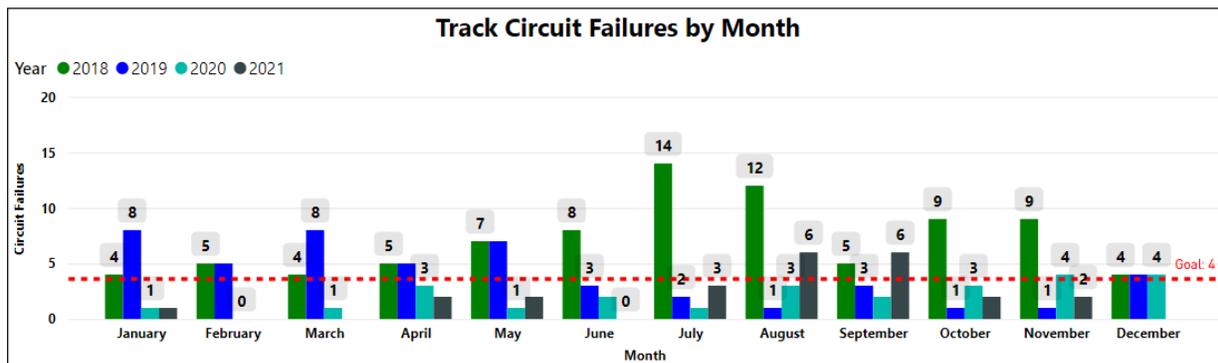
	2021		2020	
Goal	December	YTD	December	YTD
94.0%	96.8%	96.3%	95.6%	95.9%



## Number of Track Circuit Failures

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

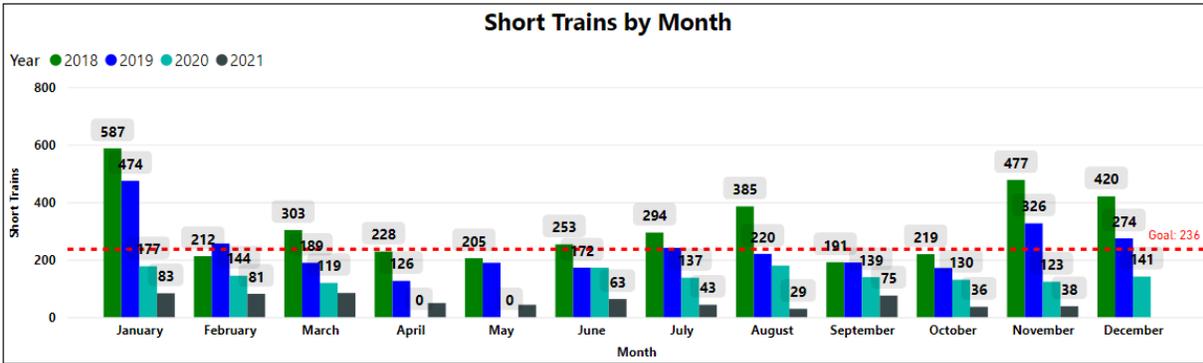
	2021		2020	
Goal	December	YTD	December	YTD
48 annually	0	22	4	25



### Number of Short Trains\*

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

	2021		2020	
Goal	December	YTD	December	YTD
2,828 annually	32	656	141	1461



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



# Long Island Rail Road

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## *Financial Report Highlights*

*December 2021*



### **Francis Landers**

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



# Long Island Rail Road

## Financial Report Highlights

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

### **December 2021 Highlights**

- Total revenue of \$1,379.4 million was \$629.4 million higher than the forecast. This was primarily due to Federal CRRSAA funding along with higher capital and other reimbursements, partially offset by lower farebox revenue.
- Through December 2021 ridership was 35.0 million, which was 16.9% above 2020 and (61.6)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 0.5% above the forecast. Commutation ridership of 9.7 million was (30.6)% below 2020 and 5.9% above the forecast. Non-Commutation ridership of 25.3 million was 58.6% above 2020 and (1.4)% below the forecast. Consequently, farebox revenue of \$295.6 million was \$(1.1) million lower than the forecast.
- Total expenses before non-cash liability adjustments of \$1,909.7 million were \$107.7 million or 5.3% favorable to the forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, lower overtime, lower Professional Service contracts, lower OPEB current, and lower electric and insurance costs, partially offset by higher claims and the timing of expenses for material usage.

Financial results for Year-to-Date (Y-T-D) December 2021 are presented in the table below and compared to the November Forecast.

<b><u>Category (\$ in Millions)</u></b>	<b><u>Forecast</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>
<b>Total Revenue</b>	\$749.9	\$1,379.4	\$629.4
<b>Total Expenses Before Non-Cash Liabilities</b>	2,017.4	1,909.7	107.7
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$1,267.5)</b>	<b>(\$530.4)</b>	<b>\$737.2</b>
<b>Other Non-Cash Liabilities</b>	546.1	457.7	88.4
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$1,813.6)</b>	<b>(\$988.0)</b>	<b>\$825.6</b>
<b>Cash Adjustments</b>	453.8	230.8	(223.0)
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,359.8)</b>	<b>(\$757.3)</b>	<b>\$602.6</b>

## **NON-REIMBURSABLE SUMMARY**

December Y-T-D operating results were favorable by \$825.6 million or 45.5% lower than the forecast.

Non-Reimbursable revenues through December were \$616.2 million favorable to the forecast. Farebox Revenue was unfavorable due to lower yield per passenger, partially offset by higher ridership. Other Operating Revenues were favorable to forecast primarily due to Federal CRRSAA funding. Total Non-Reimbursable expenses were \$209.4 million favorable due to vacant positions and associated fringe costs, accrual reversal for retroactive wages that was partially billed to reimbursable projects, GASB adjustments, the timing of materials, professional and maintenance services, and lower OPEB current, overtime and electric power, partially offset by higher depreciation, and claims expenses.

Y-T-D capital and other reimbursable expenditures (and reimbursements) were \$13.3 higher than the forecast due to retroactive wages billed to reimbursable projects that were previously accrued to operating and the timing of capital and other reimbursements.

## **REVENUE/RIDERSHIP**

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$1,379.4 were \$629.4 or 83.9% favorable to the forecast.

- **Y-T-D Farebox Revenues** were \$(1.1) unfavorable to the forecast due to lower yield per passenger, partially offset by higher ridership. Ridership through December was 35.0 million. This was 16.9% higher than 2020 (adjusted for the same number of calendar work days) and 0.5% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$617.3 favorable to the forecast primarily due to Federal CRRSAA funding.
- **Y-T-D Capital and Other Reimbursements** were \$13.3 favorable due retroactive wages previously accrued as operating that were billed to reimbursable projects in the month of September and the timing of capital activity and interagency reimbursements.

## **EXPENSES**

Year-to Date **Total Expenses** (including depreciation and other) of \$2,367.4 were favorable to the forecast by \$196.1 or 7.7%.

**Labor Expenses**, \$111.4 favorable Y-T-D.

- **Payroll**, \$53.8 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$23.0 favorable Y-T-D (primarily lower programmatic/routine maintenance, vacancy/absentee coverage, capital project activity and scheduled/unscheduled service).
- **Health & Welfare**, \$8.0 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$7.2 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$9.6 favorable Y-T-D (pending final actuarial report).
- **Other Fringe**, \$9.9 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions).

**Non-Labor Expenses**, \$(3.7) unfavorable Y-T-D.

- **Electric Power**, \$1.4 favorable Y-T-D (lower usage, partially offset by higher rates).
- **Fuel**, \$(0.0) is close to forecast.
- **Insurance**, \$1.4 favorable Y-T-D (primarily force account insurance).
- **Claims**, \$(6.7) unfavorable Y-T-D (primarily due to the timing of year-end adjustments).
- **Maintenance and Other Operating Contracts**, \$(1.4) unfavorable Y-T-D (Primarily due to higher capital project activity, partially offset by the timing and scheduling of maintenance services and payments and reclassification of bussing from operating to reimbursable).

- **Professional Services**, \$5.7 favorable Y-T-D (primarily due to timing of professional service contract payments, timing of rail testing invoices and the timing of MTA Chargebacks, partially offset by higher capital project activity).
- **Materials and Supplies**, \$(3.2) unfavorable Y-T-D (primarily higher capital project activity and right of way material, partially offset by timing of fleet maintenance).
- **Other Business Expenses**, \$(0.9) unfavorable Y-T-D (primarily due to higher bad debt reserves, partially offset by lower office supplies, travel and other miscellaneous expenses).

**Depreciation and Other**, \$88.4 favorable Y-T-D (Pending final actuarial report).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through December of \$(757.3) was \$602.6 favorable to the forecast due to Federal CRRSAA funding received in December, the timing of and lower expenditures, partially offset by lower farebox revenue.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date December Farebox Operating Ratio was 19.9%, 1.4 percentage points above the forecast resulting from lower expenses, partially offset by lower farebox revenue.
- The year-to-date December Adjusted Farebox Operating Ratio was 23.8%, which is above the forecast resulting from lower expenses, partially offset by lower farebox revenue.
- The year-to-date December Adjusted Cost per Passenger was \$38.92, which is lower than the forecast due to higher ridership and lower expenses.
- The year-to-date December Revenue per Passenger was \$8.44, which is lower than forecast resulting from lower yield per passenger.

**MTA LONG ISLAND RAIL ROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2021</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>November Forecast</b>	<b>Preliminary Actual</b>	<b>2021 Adopted Budget</b>		<b>November Forecast</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$211.999	\$296.766	\$295.636	\$83.637	39.5	(\$1.131)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	31.218	32.650	649.944	618.726	*	617.294	*
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$243.217</b>	<b>\$329.417</b>	<b>\$945.580</b>	<b>\$702.363</b>	<b>*</b>	<b>\$616.163</b>	<b>*</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$637.343	\$591.119	\$538.892	\$98.451	15.4	\$52.227	8.8
Overtime	146.197	141.558	121.844	24.353	16.7	19.714	13.9
Health and Welfare	130.218	118.753	111.142	19.076	14.6	7.611	6.4
OPEB Current Payment	78.255	68.367	61.153	17.102	21.9	7.214	10.6
Pensions	165.882	182.510	180.195	(14.313)	(8.6)	2.315	1.3
Other Fringe Benefits	154.083	151.264	140.751	13.332	8.7	10.514	7.0
Reimbursable Overhead	(14.949)	(27.462)	(40.314)	25.365	*	12.851	46.8
<b>Total Labor Expenses</b>	<b>\$1,297.029</b>	<b>\$1,226.109</b>	<b>\$1,113.663</b>	<b>\$183.366</b>	<b>14.1</b>	<b>\$112.446</b>	<b>9.2</b>
<b>Non-Labor:</b>							
Electric Power	\$87.176	\$83.007	\$81.601	\$5.576	6.4	\$1.407	1.7
Fuel	15.269	20.597	20.625	(5.356)	(35.1)	(0.028)	(0.1)
Insurance	25.172	19.552	19.341	5.832	23.2	0.212	1.1
Claims	4.612	4.612	11.275	(6.663)	*	(6.663)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	104.076	83.740	81.421	22.655	21.8	2.319	2.8
Professional Service Contracts	45.223	44.462	36.966	8.257	18.3	7.496	16.9
Materials & Supplies	177.271	103.038	98.152	79.119	44.6	4.886	4.7
Other Business Expenses	15.219	11.825	12.889	2.330	15.3	(1.063)	(9.0)
<b>Total Non-Labor Expenses</b>	<b>\$474.018</b>	<b>\$370.835</b>	<b>\$362.269</b>	<b>\$111.749</b>	<b>23.6</b>	<b>\$8.565</b>	<b>2.3</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,771.047</b>	<b>\$1,596.944</b>	<b>\$1,475.932</b>	<b>\$295.115</b>	<b>16.7</b>	<b>\$121.011</b>	<b>7.6</b>
Depreciation	\$416.616	\$443.278	\$454.620	(\$38.004)	(9.1)	(\$11.342)	(2.6)
GASB 75 OPEB Expense Adjustment	53.187	107.000	\$0.000	53.187	100.0	107.000	100.0
GASB 68 Pension Expense Adjustment	(34.400)	(6.200)	0.000	(34.400)	(100.0)	(6.200)	(100.0)
Environmental Remediation	2.000	2.000	3.071	(1.071)	(53.6)	(1.071)	(53.6)
<b>Total Expenses</b>	<b>\$2,208.451</b>	<b>\$2,143.021</b>	<b>\$1,933.624</b>	<b>\$274.827</b>	<b>12.4</b>	<b>\$209.398</b>	<b>9.8</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,965.234)</b>	<b>(\$1,813.605)</b>	<b>(\$988.044)</b>	<b>\$977.190</b>	<b>49.7</b>	<b>\$825.561</b>	<b>45.5</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	\$416.616	\$443.278	\$454.620	\$38.004	9.1	\$11.342	2.6
Operating/Capital	(22.324)	(8.149)	(8.248)	14.076	63.1	(0.098)	(1.2)
Other Cash Adjustments	27.288	18.630	(215.596)	(242.884)	*	(234.226)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$421.580</b>	<b>\$453.759</b>	<b>\$230.776</b>	<b>(\$190.804)</b>	<b>(45.3)</b>	<b>(\$222.982)</b>	<b>(49.1)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,543.654)</b>	<b>(\$1,359.846)</b>	<b>(\$757.268)</b>	<b>\$786.386</b>	<b>50.9</b>	<b>\$602.579</b>	<b>44.3</b>

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Subsequent revision may also be required due to impacts of Kronos timekeeping system outage.

**MTA LONG ISLAND RAIL ROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2021 Adopted Budget		November Forecast	
				\$	%	\$	%
<b>REIMBURSABLE</b>							
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	400.569	420.500	433.772	33.203	8.3	13.272	3.2
<b>Total Revenue</b>	<b>\$400.569</b>	<b>\$420.500</b>	<b>\$433.772</b>	<b>\$33.203</b>	<b>8.3</b>	<b>\$13.272</b>	<b>3.2</b>
<b>Expenses</b>							
Labor:							
Payroll	\$141.015	\$148.108	\$146.579	(\$5.564)	(3.9)	\$1.530	1.0
Overtime	55.502	55.388	52.140	3.362	6.1	3.248	5.9
Health and Welfare	33.041	34.817	34.449	(1.408)	(4.3)	0.368	1.1
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	53.683	48.355	41.084	12.599	23.5	7.271	15.0
Other Fringe Benefits	33.787	36.813	37.406	(3.619)	(10.7)	(0.593)	(1.6)
Reimbursable Overhead	14.949	27.462	40.314	(25.365)	*	(12.851)	(46.8)
<b>Total Labor Expenses</b>	<b>\$331.976</b>	<b>\$350.943</b>	<b>\$351.971</b>	<b>(\$19.994)</b>	<b>(6.0)</b>	<b>(\$1.027)</b>	<b>(0.3)</b>
Non-Labor:							
Electric Power	\$0.268	\$0.281	\$0.325	(\$0.057)	(21.1)	(\$0.044)	(15.6)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	7.706	7.374	6.216	1.491	19.3	1.158	15.7
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	15.447	16.986	20.672	(5.226)	(33.8)	(3.686)	(21.7)
Professional Service Contracts	0.907	3.430	5.186	(4.279)	*	(1.756)	(51.2)
Materials & Supplies	43.807	40.853	48.936	(5.129)	(11.7)	(8.084)	(19.8)
Other Business Expenses	0.458	0.633	0.467	(0.009)	(2.0)	0.166	26.3
<b>Total Non-Labor Expenses</b>	<b>\$68.593</b>	<b>\$69.557</b>	<b>\$81.801</b>	<b>(\$13.209)</b>	<b>(19.3)</b>	<b>(\$12.244)</b>	<b>(17.6)</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$400.569</b>	<b>\$420.500</b>	<b>\$433.772</b>	<b>(\$33.203)</b>	<b>(8.3)</b>	<b>(\$13.272)</b>	<b>(3.2)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$400.569</b>	<b>\$420.500</b>	<b>\$433.772</b>	<b>(\$33.203)</b>	<b>(8.3)</b>	<b>(\$13.272)</b>	<b>(3.2)</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$0.000)</b>	<b>(100.0)</b>
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$0.000)</b>	<b>(100.0)</b>

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**MTA LONG ISLAND RAIL ROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2021 Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$211.999	\$296.766	\$295.636	\$83.637	39.5	(\$1.131)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	31.218	32.650	649.944	618.726	*	617.294	*
Capital and Other Reimbursements	400.569	420.500	433.772	33.203	8.3	13.272	3.2
<b>Total Revenue</b>	<b>\$643.786</b>	<b>\$749.917</b>	<b>\$1,379.352</b>	<b>\$735.566</b>	<b>*</b>	<b>\$629.435</b>	<b>83.9</b>
<b>Expenses</b>							
Labor:							
Payroll	\$778.358	\$739.227	\$685.471	\$92.887	11.9	\$53.757	7.3
Overtime	201.699	196.946	173.983	27.716	13.7	22.962	11.7
Health and Welfare	163.259	153.570	145.591	17.668	10.8	7.980	5.2
OPEB Current Payment	78.255	68.367	61.153	17.102	21.9	7.214	10.6
Pensions	219.565	230.865	221.280	(1.715)	(0.8)	9.585	4.2
Other Fringe Benefits	187.870	188.077	178.157	9.713	5.2	9.920	5.3
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$1,629.005</b>	<b>\$1,577.052</b>	<b>\$1,465.633</b>	<b>\$163.372</b>	<b>10.0</b>	<b>\$111.419</b>	<b>7.1</b>
Non-Labor:							
Electric Power	\$87.444	\$83.288	\$81.925	\$5.519	6.3	\$1.363	1.6
Fuel	15.269	20.597	20.625	(5.356)	(35.1)	(0.028)	(0.1)
Insurance	32.879	26.926	25.556	7.322	22.3	1.370	5.1
Claims	4.612	4.612	11.275	(6.663)	*	(6.663)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	119.523	100.726	102.093	17.430	14.6	(1.367)	(1.4)
Professional Service Contracts	46.129	47.892	42.152	3.978	8.6	5.741	12.0
Materials & Supplies	221.078	143.891	147.088	73.989	33.5	(3.197)	(2.2)
Other Business Expenses	15.677	12.459	13.356	2.322	14.8	(0.897)	(7.2)
<b>Total Non-Labor Expenses</b>	<b>\$542.611</b>	<b>\$440.392</b>	<b>\$444.071</b>	<b>\$98.540</b>	<b>18.2</b>	<b>(\$3.679)</b>	<b>(0.8)</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$2,171.616</b>	<b>\$2,017.444</b>	<b>\$1,909.704</b>	<b>\$261.912</b>	<b>12.1</b>	<b>\$107.740</b>	<b>5.3</b>
Depreciation	\$416.616	\$443.278	\$454.620	(\$38.004)	(9.1)	(\$11.342)	(2.6)
GASB 75 OPEB Expense Adjustment	53.187	107.000	0.000	53.187	100.0	107.000	100.0
GASB 68 Pension Expense Adjustment	(34.400)	(6.200)	0.000	(34.400)	(100.0)	(6.200)	(100.0)
Environmental Remediation	2.000	2.000	3.071	(1.071)	(53.6)	(1.071)	(53.6)
<b>Total Expenses</b>	<b>\$2,609.020</b>	<b>\$2,563.522</b>	<b>\$2,367.396</b>	<b>\$241.624</b>	<b>9.3</b>	<b>\$196.126</b>	<b>7.7</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,965.234)</b>	<b>(\$1,813.605)</b>	<b>(\$988.044)</b>	<b>\$977.190</b>	<b>49.7</b>	<b>\$825.561</b>	<b>45.5</b>
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$416.616	\$443.278	\$454.620	\$38.004	9.1	\$11.342	2.6
Operating/Capital	(22.324)	(8.149)	(8.248)	14.076	63.1	(0.098)	(1.2)
Other Cash Adjustments	27.288	18.630	(215.596)	(242.884)	*	(234.226)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$421.580</b>	<b>\$453.759</b>	<b>\$230.776</b>	<b>(\$190.804)</b>	<b>(45.3)</b>	<b>(\$222.982)</b>	<b>(49.1)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,543.654)</b>	<b>(\$1,359.846)</b>	<b>(\$757.268)</b>	<b>\$786.386</b>	<b>50.9</b>	<b>\$602.579</b>	<b>44.3</b>

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Subsequent revision may also be required due to impacts of Kronos timekeeping system outage.

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2021 November Forecast and Preliminary Actual**  
**December 2021 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<b>Revenue</b>				
Farebox Revenue	Non Reimb.	(1.131)	-0.4%	Higher ridership \$1.489, partially offset by lower yield per passenger \$(2.620).
Other Operating Revenue	Non Reimb.	617.294	*	Primarily due to Federal CRRSAA funding.
Capital and Other Reimbursements	Reimb.	13.272	3.2%	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>				
Payroll	Non Reimb.	52.227	8.8%	Vacant positions.
	Reimb.	1.530	1.0%	Primarily due to the timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	19.714	13.9%	Lower vacancy/absentee coverage, programmatic/routine maintenance, and scheduled/unscheduled service, partially offset by unscheduled maintenance and weather emergencies.
	Reimb.	3.248	5.9%	Lower reimbursable overtime attributed to Main Line Third Track Expansion and miscellaneous other projects.
Health & Welfare	Non Reimb.	7.611	6.4%	Vacant positions.
	Reimb.	0.368	1.1%	Primarily due to the timing of project activity and interagency reimbursements.
OPEB Current Payment	Non Reimb.	7.214	10.6%	Fewer retirees/beneficiaries than projected.
Pension	Non Reimb.	2.315	1.3%	Pending final actuarial report.
	Reimb.	7.271	15.0%	Primarily due to the timing of project activity and interagency reimbursements.
Other Fringe Benefits	Non Reimb.	10.514	7.0%	Primarily due to lower Railroad Retirement taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.593)	-1.6%	Primarily due to the timing of project activity and interagency reimbursements.
Reimbursable Overhead	Non Reimb.	12.851	46.8%	Timing of capital project activity.
	Reimb.	(12.851)	-46.8%	Timing of capital project activity.
Electric Power	Non Reimb.	1.407	1.7%	Lower consumption, partially offset by higher rates.
	Reimb.	(0.044)	-15.6%	
Fuel	Non Reimb.	(0.028)	-0.1%	
Insurance	Non Reimb.	0.212	1.1%	Lower liability Insurance, partially offset by higher property Insurance.
	Reimb.	1.158	15.7%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(6.663)	*	Primarily due to the timing of year-end adjustments, pending final actuarial report.

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2021 November Forecast and Preliminary Actual**  
**December 2021 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Maintenance and Other Operating Contracts	Non Reimb.	2.319	2.8%	Primarily due to the timing and scheduling of maintenance services and payments and reclassification of bussing from operating to reimbursable.
	Reimb.	(3.686)	-21.7%	Primarily due to the timing of project activity.
Professional Service Contracts	Non Reimb.	7.496	16.9%	Primarily due to timing of professional service contract payments, timing of rail testing invoices, and the timing of MTA Chargebacks.
	Reimb.	(1.756)	-51.2%	Primarily due to the timing of project activity.
Materials & Supplies	Non Reimb.	4.886	4.7%	Primarily timing of modifications and RCM activity for revenue fleet, partially offset by higher right of way material and miscellaneous inventory adjustments.
	Reimb.	(8.084)	-19.8%	Primarily due to the timing of project activity.
Other Business Expenses	Non Reimb.	(1.063)	-9.0%	Higher bad debt reserves, partially offset by lower tuition reimbursements, and office, print and stationery supplies expense, and higher restitution on property damages.
	Reimb.	0.166	26.3%	Primarily due to the timing of project activity.
Depreciation	Non Reimb.	(11.342)	-2.6%	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	107.000	100.0%	Expense not reflected in preliminary actuals, pending final actuarial report.
GASB 68 Pension Expense Adjustment	Non Reimb.	(6.200)	-100.0%	Expense not reflected in preliminary actuals, pending final actuarial report.
Environmental Remediation	Non Reimb.	(1.071)	-53.6%	Higher expenses for environmental remediation.

**MTA LONG ISLAND RAIL ROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**December Year-to-Date**  
**(\$ in millions)**

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2021 Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$220.160	\$296.229	\$299.220	\$79.060	35.9	\$2.990	1.0
Vehicle Toll Revenue	0.000	0.000	\$0.000	0.000	-	0.000	-
Other Operating Revenue	18.801	24.340	\$545.660	526.859	*	521.320	*
Capital and Other Reimbursements	377.779	412.694	\$429.524	51.745	13.7	16.830	4.1
<b>Total Receipts</b>	<b>\$616.739</b>	<b>\$733.264</b>	<b>\$1,274.403</b>	<b>\$657.664</b>	<b>*</b>	<b>\$541.140</b>	<b>73.8</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$768.746	\$761.622	\$719.632	\$49.113	6.4	\$41.990	5.5
Overtime	201.699	206.878	164.049	37.650	18.7	42.829	20.7
Health and Welfare	163.259	139.109	147.835	15.424	9.4	(8.726)	(6.3)
OPEB Current Payment	78.255	64.006	56.448	21.806	27.9	7.558	11.8
Pensions	219.565	229.527	217.167	2.398	1.1	12.361	5.4
Other Fringe Benefits	186.870	271.683	248.291	(61.421)	(32.9)	23.392	8.6
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$1,618.393</b>	<b>\$1,672.825</b>	<b>\$1,553.421</b>	<b>\$64.971</b>	<b>4.0</b>	<b>\$119.404</b>	<b>7.1</b>
Non-Labor:							
Electric Power	\$87.444	\$83.288	\$79.996	\$7.448	8.5	\$3.292	4.0
Fuel	15.269	20.597	19.163	(3.894)	(25.5)	1.434	7.0
Insurance	32.654	13.875	18.393	14.261	43.7	(4.518)	(32.6)
Claims	1.837	1.837	4.455	(2.618)	*	(2.618)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	119.523	107.665	102.056	17.467	14.6	5.609	5.2
Professional Service Contracts	32.479	38.591	31.370	1.110	3.4	7.222	18.7
Materials & Supplies	226.318	135.061	165.643	60.675	26.8	(30.582)	(22.6)
Other Business Expenses	18.314	15.363	13.898	4.416	24.1	1.465	9.5
<b>Total Non-Labor Expenditures</b>	<b>\$533.839</b>	<b>\$416.277</b>	<b>\$434.973</b>	<b>\$98.866</b>	<b>18.5</b>	<b>(\$18.696)</b>	<b>(4.5)</b>
Other	\$8.161	\$4.007	\$4.111	\$4.051	49.6	(\$0.104)	(2.6)
<b>Total Other Expenditure Adjustments</b>	<b>\$8.161</b>	<b>\$4.007</b>	<b>\$4.111</b>	<b>\$4.051</b>	<b>49.6</b>	<b>(\$0.104)</b>	<b>(2.6)</b>
<b>Total Expenditures</b>	<b>\$2,160.393</b>	<b>\$2,093.110</b>	<b>\$1,992.506</b>	<b>\$167.888</b>	<b>7.8</b>	<b>\$100.604</b>	<b>4.8</b>
Cash Timing and Availability Adjustment	0.000	0.000	(39.165)	(39.165)	-	(39.165)	-
<b>Operating Cash Deficit</b>	<b>(\$1,543.654)</b>	<b>(\$1,359.846)</b>	<b>(\$757.268)</b>	<b>\$786.386</b>	<b>50.9</b>	<b>\$602.579</b>	<b>44.3</b>
Totals may not add due to rounding							

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2021 November Forecast and Preliminary Actual Cash Basis**  
**December 2021 Year-to-Date**

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
<b>Receipts</b>			
Farebox Revenue	2.990	1.0	Higher advance sales impact \$3.828, higher ridership \$1.489 and higher MetroCard/AirTrain sales \$0.293, partially offset by lower yields \$(2.620).
Other Operating Revenue	521.320	*	Primarily due to the receipt of Federal CRRSAA funding and higher rental revenue.
Capital and Other Reimbursements	16.830	4.1	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>			
Labor:			
Payroll	41.990	5.5	Primarily due to vacant positions and the timing of intercompany reimbursements.
Overtime	42.829	20.7	Lower vacancy/absentee coverage, programmatic/routine maintenance, project overtime and scheduled/unscheduled service, partially offset by weather emergencies and unscheduled maintenance.
Health and Welfare	(8.726)	(6.3)	Primarily due to the timing of NYSHIP insurance payments, partially offset by vacant positions and intercompany reimbursements.
OPEB Current Payment	7.558	11.8	Primarily due to fewer retirees /beneficiaries, partially offset by the timing of NYSHIP insurance payments.
Pensions	12.361	5.4	Timing of pension payments
Other Fringe Benefits	23.392	8.6	Primarily lower Railroad Retirement Tax, FELA payments and Railroad Unemployment Insurance, partially offset by higher payments for meals.
Non-Labor:			
Electric Power	3.292	4.0	Primarily due to lower consumption, partially offset by higher rates and the timing of payments.
Fuel	1.434	7.0	Timing of fuel payments
Insurance	(4.518)	(32.6)	Timing of payments.
Claims	(2.618)	*	Timing of year-end claims adjustments.
Maintenance and Other Operating Contracts	5.609	5.2	Primarily due to the timing and scheduling of maintenance services and payments, partially offset by higher payments for lease and rentals and joint facility.
Professional Service Contracts	7.222	18.7	Primarily the timing of MTA Chargeback and other professional service contract payments.
Material and Supplies	(30.582)	(22.6)	Timing of material payments.
Other Business Expenses	1.465	9.5	Primarily lower payments for tuition reimbursements, office, print and stationery supplies, partially offset by higher credit/debit card fees.
Other Expenditure Adjustments	(0.104)	(2.6)	Higher MetroCard/AirTrain pass through payments.

**MTA LONG ISLAND RAIL ROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted	November	Preliminary	2021 Adopted Budget		November Forecast	
	Budget	Forecast	Actual	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$8.161	(\$0.537)	\$3.584	(\$4.577)	(56.1)	\$4.121	*
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(12.417)	(8.310)	(104.285)	(91.867)	*	(95.974)	*
Capital and Other Reimbursements	(22.790)	(7.806)	(4.248)	18.542	81.4	3.558	45.6
<b>Total Receipts</b>	<b>(\$27.046)</b>	<b>(\$16.653)</b>	<b>(\$104.949)</b>	<b>(\$77.902)</b>	<b>*</b>	<b>(\$88.295)</b>	<b>*</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$9.613	(\$22.395)	(\$34.162)	(\$43.774)	*	(\$11.767)	(52.5)
Overtime	0.000	(9.932)	9.935	9.935	-	19.867	*
Health and Welfare	0.000	14.461	(2.244)	(2.244)	-	(16.706)	*
OPEB Current Payment	0.000	4.361	4.704	4.704	-	0.344	7.9
Pensions	0.000	1.338	4.113	4.113	-	2.775	*
Other Fringe Benefits	1.000	(83.606)	(70.134)	(71.134)	*	13.472	16.1
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$10.613</b>	<b>(\$95.773)</b>	<b>(\$87.788)</b>	<b>(\$98.401)</b>	<b>*</b>	<b>\$7.985</b>	<b>8.3</b>
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$1.930	\$1.930	-	\$1.930	-
Fuel	0.000	0.000	1.462	1.462	-	1.462	-
Insurance	0.224	13.051	7.163	6.939	*	(5.888)	(45.1)
Claims	2.775	2.775	6.820	4.045	*	4.045	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(6.939)	0.037	0.037	-	6.976	*
Professional Service Contracts	13.650	9.301	10.782	(2.868)	(21.0)	1.481	15.9
Materials & Supplies	(5.241)	8.830	(18.555)	(13.314)	*	(27.385)	*
Other Business Expenses	(2.637)	(2.904)	(0.542)	2.094	79.4	2.362	81.3
<b>Total Non-Labor Expenditures</b>	<b>\$8.772</b>	<b>\$24.114</b>	<b>\$9.098</b>	<b>\$0.326</b>	<b>3.7</b>	<b>(\$15.017)</b>	<b>(62.3)</b>
Other Expense Adjustments:							
Other	(8.161)	(4.007)	(4.111)	4.051	49.6	(0.104)	(2.6)
<b>Total Other Expenditure Adjustments</b>	<b>(\$8.161)</b>	<b>(\$4.007)</b>	<b>(\$4.111)</b>	<b>\$4.051</b>	<b>49.6</b>	<b>(\$0.104)</b>	<b>(2.6)</b>
<b>Total Expenditures Before Depreciation</b>	<b>\$11.223</b>	<b>(\$75.666)</b>	<b>(\$82.801)</b>	<b>(\$94.024)</b>	<b>*</b>	<b>(\$7.135)</b>	<b>(9.4)</b>
Depreciation	\$416.616	\$443.278	\$454.620	\$38.004	9.1	\$11.342	2.6
GASB 75 OPEB Expense Adjustment	53.187	107.000	0.000	(53.187)	(100.0)	(107.000)	(100.0)
GASB 68 Pension Expense Adjustment	(34.400)	(6.200)	0.000	34.400	100.0	6.200	100.0
Environmental Remediation	2.000	2.000	3.071	1.071	53.6	1.071	53.6
<b>Total Expenditures</b>	<b>\$448.626</b>	<b>\$470.412</b>	<b>\$374.890</b>	<b>(\$73.736)</b>	<b>(16.4)</b>	<b>(\$95.522)</b>	<b>(20.3)</b>
Cash Timing and Availability Adjustment	0.000	0.000	(39.165)	(39.165)	-	(39.165)	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$421.580</b>	<b>\$453.759</b>	<b>\$230.776</b>	<b>(\$190.804)</b>	<b>(45.3)</b>	<b>(\$222.982)</b>	<b>(49.1)</b>

Totals may not add due to rounding

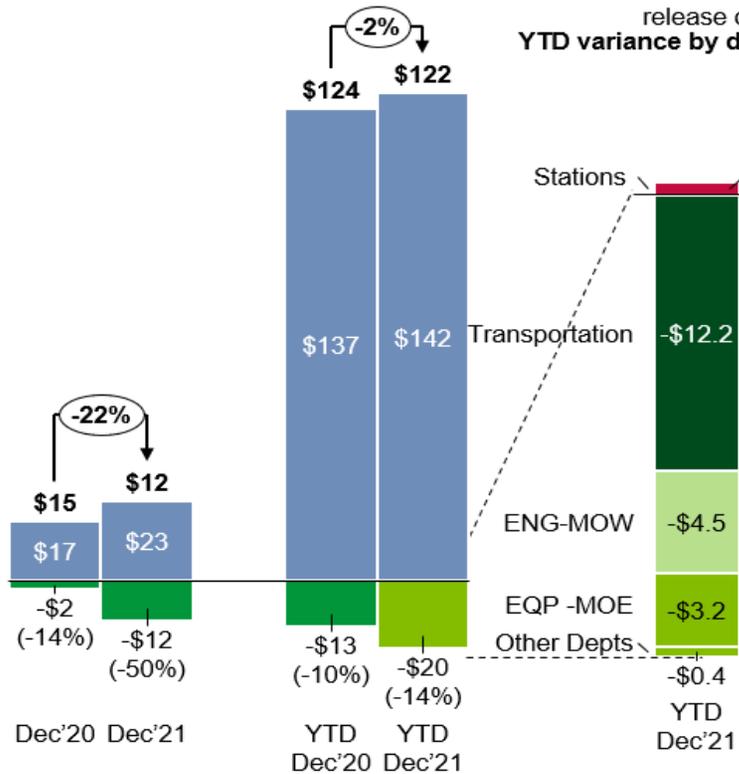
# LIRR – Non-Reimbursable Overtime Variance

## December 2021 and 2021 Year End Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Year End Forecast

2021 Year End Forecast FY \$142M



## Overview (YTD)

- Overall decrease of \$2M or 2% compared to December 2020 YTD
- -\$20M below the 2021 Year End Forecast mainly driven by controlled Maintenance & Vacancy/Absentee Coverage.
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending vs the 2021 Year End Fcst.
- December's YTD variance reflects a -\$4M retroactive wage accrual (RWA) release due to the contractual payment disbursements

- Overrun of \$0.6M attributed to \$0.7M higher vacancy/absentee coverage increased tours offset by \$0.1M wage accrual & pay rate differences.
- Underrun of -\$12.2M driven by -\$8.9M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$1.4M scheduled service (less Train & Engine hours), -\$0.9M unscheduled service as a result less incidents and -\$1.1M retroactive wage accrual & pay rate differences.
- Underrun of -\$4.5M driven by -\$3.2M controlled maintenance efforts -\$1.2M retroactive wage accrual & pay rate differences partially offset by \$0.2M weather related overtime.
- Underrun of -\$3.2M driven by -\$3.4M lower maintenance primarily due to MU Car Shop (impact of fire protection systems & water main break), -\$2.2M vacancy/absentee coverage driven by less sick time. -\$0.3M Scheduled Service partially offset by \$1.6M weather related overtime, \$0.9M pay rate differences partially retroactive wage accrual release and \$0.3M higher Covid-19 cleaning efforts

Note that December actuals are preliminary estimates and may require subsequent revision due to impacts of Kronos timekeeping system outage.

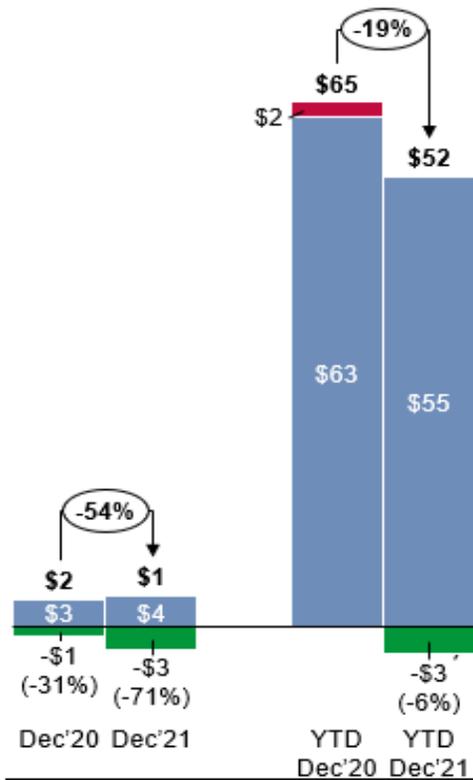
# LIRR – Reimbursable Overtime Variance

## December 2021 and 2021 Year End Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Year End Forecast

2021 Year End Forecast FY \$55M



## Overview (YTD)

- Overall decrease of -\$13M or -19% compared to December 2020 YTD
- -\$3M or -6% below 2021 Year End Forecast.
- December's YTD variance reflects a \$4M retroactive wage accrual (RWA) release due to the contractual payment disbursements.

## YTD variance by division

\$M



- Overrun \$0.2M mainly driven by decrease in Third Track Main Line Expansion flagging expenses.
- Overrun \$0.4M mainly driven by Third Track, Annual Track Program, Jamaica improvements and Long Beach Branch System Restoration.
- Underrun -\$3.9M less reimbursable project related to Annual Track Program, Third Track Main Line and East Side Access.

Note that December actuals are preliminary estimates and may require subsequent revision due to impacts of Kronos timekeeping system outage

# LIRR – Total Overtime Variance

## December 2021 and 2021 Year End Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Year End Forecast

2021 Year End Forecast FY \$197M

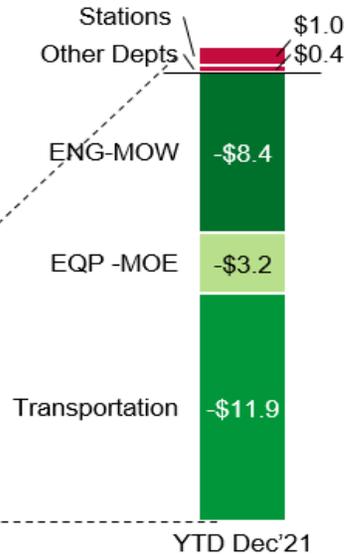


## Overview (YTD)

- Overall decrease of -\$14M or -8% compared to December 2020 YTD
- \$23M or -12% below 2021 Year End Forecast
- Non-Reimbursable underrun of -\$20M
- Reimbursable underrun of -\$3M
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending vs the 2021 Year End Forecast.

## YTD variance by division

\$M



Note that December actuals are preliminary estimates and may require subsequent revision due to impacts of Kronos timekeeping system outage

**MTA LONG ISLAND RAIL ROAD**  
**2021 November Forecast vs. Preliminary Actual**  
**Total Full-Time Positions & FTEs by Function and Department**  
**December 2021**

	November Forecast	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Executive VP	0	0	0	
Enterprise Asset Management	9	6	3	
Sr Vice President - Engineering	2	1	1	
Labor Relations	14	10	4	
Procurement & Logistics (excl. Stores)	55	47	8	
Human Resources	35	35	0	
Sr VP Administration	2	2	0	
Strategic Investments	12	10	2	
President	8	5	3	
VP & CFO	2	2	0	
Controller	42	39	3	
Management and Budget	16	11	5	
BPM, Controls, & Compliance	4	4	0	
Market Dev. & Public Affairs	65	61	4	
Gen. Counsel & Secretary	29	23	6	
Diversity Management	3	1	2	
Security	15	12	3	
System Safety	46	41	5	
Training	68	62	6	
Service Planning	28	28	0	
Rolling Stock Programs	17	8	9	
Sr Vice President - Operations	4	3	1	
<b>Total Administration</b>	<b>476</b>	<b>411</b>	<b>65</b>	
<b>Operations</b>				
Train Operations	2,376	2,235	141	
Customer Service	384	348	36	
<b>Total Operations</b>	<b>2,760</b>	<b>2,583</b>	<b>177</b>	
<b>Maintenance</b>				
Engineering	1,978	1,933	45	
Equipment	2,095	2,022	73	
Procurement (Stores)	96	92	4	
<b>Total Maintenance</b>	<b>4,169</b>	<b>4,047</b>	<b>122</b>	
<b>Engineering/Capital</b>				
Department of Project Management	144	109	35	
Special Projects/East Side Access	59	44	15	
Positive Train Control	14	13	1	
<b>Total Engineering/Capital</b>	<b>217</b>	<b>166</b>	<b>51</b>	
<b>Baseline Total Positions</b>	<b>7,622</b>	<b>7,207</b>	<b>415</b>	
<i>Non-Reimbursable</i>	6,391	6,274	117	<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 117 positions primarily due to vacant positions in Train Operations, Equipment, Customer Service and the Administrative Departments, partially offset by Engineering field forces working on maintenance activity instead of capital activity.
<i>Reimbursable</i>	1,231	933	298	<b>REIMBURSABLE POSITIONS</b> - Favorable 298 positions primarily due to the timing of project activity, vacant positions, and capital activity captured under operating due to Kronos timekeeping system outage.
<b>Total Full-Time</b>	<b>7,622</b>	<b>7,207</b>	<b>415</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**MTA LONG ISLAND RAIL ROAD**  
**2021 November Forecast vs. Preliminary Actual**  
**Total Positions by Function and Occupational Group**  
**December 2021**

	November Forecast	Actual	Favorable (unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	263	229	34
Professional, Technical, Clerical	108	80	28
Operational Hourlies	105	102	3
<b>Total Administration</b>	<b>476</b>	<b>411</b>	<b>65</b>
<b>Operations</b>			
Managers/Supervisors	354	313	41
Professional, Technical, Clerical	125	99	26
Operational Hourlies	2,281	2,171	110
<b>Total Operations</b>	<b>2,760</b>	<b>2,583</b>	<b>177</b>
<b>Maintenance</b>			
Managers/Supervisors	895	774	121
Professional, Technical, Clerical	262	231	31
Operational Hourlies	3,012	3,042	(30)
<b>Total Maintenance</b>	<b>4,169</b>	<b>4,047</b>	<b>122</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	152	124	28
Professional, Technical, Clerical	65	42	23
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>217</b>	<b>166</b>	<b>51</b>
<b>Baseline Total Positions</b>			
Managers/Supervisors	1,664	1,440	224
Professional, Technical, Clerical	560	452	108
Operational Hourlies	5,398	5,315	83
<b>Total Baseline</b>	<b>7,622</b>	<b>7,207</b>	<b>415</b>

**MTA LONG ISLAND RAIL ROAD**  
**2021 FEBRUARY ADOPTED BUDGET AND NOVEMBER FORECAST vs. ACTUAL (December Preliminary)**  
**UTILIZATION**  
(in millions)

	YEAR-TO-DATE as of DECEMBER 2021				Variance Favorable / (Unfavorable)					
	Adopted Budget	Final Estimate	Actual Prelim	Adjusted* 2020	Budget		Final Estimate		Adjusted* 2020	
	\$	\$	\$	#	\$	%	\$	%	#	%
<b>FAREBOX REVENUE</b>										
Monthly	\$97.700	\$64.631	\$68.406		(\$29.294)	-30.0%	\$3.775	5.8%		
Weekly	\$6.023	\$5.212	\$4.851		(\$1.173)	-19.5%	(\$0.362)	-6.9%		
<b>Total Commutation</b>	<b>\$103.723</b>	<b>\$69.843</b>	<b>\$73.257</b>		<b>(\$30.466)</b>	<b>-29.4%</b>	<b>\$3.413</b>	<b>4.9%</b>		
One-Way Full Fare	\$31.364	\$17.154	\$15.360		(\$16.003)	-51.0%	(\$1.793)	-10.5%		
One-Way Off-Peak	\$53.400	\$143.864	\$137.588		\$84.189	157.7%	(\$6.275)	-4.4%		
All Other	\$23.512	\$65.905	\$69.430		\$45.918	195.3%	\$3.525	5.3%		
<b>Total Non-Commutation</b>	<b>\$108.276</b>	<b>\$226.923</b>	<b>\$222.379</b>		<b>\$114.103</b>	<b>105.4%</b>	<b>(\$4.544)</b>	<b>-2.0%</b>		
<b>Total</b>	<b>\$211.999</b>	<b>\$296.766</b>	<b>\$295.636</b>		<b>\$83.637</b>	<b>39.5%</b>	<b>(\$1.131)</b>	<b>-0.4%</b>		
<b>RIDERSHIP</b>										
Monthly	12.976	8.545	9.105	13.157	(3.871)	-29.8%	0.560	6.6%	(4.051)	-30.8%
Weekly	0.674	0.617	0.594	0.820	(0.080)	-11.8%	(0.022)	-3.6%	(0.226)	-27.5%
<b>Total Commutation</b>	<b>13.650</b>	<b>9.162</b>	<b>9.700</b>	<b>13.977</b>	<b>(3.950)</b>	<b>-28.9%</b>	<b>0.538</b>	<b>5.9%</b>	<b>(4.277)</b>	<b>-30.6%</b>
One-Way Full Fare	2.738	2.413	2.242	3.030	(0.497)	-18.1%	(0.172)	-7.1%	(0.788)	-26.0%
One-Way Off-Peak	5.271	14.254	13.712	7.915	8.441	160.2%	(0.542)	-3.8%	5.797	73.2%
All Other	3.192	9.016	9.367	5.024	6.176	193.5%	0.351	3.9%	4.344	86.5%
<b>Total Non-Commutation</b>	<b>11.201</b>	<b>25.684</b>	<b>25.321</b>	<b>15.969</b>	<b>14.120</b>	<b>126.1%</b>	<b>(0.363)</b>	<b>-1.4%</b>	<b>9.352</b>	<b>58.6%</b>
<b>Total</b>	<b>24.851</b>	<b>34.846</b>	<b>35.021</b>	<b>29.945</b>	<b>10.170</b>	<b>40.9%</b>	<b>0.175</b>	<b>0.5%</b>	<b>5.075</b>	<b>16.9%</b>

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

**MTA LONG ISLAND RAIL ROAD**  
**2021 NOVEMBER FORECAST vs PRELIMINARY ACTUALS**  
**MONTHLY PERFORMANCE INDICATORS**  
**December 2021**

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Preliminary Actual</u>	<u>November Forecast</u>	<u>2020</u>	<u>vs. Nov Forecast</u>	<u>vs. 2020</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	19.9%	18.5%	18.4%	1.4%	1.5%
Adjusted <sup>(2)</sup>	23.8%	22.3%	22.5%	1.5%	1.3%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$42.38	\$46.79	\$48.91	\$4.41	\$6.53
Adjusted <sup>(2)</sup>	\$38.92	\$43.03	\$44.90	\$4.11	\$5.98
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.44	\$8.65	\$8.99	(\$0.21)	(\$0.55)

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49).

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

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



# Long Island Rail Road

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## *Financial Report Highlights*

*November 2021*



### **Francis Landers**

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



# Long Island Rail Road

## Financial Report Highlights

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

### **November 2021 Highlights**

- Total revenue of \$702.7 million was \$23.3 million higher than the forecast. This was primarily due to higher capital and other reimbursements and higher farebox revenue.
- Through November 2021 ridership was 31.4 million, which was 11.5% above 2020 and (62.4)% below 2019 pre-COVID levels (adjusted for the same number of work days), and 3.0% above the forecast. Commutation ridership of 8.7 million was (35.2)% below 2020 and (38.9)% below the forecast. Non-Commutation ridership of 22.7 million was 53.8% above 2020 and 39.5% above the forecast. Consequently, farebox revenue of \$265.6 million was \$7.0 million higher than the forecast.
- Total expenses before non-cash liability adjustments of \$1,740.4 million were \$165.8 million or 8.7% favorable to the forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, lower overtime, the timing of expenses for material usage, OPEB current, electric and insurance expenses.

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

<b><u>Category (\$ in Millions)</u></b>	<b><u>Forecast</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>
<b>Total Revenue</b>	\$679.4	\$702.7	\$23.3
<b>Total Expenses Before Non-Cash Liabilities</b>	1,906.2	1,740.4	165.8
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$1,226.8)</b>	<b>(\$1,037.7)</b>	<b>\$189.1</b>
<b>Other Non-Cash Liabilities</b>	401.4	420.2	(18.8)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$1,628.2)</b>	<b>(\$1,457.8)</b>	<b>\$170.4</b>
<b>Cash Adjustments</b>	300.6	374.8	74.2
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,327.6)</b>	<b>(\$1,083.0)</b>	<b>\$244.6</b>



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

November YTD operating results were favorable by \$170.4 million or 10.5% lower than the forecast.

Non-Reimbursable revenues through November were \$6.1 million favorable to the forecast. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yield per passenger. Other Operating Revenues were unfavorable to forecast due to lower advertising revenue and the timing of miscellaneous revenue, partially offset by higher rental and freight revenue. Total Non-Reimbursable expenses were \$164.3 million favorable due to vacant positions and associated fringe costs, accrual reversal for retroactive wages that was partially billed to reimbursable projects, the timing of materials, professional and maintenance services, and lower OPEB current, overtime and electric power, partially offset by higher fuel, depreciation, and bad debt expenses.

YTD capital and other reimbursable expenditures (and reimbursements) were \$17.3 higher than the forecast due to retroactive wages billed to reimbursable projects that were previously accrued to operating and the timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

Year-to-Date **Total Revenues** (including Capital and Other Reimbursements) of \$702.7 were \$23.3 or 3.4% favorable to the forecast.

- **Y-T-D Farebox Revenues** were \$7.0 favorable to the forecast due to higher ridership, partially offset by lower yield per passenger. Ridership through November was 31.4 million. This was 11.5% higher than 2020 (adjusted for the same number of calendar work days) and 3.0% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$(0.9) unfavorable to the forecast due to lower advertising and timing of miscellaneous revenue, partially offset by higher rental and freight revenue.
- **Y-T-D Capital and Other Reimbursements** were \$17.3 favorable due retroactive wages previously accrued as operating that were billed to reimbursable projects in the month of September and the timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to Date **Total Expenses** (including depreciation and other) of \$2,160.6 were favorable to the forecast by \$147.0 or 6.4%.

**Labor Expenses**, \$118.5 favorable Y-T-D.

- **Payroll**, \$46.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$35.3 favorable Y-T-D (primarily lower programmatic/routine maintenance, vacancy/absentee coverage, capital project activity and scheduled/unscheduled service).
- **Health & Welfare**, \$8.8 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$11.8 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$5.5 favorable Y-T-D (timing).
- **Other Fringe**, \$10.7 favorable Y-T-D (primarily lower Railroad Retirement Taxes due to vacant positions).



# Long Island Rail Road

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## *Financial Report Highlights*

### **Non-Labor Expenses**, \$47.3 favorable Y-T-D.

- **Electric Power**, \$5.4 favorable Y-T-D (lower usage, partially offset by higher rates).
- **Fuel**, \$(1.2) unfavorable Y-T-D (higher rates and timing of accruals, partially offset by lower consumption).
- **Insurance**, \$1.7 favorable Y-T-D (primarily force account insurance).
- **Claims**, \$1.4 favorable Y-T-D (decrease in corporate reserves).
- **Maintenance and Other Operating Contracts**, \$7.2 favorable Y-T-D (Primarily due to the timing of security service and maintenance invoices, Moynihan Train Hall one-time start-up costs, uniform invoices, maintenance and repair services and hazardous waste cleanup, delayed vehicle purchases, and lower real estate rental costs, partially offset by higher joint facility maintenance, timing of vegetation management and waste maintenance, and higher capital project activity).
- **Professional Services**, \$1.5 favorable Y-T-D (primarily due to the timing of rolling stock decommissioning, MTA Chargeback services, IT hardware and software costs for new facilities and rail inspections, partially offset by higher capital project activity).
- **Materials and Supplies**, \$32.4 favorable Y-T-D (primarily timing of fleet maintenance and modifications and right of way initiatives, partially offset by higher capital project activity).
- **Other Business Expenses**, \$(1.1) unfavorable Y-T-D (primarily due to higher credit/debit card processing fees and bad debt reserves, partially offset by lower office supplies, travel and other miscellaneous expenses).

### **Depreciation and Other**, \$(18.8) unfavorable Y-T-D (Primarily depreciation).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through November of \$(1,083.0) was \$244.6 favorable to the forecast due to higher farebox revenue, capital and other reimbursements and the timing of and lower expenditures.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date November Farebox Operating Ratio was 19.9%, 2.9 percentage points above the forecast resulting from higher farebox revenue and lower expenses.
- The year-to-date November Adjusted Farebox Operating Ratio was 23.8%, which is above the forecast due to higher farebox revenue and lower expenses.
- The year-to-date November Adjusted Cost per Passenger was \$39.01, which is lower than the forecast due to higher ridership and lower expenses.
- The year-to-date November Revenue per Passenger was \$8.47, which is very close to forecast.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$32.987	\$33.375	\$0.388	1.2	\$0.000	\$0.000	\$0.000	-	\$32.987	\$33.375	\$0.388	1.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.013	1.775	(0.237)	(11.8)	0.000	0.000	0.000	-	2.013	1.775	(0.237)	(11.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	38.414	43.191	4.777	12.4	38.414	43.191	4.777	12.4
<b>Total Revenue</b>	<b>\$35.000</b>	<b>\$35.150</b>	<b>\$0.150</b>	<b>0.4</b>	<b>\$38.414</b>	<b>\$43.191</b>	<b>\$4.777</b>	<b>12.4</b>	<b>\$73.414</b>	<b>\$78.341</b>	<b>\$4.927</b>	<b>6.7</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$52.268	\$39.510	\$12.758	24.4	\$14.391	\$13.751	\$0.639	4.4	\$66.659	\$53.261	\$13.398	20.1
Overtime	15.935	13.855	2.080	13.1	5.608	5.321	0.287	5.1	21.543	19.176	2.367	11.0
Health and Welfare	9.707	8.607	1.100	11.3	3.346	3.224	0.122	3.6	13.054	11.831	1.223	9.4
OPEB Current Payment	6.521	4.940	1.581	24.2	0.000	0.000	0.000	-	6.521	4.940	1.581	24.2
Pensions	13.668	14.446	(0.779)	(5.7)	5.437	3.851	1.586	29.2	19.104	18.297	0.807	4.2
Other Fringe Benefits	11.544	10.130	1.413	12.2	3.422	3.502	(0.081)	(2.4)	14.965	13.633	1.333	8.9
Reimbursable Overhead	(0.568)	(3.879)	3.311	*	0.568	3.879	(3.311)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$109.076</b>	<b>\$87.610</b>	<b>\$21.466</b>	<b>19.7</b>	<b>\$32.771</b>	<b>\$33.528</b>	<b>(\$0.758)</b>	<b>(2.3)</b>	<b>\$141.846</b>	<b>\$121.138</b>	<b>\$20.708</b>	<b>14.6</b>
<i>Non-Labor:</i>												
Electric Power	\$6.827	\$6.037	\$0.790	11.6	\$0.023	\$0.033	(\$0.010)	(42.8)	\$6.850	\$6.070	\$0.780	11.4
Fuel	1.746	1.953	(0.207)	(11.8)	0.000	0.000	0.000	-	1.746	1.953	(0.207)	(11.8)
Insurance	1.765	1.667	0.098	5.5	0.807	0.617	0.190	23.6	2.572	2.284	0.288	11.2
Claims	0.533	0.213	0.320	60.1	0.000	0.000	0.000	-	0.533	0.213	0.320	60.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.207	5.139	3.069	37.4	1.316	1.943	(0.627)	(47.7)	9.524	7.082	2.441	25.6
Professional Service Contracts	3.672	2.847	0.825	22.5	0.071	0.536	(0.465)	*	3.743	3.383	0.360	9.6
Materials & Supplies	13.956	6.550	7.406	53.1	3.380	6.469	(3.089)	(91.4)	17.336	13.019	4.316	24.9
Other Business Expenses	1.604	0.888	0.717	44.7	0.047	0.064	(0.018)	(38.2)	1.651	0.952	0.699	42.3
<b>Total Non-Labor Expenses</b>	<b>\$38.311</b>	<b>\$25.293</b>	<b>\$13.018</b>	<b>34.0</b>	<b>\$5.643</b>	<b>\$9.663</b>	<b>(\$4.019)</b>	<b>(71.2)</b>	<b>\$43.954</b>	<b>\$34.956</b>	<b>\$8.998</b>	<b>20.5</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$147.386</b>	<b>\$112.903</b>	<b>\$34.483</b>	<b>23.4</b>	<b>\$38.414</b>	<b>\$43.191</b>	<b>(\$4.777)</b>	<b>(12.4)</b>	<b>\$185.800</b>	<b>\$156.094</b>	<b>\$29.707</b>	<b>16.0</b>
Depreciation	\$35.089	\$37.364	(\$2.275)	(6.5)	\$0.000	\$0.000	\$0.000	-	\$35.089	\$37.364	(\$2.275)	(6.5)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.086	0.167	(0.081)	(94.0)	0.000	0.000	0.000	-	0.086	0.167	(0.081)	(94.0)
<b>Total Expenses</b>	<b>\$182.561</b>	<b>\$150.434</b>	<b>\$32.128</b>	<b>17.6</b>	<b>\$38.414</b>	<b>\$43.191</b>	<b>(\$4.777)</b>	<b>(12.4)</b>	<b>\$220.976</b>	<b>\$193.625</b>	<b>\$27.351</b>	<b>12.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$147.562)</b>	<b>(\$115.284)</b>	<b>\$32.278</b>	<b>21.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$147.562)</b>	<b>(\$115.284)</b>	<b>\$32.278</b>	<b>21.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.089	\$37.364	\$2.275	6.5	\$0.000	\$0.000	\$0.000	-	35.089	\$37.364	\$2.275	6.5
Operating/Capital	(1.409)	(0.866)	0.543	38.5	0.000	0.000	0.000	-	(1.409)	(0.866)	0.543	38.5
Other Cash Adjustments	12.828	29.742	16.914	*	0.000	0.000	0.000	-	12.828	29.742	16.914	*
<b>Total Cash Conversion Adjustments</b>	<b>\$46.508</b>	<b>\$66.240</b>	<b>\$19.732</b>	<b>42.4</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$46.508</b>	<b>\$66.240</b>	<b>\$19.732</b>	<b>42.4</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$101.054)</b>	<b>(\$49.044)</b>	<b>\$52.010</b>	<b>51.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$101.054)</b>	<b>(\$49.044)</b>	<b>\$52.010</b>	<b>51.5</b>

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

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$258.572	\$265.554	\$6.982	2.7	\$0.000	\$0.000	\$0.000	-	\$258.572	\$265.554	\$6.982	2.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	25.886	24.963	(0.922)	(3.6)	0.000	0.000	0.000	-	25.886	24.963	(0.922)	(3.6)
Capital & Other Reimbursements	0.000	0.000	0.000	-	394.946	412.217	17.271	4.4	394.946	412.217	17.271	4.4
<b>Total Revenue</b>	<b>\$284.457</b>	<b>\$290.517</b>	<b>\$6.060</b>	<b>2.1</b>	<b>\$394.946</b>	<b>\$412.217</b>	<b>\$17.271</b>	<b>4.4</b>	<b>\$679.404</b>	<b>\$702.734</b>	<b>\$23.330</b>	<b>3.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$535.084	\$488.783	\$46.301	8.7	\$139.797	\$139.721	\$0.076	0.1	\$674.881	\$628.504	\$46.377	6.9
Overtime	139.020	110.215	28.805	20.7	57.526	51.019	6.507	11.3	196.546	161.234	35.312	18.0
Health and Welfare	109.272	100.765	8.508	7.8	33.135	32.803	0.332	1.0	142.407	133.568	8.840	6.2
OPEB Current Payment	67.759	55.954	11.805	17.4	0.000	0.000	0.000	-	67.759	55.954	11.805	17.4
Pensions	158.719	164.576	(5.856)	(3.7)	50.491	39.177	11.314	22.4	209.210	203.753	5.458	2.6
Other Fringe Benefits	148.988	137.003	11.985	8.0	34.365	35.668	(1.303)	(3.8)	183.353	172.671	10.683	5.8
Reimbursable Overhead	(20.376)	(38.643)	18.268	89.7	20.376	38.643	(18.268)	(89.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$1,138.468</b>	<b>\$1,018.652</b>	<b>\$119.816</b>	<b>10.5</b>	<b>\$335.690</b>	<b>\$337.032</b>	<b>(\$1.342)</b>	<b>(0.4)</b>	<b>\$1,474.158</b>	<b>\$1,355.684</b>	<b>\$118.474</b>	<b>8.0</b>
<i>Non-Labor:</i>												
Electric Power	\$78.705	\$73.228	\$5.477	7.0	\$0.249	\$0.296	(\$0.047)	(19.0)	\$78.954	\$73.524	\$5.430	6.9
Fuel	17.553	18.738	(1.185)	(6.8)	0.000	0.000	0.000	-	17.553	18.738	(1.185)	(6.8)
Insurance	17.863	17.619	0.244	1.4	7.587	6.181	1.406	18.5	25.451	\$23.801	1.650	6.5
Claims	4.071	2.653	1.418	34.8	0.000	0.000	0.000	-	4.071	\$2.653	1.418	34.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	78.141	67.311	10.830	13.9	15.010	18.685	(3.675)	(24.5)	93.151	\$85.996	7.154	7.7
Professional Service Contracts	38.637	33.304	5.333	13.8	1.300	5.103	(3.803)	*	39.937	\$38.406	1.531	3.8
Materials & Supplies	129.153	86.837	42.315	32.8	34.600	44.520	(9.920)	(28.7)	163.753	\$131.357	32.395	19.8
Other Business Expenses	8.683	9.848	(1.165)	(13.4)	0.510	0.399	0.111	21.7	9.193	\$10.248	(1.054)	(11.5)
<b>Total Non-Labor Expenses</b>	<b>\$372.806</b>	<b>\$309.539</b>	<b>\$63.267</b>	<b>17.0</b>	<b>\$59.256</b>	<b>\$75.185</b>	<b>(\$15.929)</b>	<b>(26.9)</b>	<b>\$432.062</b>	<b>\$384.723</b>	<b>\$47.339</b>	<b>11.0</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$1,511.274</b>	<b>\$1,328.191</b>	<b>\$183.083</b>	<b>12.1</b>	<b>\$394.946</b>	<b>\$412.217</b>	<b>(\$17.271)</b>	<b>(4.4)</b>	<b>\$1,906.220</b>	<b>\$1,740.407</b>	<b>\$165.812</b>	<b>8.7</b>
Depreciation	\$399.464	\$417.256	(17.792)	(4.5)	\$0.000	\$0.000	\$0.000	-	\$399.464	\$417.256	(17.792)	(4.5)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.914	2.904	(0.990)	(51.7)	0.000	0.000	0.000	-	1.914	2.904	(0.990)	(51.7)
<b>Total Expenses</b>	<b>\$1,912.652</b>	<b>\$1,748.351</b>	<b>\$164.301</b>	<b>8.6</b>	<b>\$394.946</b>	<b>\$412.217</b>	<b>(\$17.271)</b>	<b>(4.4)</b>	<b>\$2,307.598</b>	<b>\$2,160.568</b>	<b>\$147.030</b>	<b>6.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,628.194)</b>	<b>(\$1,457.834)</b>	<b>\$170.361</b>	<b>10.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,628.194)</b>	<b>(\$1,457.834)</b>	<b>\$170.361</b>	<b>10.5</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$399.464	\$417.256	\$17.792	4.5	\$0.000	\$0.000	\$0.000	-	399.464	\$417.256	\$17.792	4.5
Operating/Capital	(11.312)	(5.712)	5.600	49.5	0.000	0.000	0.000	-	(11.312)	(5.712)	5.600	49.5
Other Cash Adjustments	(87.561)	(36.704)	50.857	58.1	0.000	0.000	0.000	-	(87.561)	(36.704)	50.857	58.1
<b>Total Cash Conversion Adjustments</b>	<b>\$300.591</b>	<b>\$374.839</b>	<b>\$74.249</b>	<b>24.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$300.591</b>	<b>\$374.839</b>	<b>\$74.249</b>	<b>24.7</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,327.604)</b>	<b>(\$1,082.994)</b>	<b>\$244.609</b>	<b>18.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,327.604)</b>	<b>(\$1,082.994)</b>	<b>\$244.609</b>	<b>18.4</b>

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

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	November 2021		Reason for Variance	Year-to-Date November 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	0.388	1.2	Higher ridership \$1.347, partially offset by lower yield per passenger \$(0.959).	6.982	2.7	Higher ridership \$7.847, partially offset by lower yield per passenger \$(0.865).
Other Operating Revenue	Non Reimb.	(0.237)	-	Lower advertising and timing of miscellaneous revenue, partially offset by timing of rental and freight revenue.	(0.922)	(3.6)	Lower advertising and timing of miscellaneous revenue, partially offset by timing of rental and freight revenue.
Capital & Other Reimbursements	Reimb.	4.777	12.4	Timing of capital project activity and interagency reimbursements.	17.271	4.4	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	12.758	24.4	Primarily vacant positions.	46.301	8.7	Primarily vacant positions, partially offset by higher retiree sick/vacation buyouts.
	Reimb.	0.639	4.4	Primarily due to timing of project activity.	0.076	0.1	Primarily due to timing of project activity.
Overtime	Non Reimb.	2.080	13.1	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by unscheduled maintenance and weather emergencies.	28.805	20.7	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by unscheduled maintenance and weather emergencies.
	Reimb.	0.287	5.1	Lower capital reimbursable activity.	6.507	11.3	Lower capital reimbursable activity.
Health and Welfare	Non Reimb.	1.100	11.3	Vacant positions.	8.508	7.8	Vacant positions.
	Reimb.	0.122	3.6	Primarily due to timing of project activity.	0.332	1.0	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.581	24.2	Fewer retirees/beneficiaries.	11.805	17.4	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(0.779)	(5.7)	Timing of pension payments and the estimated percentage of pension allocated to reimbursable was over-estimated.	(5.856)	(3.7)	Timing of pension payments, the estimated percentage of pension allocated to reimbursable was over-estimated, and the timing of employee COVID-19 death benefits.
	Reimb.	1.586	29.2	The estimated percentage of pension allocated to reimbursable was over-estimated.	11.314	22.4	The estimated percentage of pension allocated to reimbursable was over-estimated.

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	November 2021		Reason for Variance	Year-to-Date November 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	1.413	12.2	Lower Railroad Retirement Taxes due to vacant positions, partially offset by higher FELA indemnity reserves.	11.985	8.0	Lower Railroad Retirement Taxes due to vacant positions and lower Railroad Unemployment Insurance, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.081)	(2.4)	Primarily due to timing of project activity.	(1.303)	(3.8)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	3.311	*	Primarily due to timing of project activity.	18.268	89.7	Primarily due to timing of project activity.
	Reimb.	(3.311)	*	Primarily due to timing of project activity.	(18.268)	(89.7)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.790	11.6	Primarily due to lower usage, partially offset by higher rates.	5.477	7.0	Primarily due to lower usage, partially offset by higher rates.
	Reimb.	(0.010)	(42.8)		(0.047)	(19.0)	
Fuel	Non Reimb.	(0.207)	(11.8)	Primarily due to higher rates, partially offset by the timing of accruals.	(1.185)	(6.8)	Primarily due to higher rates and the timing of accruals, partially offset by lower usage.
Insurance	Non Reimb.	0.098	5.5	Primarily due to lower liability insurance.	0.244	1.4	Lower liability insurance, partially offset by higher property insurance.
	Reimb.	0.190	23.6	Force Account Insurance associated with project activity.	1.406	18.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.320	60.1	Primarily due to a decrease in Corporate Reserves.	1.418	34.8	Primarily due to a decrease in Corporate Reserves.
Maintenance & Other Operating Contracts	Non Reimb.	3.069	37.4	Primarily due to lower bussing services, timing of maintenance invoices, and lower real estate rental costs, partially offset by higher janitorial & custodial services.	10.830	13.9	Primarily due to the timing of security service and maintenance invoices, Moynihan Train Hall one-time start-up costs, uniform invoices, maintenance and repair services and hazardous waste cleanup, delayed vehicle purchases, and lower real estate rental costs, partially offset by higher joint facility maintenance, elevator/escalator maintenance, and timing of vegetation management and waste maintenance.
	Reimb.	(0.627)	(47.7)	Primarily due to timing of project activity.	(3.675)	(24.5)	Primarily due to timing of project activity.

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	November 2021		Reason for Variance	Year-to-Date November 2021		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.825	22.5	Primarily due to the timing of MTA chargebacks and timing of rail testing invoices.	5.333	13.8	Primarily due to the timing of rail testing, MTA chargebacks, rolling stock decommissioning, IT hardware and software costs for GCT and Midday Storage Yard offices and revenue fleet inspection and testing.
	Reimb.	(0.465)	*	Primarily due to timing of project activity.	(3.803)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	7.406	53.1	Primarily due to the timing of modifications and RCM/RR activity for revenue fleet and right of way material.	42.315	32.8	Primarily timing of modifications and RCM activity for revenue fleet and right of way material, and COVID19 cleaning costs, partially offset by higher miscellaneous inventory adjustments.
	Reimb.	(3.089)	(91.4)	Primarily due to timing of project activity.	(9.920)	(28.7)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.717	44.7	Primarily due to the timing of labor union payments.	(1.165)	(13.4)	Primarily due to higher credit/debit card processing fees and higher bad debt reserves, partially offset by lower travel, print, stationery and office supplies, and the timing of labor union payments.
	Reimb.	(0.018)	(38.2)	Primarily due to timing of project activity.	0.111	21.7	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.275)	(6.5)	Based on certain capital assets being fully depreciated.	(17.792)	(4.5)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.081)	(94.0)		(0.990)	(51.7)	

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
November 2021								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$33.287	\$34.986	\$1.699	5.1	\$259.028	\$268.344	\$9.316	3.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.448	0.958	0.510	*	19.978	21.608	1.630	8.2
Capital & Other Reimbursements	40.851	38.769	(2.083)	(5.1)	376.594	399.727	23.133	6.1
<b>Total Receipts</b>	<b>\$74.587</b>	<b>\$74.713</b>	<b>\$0.126</b>	<b>0.2</b>	<b>\$655.599</b>	<b>\$689.678</b>	<b>\$34.079</b>	<b>5.2</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$62.620	\$51.784	\$10.836	17.3	\$682.457	\$648.831	\$33.625	4.9
Overtime	17.351	14.519	2.832	16.3	203.395	148.217	55.178	27.1
Health and Welfare	13.054	(1.239)	14.293	*	141.734	122.250	19.484	13.7
OPEB Current Payment	6.521	0.101	6.420	98.4	67.759	46.611	21.148	31.2
Pensions	19.104	17.823	1.281	6.7	209.023	199.879	9.145	4.4
Other Fringe Benefits	14.581	14.211	0.370	2.5	249.896	222.370	27.525	11.0
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$133.231</b>	<b>\$97.200</b>	<b>\$36.031</b>	<b>27.0</b>	<b>\$1,554.263</b>	<b>\$1,388.158</b>	<b>\$166.105</b>	<b>10.7</b>
<i>Non-Labor:</i>								
Electric Power	\$6.850	\$3.904	\$2.946	43.0	\$78.868	\$71.290	\$7.578	9.6
Fuel	1.713	2.439	(0.726)	(42.3)	17.585	18.022	(0.437)	(2.5)
Insurance	0.000	(0.284)	0.284	-	13.085	12.297	0.788	6.0
Claims	0.142	0.084	0.058	40.6	1.678	1.951	(0.274)	(16.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.423	7.025	2.398	25.4	100.057	89.476	10.581	10.6
Professional Service Contracts	1.616	1.557	0.059	3.6	30.203	30.188	0.014	0.0
Materials & Supplies	20.371	10.180	10.191	50.0	171.649	145.665	25.984	15.1
Other Business Expenses	1.909	1.235	0.673	35.3	12.542	11.946	0.596	4.8
<b>Total Non-Labor Expenditures</b>	<b>\$42.023</b>	<b>\$26.140</b>	<b>\$15.883</b>	<b>37.8</b>	<b>\$425.667</b>	<b>\$380.836</b>	<b>\$44.830</b>	<b>10.5</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$0.387	\$0.417	(\$0.030)	(7.7)	\$3.273	\$3.678	(\$0.405)	(12.4)
<b>Total Other Expenditure Adjustments</b>	<b>\$0.387</b>	<b>\$0.417</b>	<b>(\$0.030)</b>	<b>(7.7)</b>	<b>\$3.273</b>	<b>\$3.678</b>	<b>(\$0.405)</b>	<b>(12.4)</b>
<b>Total Expenditures</b>	<b>\$175.640</b>	<b>\$123.756</b>	<b>\$51.884</b>	<b>29.5</b>	<b>\$1,983.203</b>	<b>\$1,772.672</b>	<b>\$210.531</b>	<b>10.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$101.054)</b>	<b>(\$49.044)</b>	<b>\$52.010</b>	<b>51.5</b>	<b>(\$1,327.604)</b>	<b>(\$1,082.994)</b>	<b>\$244.609</b>	<b>18.4</b>
<b>MTA Subsidy</b>	<b>101.054</b>	<b>63.457</b>	<b>(37.596)</b>	<b>(37.2)</b>	<b>1,327.604</b>	<b>762.621</b>	<b>(564.982)</b>	<b>(42.6)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>0.000</b>	<b>(0.114)</b>	<b>(0.114)</b>	<b>*</b>	<b>0.000</b>	<b>72.400</b>	<b>72.400</b>	<b>*</b>

Note: Totals may not add due to rounding

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

Table 5

Generic Revenue or Expense Category	November 2021		Reason for Variance	Year-to-Date as of November 2021		Reason for Variance
	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	1.699	5.1	Higher ridership \$1.347, higher advance sales \$1.266 and higher MetroCard/AirTrain sales \$0.045, partially offset by lower yields \$(0.959).	9.316	3.6	Higher ridership \$7.847, higher advance sales \$1.725 and higher MetroCard/AirTrain sales \$0.609, partially offset by lower yields \$(0.865).
Other Operating Revenue	0.510	*	Primarily due to the timing of rental revenue, miscellaneous revenue, and freight revenue.	1.630	8.2	Primarily due to the timing of rental revenue, partially offset by the timing of miscellaneous revenue, and freight revenue.
Capital and Other Reimbursements	(2.083)	(5.1)	Timing of activity and reimbursement for capital and other reimbursements.	23.133	6.1	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	10.836	17.3	Primarily due to vacant positions.	33.625	4.9	Primarily due to vacant positions, partially offset by the timing of intercompany reimbursements and retiree sick/vacation buyout payments.
Overtime	2.832	16.3	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by unscheduled maintenance and weather emergencies.	55.178	27.1	Lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by unscheduled maintenance and weather emergencies.
Health and Welfare	14.293	*	Primarily due to vacant positions and intercompany reimbursements.	19.484	13.7	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	6.420	98.4	Primarily due to fewer retirees/beneficiaries.	21.148	31.2	Primarily due to fewer retirees/beneficiaries.
Pensions	1.281	6.7	Timing of pension payments.	9.145	4.4	Timing of pension payments.
Other Fringe Benefits	0.370	2.5	Lower Railroad Retirement Tax payments, partially offset by the timing of FELA payments.	27.525	11.0	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments, partially offset by higher meal payments.
<b>Non-Labor:</b>						

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

Table 5

Generic Revenue or Expense Category	November 2021			Year-to-Date as of November 2021		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Electric Power	2.946	43.0	Primarily lower consumption, partially offset by higher rates.	7.578	9.6	Primarily due to lower consumption, partially offset by higher rates.
Fuel	(0.726)	(42.3)	Primarily due to higher rates and the timing of payments.	(0.437)	(2.5)	Primarily due to higher rates and the timing of payments, partially offset by lower consumption.
Insurance	0.284	-	Timing of insurance premium payments.	0.788	6.0	Timing of insurance premium payments.
Claims	0.058	40.6	Timing of payments for claims.	(0.274)	(16.3)	Timing of payments for claims.
Maintenance and Other Operating Contracts	2.398	25.4	Primarily due to the timing of maintenance services, partially offset by higher lease and rental payments and the timing of payments for joint facility.	10.581	10.6	Primarily timing of payments for maintenance and construction services and joint facility, partially offset by higher payments for leases and rentals, and utilities.
Professional Service Contracts	0.059	3.6	Primarily due to the timing of payments.	0.014	0.0	Primarily due to the timing of payments.
Materials and Supplies	10.191	50.0	Primarily the timing of program, production plan, and operating funded capital material and supplies.	25.984	15.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.673	35.3	Timing of labor union payments and other miscellaneous expenses, partially offset by higher credit/debit card fees.	0.596	4.8	Primarily lower travel meetings and convention expenses, and lower office, print and stationery supplies and miscellaneous expenses, partially offset by higher credit/debit card fees.
Other Expenditure Adjustments	(0.030)	(7.7)	Higher MetroCard/AirTrain pass through payments.	(0.405)	(12.4)	Higher MetroCard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.300	\$1.611	\$1.311	*	\$0.456	\$2.790	\$2.334	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.564)	(0.817)	0.747	47.7	(5.908)	(3.356)	2.552	43.2
Capital & Other Reimbursements	2.437	(4.422)	(6.860)	*	(18.352)	(12.490)	5.862	31.9
<b>Total Receipts</b>	<b>\$1.173</b>	<b>(\$3.628)</b>	<b>(\$4.801)</b>	<b>*</b>	<b>(\$23.804)</b>	<b>(\$13.056)</b>	<b>\$10.748</b>	<b>45.2</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$4.039	\$1.477	(\$2.562)	(63.4)	(\$7.576)	(\$20.327)	(\$12.752)	*
Overtime	4.192	4.657	0.465	11.1	(6.849)	13.017	19.866	*
Health and Welfare	0.000	13.070	13.070	-	0.673	11.318	10.644	*
OPEB Current Payment	0.000	4.839	4.839	-	0.000	9.343	9.343	-
Pensions	0.000	0.474	0.474	-	0.187	3.874	3.687	*
Other Fringe Benefits	0.385	(0.579)	(0.963)	*	(66.542)	(49.699)	16.843	25.3
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$8.616</b>	<b>\$23.938</b>	<b>\$15.323</b>	<b>*</b>	<b>(\$80.106)</b>	<b>(\$32.474)</b>	<b>\$47.632</b>	<b>59.5</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$2.166	\$2.166	-	\$0.085	\$2.233	\$2.148	*
Fuel	0.032	(\$0.486)	(0.519)	*	(0.032)	0.716	0.748	*
Insurance	2.572	2.568	(0.004)	(0.2)	12.365	11.504	(0.862)	(7.0)
Claims	0.391	0.128	(0.263)	(67.2)	2.394	0.702	(1.692)	(70.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.101	0.057	(0.044)	(43.2)	(6.907)	(3.480)	3.427	49.6
Professional Service Contracts	2.127	1.826	(0.301)	(14.2)	9.734	8.218	(1.517)	(15.6)
Materials & Supplies	(3.035)	2.839	5.875	*	(7.896)	(14.307)	(6.411)	(81.2)
Other Business Expenses	(0.258)	(0.284)	(0.026)	(10.0)	(3.349)	(1.698)	1.650	49.3
<b>Total Non-Labor Expenditures</b>	<b>\$1.931</b>	<b>\$8.816</b>	<b>\$6.885</b>	<b>*</b>	<b>\$6.395</b>	<b>\$3.887</b>	<b>(\$2.508)</b>	<b>(39.2)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.387)	(\$0.417)	(\$0.030)	(7.7)	(\$3.273)	(\$3.678)	(\$0.405)	(12.4)
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.387)</b>	<b>(\$0.417)</b>	<b>(\$0.030)</b>	<b>(7.7)</b>	<b>(\$3.273)</b>	<b>(\$3.678)</b>	<b>(\$0.405)</b>	<b>(12.4)</b>
<b>Total Expenditures</b>	<b>\$10.160</b>	<b>\$32.337</b>	<b>\$22.178</b>	<b>*</b>	<b>(\$76.983)</b>	<b>(\$32.265)</b>	<b>\$44.718</b>	<b>58.1</b>
Depreciation Adjustment	\$35.089	\$37.364	\$2.275	6.5	\$399.464	\$417.256	\$17.792	4.5
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.086	0.167	0.081	94.0	1.914	2.904	0.990	51.7
<b>Total Expenditures After Non-Cash Liabilities</b>	<b>\$45.335</b>	<b>\$69.868</b>	<b>\$24.533</b>	<b>54.1</b>	<b>\$324.395</b>	<b>\$387.895</b>	<b>\$63.500</b>	<b>19.6</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$46.508</b>	<b>\$66.240</b>	<b>\$19.732</b>	<b>42.4</b>	<b>\$300.591</b>	<b>\$374.839</b>	<b>\$74.249</b>	<b>24.7</b>

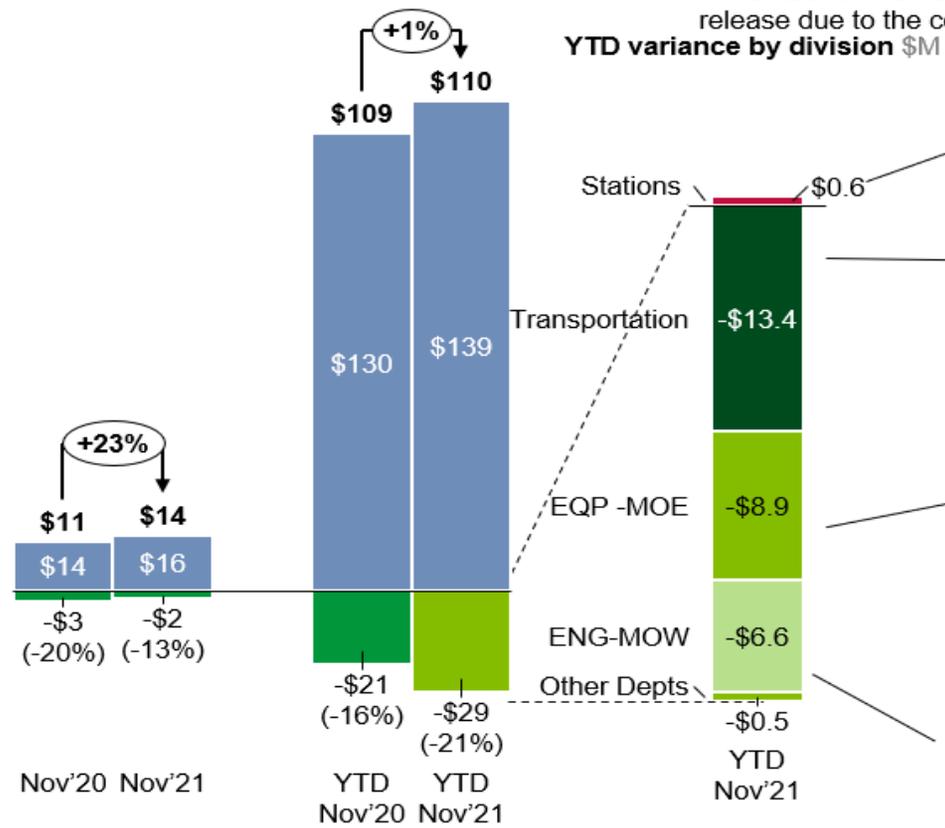
# LIRR – Non-Reimbursable Overtime Variance

## November 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$154M



## Overview (YTD)

- Overall increase of \$1M or 1% compared to November 2020 YTD
- -\$29M below the 2021 Mid Year Forecast mainly driven by controlled Maintenance & Vacancy/Absentee Coverage.
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending vs the 2021 Mid Year Fcst.
- November's YTD variance reflects a -\$4M retroactive wage accrual (RWA) release due to the contractual payment disbursements

- Overrun of \$0.6M attributed to \$1.5M higher vacancy/absentee coverage increased tours offset by -\$0.9M as a result of effective cost management of Covid-19 cleaning efforts.
- Underrun of -\$13.4M driven by -\$8.7M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, -\$2.2M scheduled service (less Train & Engine hours), -\$1.5M unscheduled service as a result less incidents and -\$1.1M retroactive wage accrual & pay rate differences.
- Underrun of -\$8.9M driven by -\$10.8M lower maintenance primarily due to MU Car Shop (impact of fire protection systems & water main break), -\$1.9M vacancy/absentee coverage driven by less sick time. -\$0.6M Scheduled Service partially offset by \$2.0M higher Covid-19 cleaning efforts and \$0.9M pay rate differences partially offset by retroactive wage accrual release and \$1.6M weather related overtime.
- Underrun of -\$6.6M driven by -\$5.8M controlled maintenance efforts -\$1.3M retroactive wage accrual & pay rate differences partially offset by \$0.4M weather related overtime.

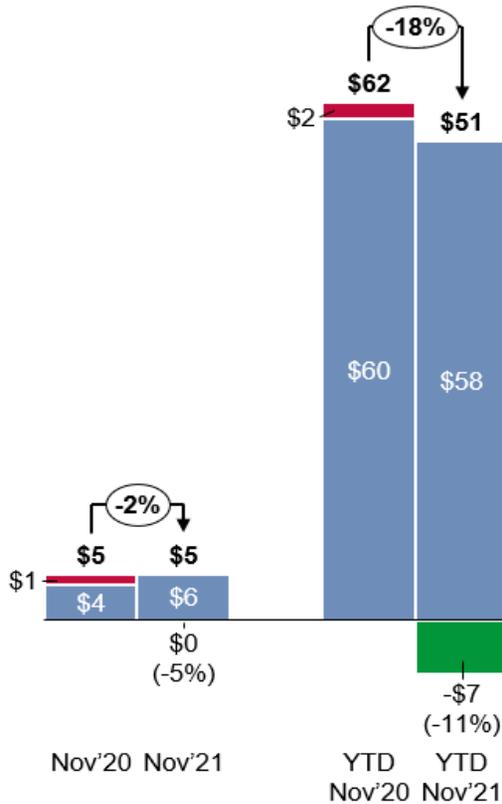
# LIRR – Reimbursable Overtime Variance

## November 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$62M

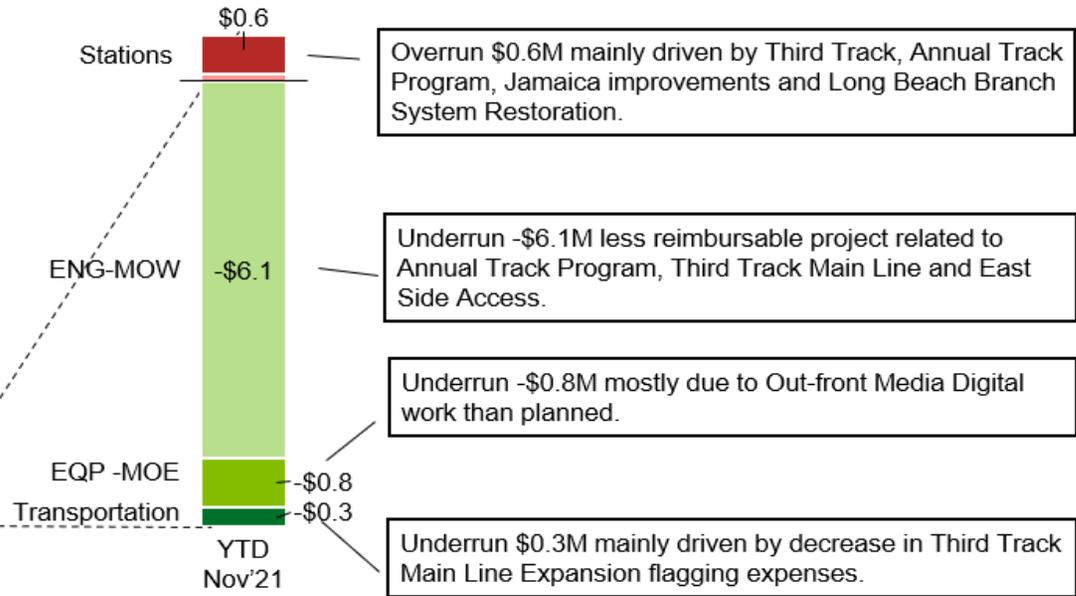


## Overview (YTD)

- Overall decrease of -\$11M or -18% compared to November 2020 YTD
- -\$7M or -11% below 2021 Mid Year Forecast.
- November's YTD variance reflects a \$4M retroactive wage accrual (RWA) release due to the contractual payment disbursements.

## YTD variance by division

\$M



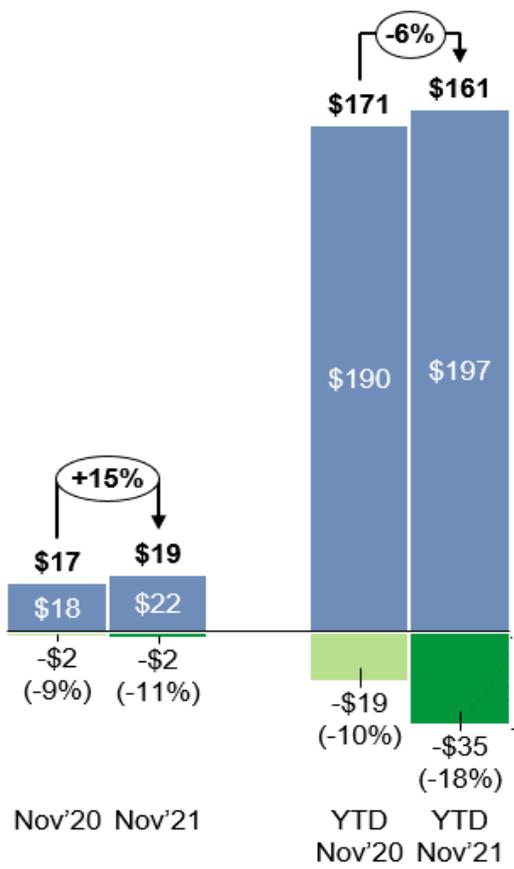
# LIRR – Total Overtime Variance

## November 2021 and 2021 Mid Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid Year Forecast

2021 Mid Year Forecast FY \$216M



## Overview (YTD)

- Overall decrease of -\$10M or -6% compared to November 2020 YTD
- -\$35M or -18% below 2021 Mid Year Forecast
- Non-Reimbursable underrun of -\$28.8M
- Reimbursable underrun of -\$6.5M
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending vs the 2021 Mid Year Forecast.

## YTD variance by division

\$M



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

	Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	0	-	0
Enterprise Asset Management	6	5	1
Sr. Vice President - Engineering	2	1	1
Labor Relations	14	11	3
Procurement & Logistics (excl. Stores)	56	46	10
Human Resources	35	35	0
Sr VP Administration	2	2	0
Strategic Investments	12	10	2
President	8	5	3
VP & CFO	2	2	0
Controller	42	36	6
Management & Budget	16	12	4
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	65	62	3
Gen. Counsel & Secretary	29	24	5
Diversity Management	3	1	2
Security	15	11	4
System Safety	46	43	3
Training	68	62	6
Service Planning	28	28	0
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	4	3	1
<b>Total Administration</b>	<b>474</b>	<b>412</b>	<b>62</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,376	2,243	133
Customer Services	377	346	31
<b>Total Operations</b>	<b>2,754</b>	<b>2,589</b>	<b>165</b>
<b>Maintenance</b>			
Engineering	1,979	1,923	56
Equipment	2,102	2,023	79
Procurement (Stores)	95	95	0
<b>Total Maintenance</b>	<b>4,176</b>	<b>4,041</b>	<b>135</b>
<b>Engineering/Capital</b>			
Department of Program Management	144	109	35
Special Projects	59	45	14
Positive Train Control	14	12	2
<b>Total Engineering/Capital</b>	<b>217</b>	<b>166</b>	<b>51</b>
<b>Baseline Total Positions</b>	<b>7,620</b>	<b>7,208</b>	<b>412</b>
<i>Non-Reimbursable</i>	<b>6,307</b>	<b>5,989</b>	<b>319</b>
<i>Reimbursable</i>	<b>1,313</b>	<b>1,219</b>	<b>93</b>
<b>Total Full-Time</b>	<b>7,620</b>	<b>7,208</b>	<b>412</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

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

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 319 positions due to vacancies in Train Operations, Maintenance of Equipment, Stations, Engineering and other administrative departments.
<b>REIMBURSABLE POSITIONS</b> - Favorable 93 positions due to vacancies in Engineering (which is partially due to Engineering workforce working on maintenance activity), Project Management, Special Projects, Procurement & Logistics and other administrative departments, partially offset by increased project activity in Maintenance of Equipment and Train Operations.

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

	<b>Forecast</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	258	233	25
Professional, Technical, Clerical	112	76	36
Operational Hourlies	104	103	1
<b>Total Administration</b>	<b>474</b>	<b>412</b>	<b>62</b>
<b>Operations</b>			
Managers/Supervisors	355	311	44
Professional, Technical, Clerical	125	98	27
Operational Hourlies	2,274	2,180	94
<b>Total Operations</b>	<b>2,754</b>	<b>2,589</b>	<b>165</b>
<b>Maintenance</b>			
Managers/Supervisors	892	774	118
Professional, Technical, Clerical	248	230	18
Operational Hourlies	3,035	3,037	(2)
<b>Total Maintenance</b>	<b>4,176</b>	<b>4,041</b>	<b>135</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	152	125	27
Professional, Technical, Clerical	65	41	24
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>217</b>	<b>166</b>	<b>51</b>
<b>Total Positions</b>			
Managers/Supervisors	1,657	1,443	214
Professional, Technical, Clerical	550	445	105
Operational Hourlies	5,413	5,320	93
<b>Total Positions</b>	<b>7,620</b>	<b>7,208</b>	<b>412</b>

Note: Totals may not add due to rounding

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

	NOVEMBER 2021								NOVEMBER YEAR TO DATE 2021							
	Month			Variance					YTD			Variance				
	Mid Year	Actual	Adjusted*	Mid Year		Adjusted*			Mid Year	Actual	Adjusted*	Mid Year		Adjusted*		
		2021	2020							2021	2020					
			#	%	#	%				#	%	#	%	#	%	
<b>RIDERSHIP</b>																
Monthly	1.984	1.004	0.621	(0.980)	-49.4%	0.383	61.7%	13.388	8.114	12.572	(5.275)	-39.4%	(4.458)	-35.5%		
Weekly	0.076	0.055	0.039	(0.020)	-27.1%	0.016	40.2%	0.779	0.546	0.784	(0.233)	-29.9%	(0.238)	-30.4%		
Total Commutation	<b>2.060</b>	<b>1.060</b>	<b>0.660</b>	<b>(1.000)</b>	<b>-48.6%</b>	<b>0.399</b>	<b>60.4%</b>	<b>14.168</b>	<b>8.660</b>	<b>13.356</b>	<b>(5.508)</b>	<b>-38.9%</b>	<b>(4.696)</b>	<b>-35.2%</b>		
One-Way Full Fare	0.422	0.184	0.143	(0.239)	-56.5%	0.040	28.3%	3.055	2.076	2.892	(0.979)	-32.0%	(0.817)	-28.2%		
One-Way Off-Peak	0.814	1.567	0.659	0.753	92.5%	0.908	137.9%	7.968	12.253	7.279	4.285	53.8%	4.974	68.3%		
All Other	0.499	1.140	0.460	0.641	128.6%	0.679	147.6%	5.239	8.365	4.580	3.126	59.7%	3.784	82.6%		
Total Non-Commutation	<b>1.735</b>	<b>2.890</b>	<b>1.262</b>	<b>1.155</b>	<b>66.6%</b>	<b>1.628</b>	<b>129.0%</b>	<b>16.262</b>	<b>22.693</b>	<b>14.752</b>	<b>6.431</b>	<b>39.5%</b>	<b>7.941</b>	<b>53.8%</b>		
Total	<b>3.795</b>	<b>3.950</b>	<b>1.923</b>	<b>0.155</b>	<b>4.1%</b>	<b>2.027</b>	<b>105.4%</b>	<b>30.429</b>	<b>31.353</b>	<b>28.108</b>	<b>0.923</b>	<b>3.0%</b>	<b>3.245</b>	<b>11.5%</b>		

\*Prior year adjusted to reflect current year calendar.

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

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

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Forecast 2021</b>	<b>Actual 2020</b>	<b>vs. Forecast</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	29.3%	22.2%	13.8%	7.1%	15.5%
Adjusted <sup>(2)</sup>	33.8%	25.4%	18.2%	8.4%	15.6%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$28.80	\$39.21	\$61.00	\$10.41	\$32.20
Adjusted <sup>(2)</sup>	\$26.33	\$36.29	\$55.24	\$9.96	\$28.91
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.45	\$8.69	\$8.41	(\$0.24)	\$0.04
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>Actual 2021</b>	<b>Forecast 2021</b>	<b>Actual 2020</b>	<b>vs. Forecast</b>	<b>vs. 2020</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	19.9%	17.0%	19.4%	2.9%	0.5%
Adjusted <sup>(2)</sup>	23.8%	20.3%	23.5%	3.5%	0.3%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$42.55	\$50.04	\$46.62	\$7.49	\$4.07
Adjusted <sup>(2)</sup>	\$39.01	\$46.07	\$42.83	\$7.06	\$3.82
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.47	\$8.50	\$9.05	(\$0.03)	(\$0.58)

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

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

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

**MTA LONG ISLAND RAIL ROAD**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2021 YEAR-TO-DATE**  
**(\$ in millions)**

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	284.5	292.4	290.5	6.1	2.1	(1.9)	(0.6)
Total Expenses before Non-Cash Liability Adjs	1,511.3	1,403.4	1,328.2	183.1	12.1	75.2	5.4
Depreciation	399.5	408.2	417.3	(17.8)	(4.5)	(9.1)	(2.2)
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	1.9	2.0	2.9	(1.0)	(51.7)	(0.9)	(42.4)
Total Expenses	1,912.7	1,813.6	1,748.4	164.3	8.6	65.3	3.6
<b>Net Surplus/(Deficit)</b>	<b>(1,628.2)</b>	<b>(1,521.3)</b>	<b>(1,457.8)</b>	<b>170.4</b>	<b>10.5</b>	<b>63.4</b>	<b>4.2</b>

**MTA LONG ISLAND RAIL ROAD**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**NOVEMBER 2021 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$1.9)	(0.6)	Lower/timing of advertising revenue and the timing of miscellaneous revenue, partially offset by higher farebox revenue and rental income.
Total Expenses	\$65.3	3.6	Favorable labor expenses due to vacant positions and associated fringe costs, lower overtime, and OPEB current expenses, partially offset by higher FELA indemnity reserves and retiree sick/vacation buyouts. Favorable non-labor expenses due to lower claims, timing of security system maintenance and services and other maintenance contracts, timing of professional service contracts and MTA Chargebacks, and lower revenue fleet reliability centered maintenance and modifications, partially offset by higher depreciation, elevator and escalator maintenance and miscellaneous inventory adjustments.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

**MTA LONG ISLAND RAIL ROAD  
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)  
OCTOBER 2021 YEAR-TO-DATE**

**MTA LONG ISLAND RAIL ROAD**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2021 YEAR-TO-DATE**  
**(\$ in millions)**

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	249.5	257.0	255.4	5.9	2.4	(1.6)	(0.6)
Total Expenses before Non-Cash Liability Adjs	1,363.9	1,264.7	1,215.3	148.6	10.9	49.4	3.9
Depreciation	364.4	373.1	379.9	(15.5)	(4.3)	(6.8)	(1.8)
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	1.8	2.1	2.7	(0.9)	(49.8)	(0.7)	(31.6)
Total Expenses	1,730.1	1,639.8	1,597.9	132.2	7.6	41.9	2.6
<b>Net Surplus/(Deficit)</b>	<b>(1,480.6)</b>	<b>(1,382.9)</b>	<b>(1,342.5)</b>	<b>138.1</b>	<b>9.3</b>	<b>40.3</b>	<b>2.9</b>

**MTA LONG ISLAND RAIL ROAD**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**OCTOBER 2021 YEAR-TO-DATE**  
**(\$ in millions)**

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$1.6)	(0.6)	Lower/timing of advertising revenue and timing miscellaneous revenue, partially offset by higher farebox revenue.
Total Expenses	\$41.9	2.6	Favorable labor expenses due to vacant positions and associated fringe costs, lower overtime and OPEB current expenses. Favorable non-labor expenses due to claims, timing of security system maintenance and services and other maintenance contracts, timing of professional service contracts and MTA Chargebacks, and material usage for M3 and M7 reliability centered maintenance and M9 92 day periodic inspections, partially offset by higher depreciation and miscellaneous inventory adjustments.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



# Long Island Rail Road

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## Ridership Report Highlights

### **December 2021 vs. 2020**

- Total ridership increased +97.2% compared to December 2020 (3,668,045 passengers in December 2021 vs. 1,860,130 passengers in December 2020). When compared to December 2019, total ridership decreased -52.2% (3,668,045 passengers in December 2021 vs. 7,667,200 passengers in December 2019).
- Commutation ridership increased +61.6% compared to December 2020
- Non-Commutation ridership increased +116.0% compared to December 2020

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

- Total 2021 YTD ridership is +16.9% above 2020 and +1.7% above the Mid-Year Forecast. When compared to 2019, Total ridership decreased -61.6%.
- 2021 YTD Commutation ridership is -30.7% below 2020. When compared to 2019, Commutation ridership decreased -80.8%.
- 2021 YTD Non-Commutation ridership is +58.6% above 2020. When compared to 2019, Non-Commutation ridership decreased -37.5%.

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**December 2021**

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

**EXECUTIVE SUMMARY**

**December Ridership and Revenue (millions)**

	December 2021	% Change vs. 2020
Total Rail Ridership	3.668	97.2% ▲
Commutation Ridership	1.040	61.6% ▲
Non-Commutation Ridership	2.628	116.0% ▲
Rail Revenue	\$30.1	99.2% ▲

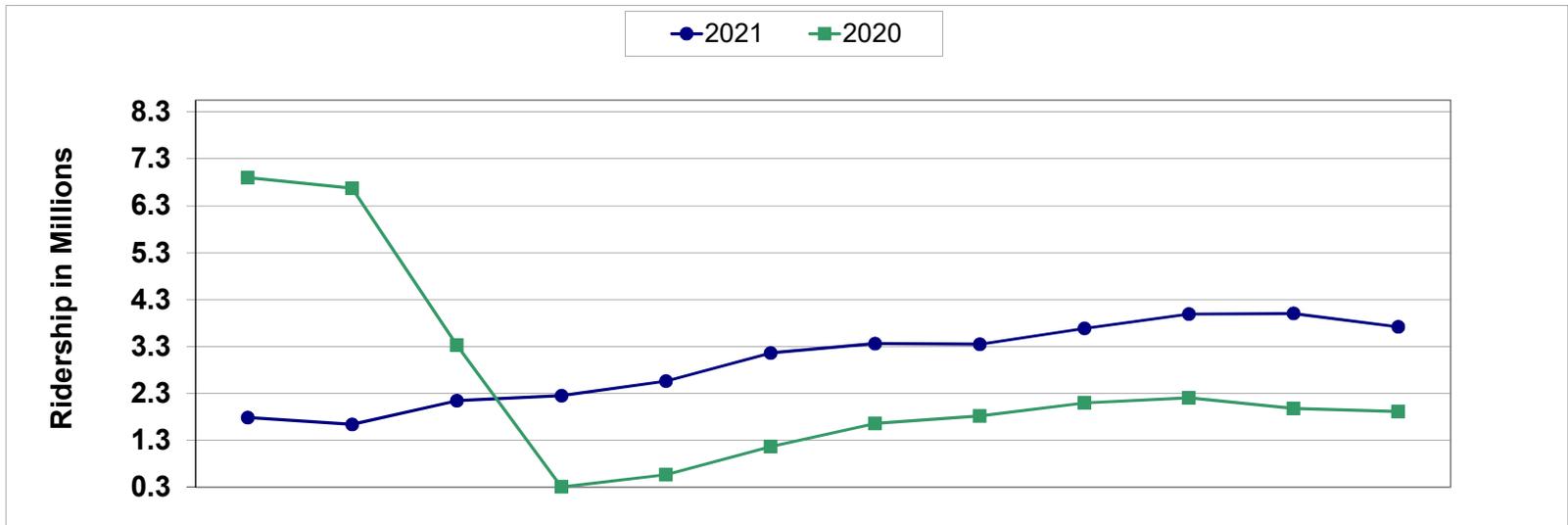
**Year-to-Date through December Prelim. Ridership and Revenue (millions)**

	December 2021	% Change vs. 2020	Comparison to Mid-Year FCST
Total Rail Ridership	35.021	16.9% ▲	1.7% ▲
Commutation Ridership	9.700	-30.7% ▼	-40.5% ▼
Non-Commutation Ridership	25.321	58.6% ▲	39.7% ▲
Rail Revenue	\$295.6	8.5% ▲	1.2% ▲

Please Note: Ridership is based on ticket sales data.

# December RIDERSHIP

- December Total Ridership was 97.2% above '20 and -8.1% below 2021 Mid-Year Forecast.

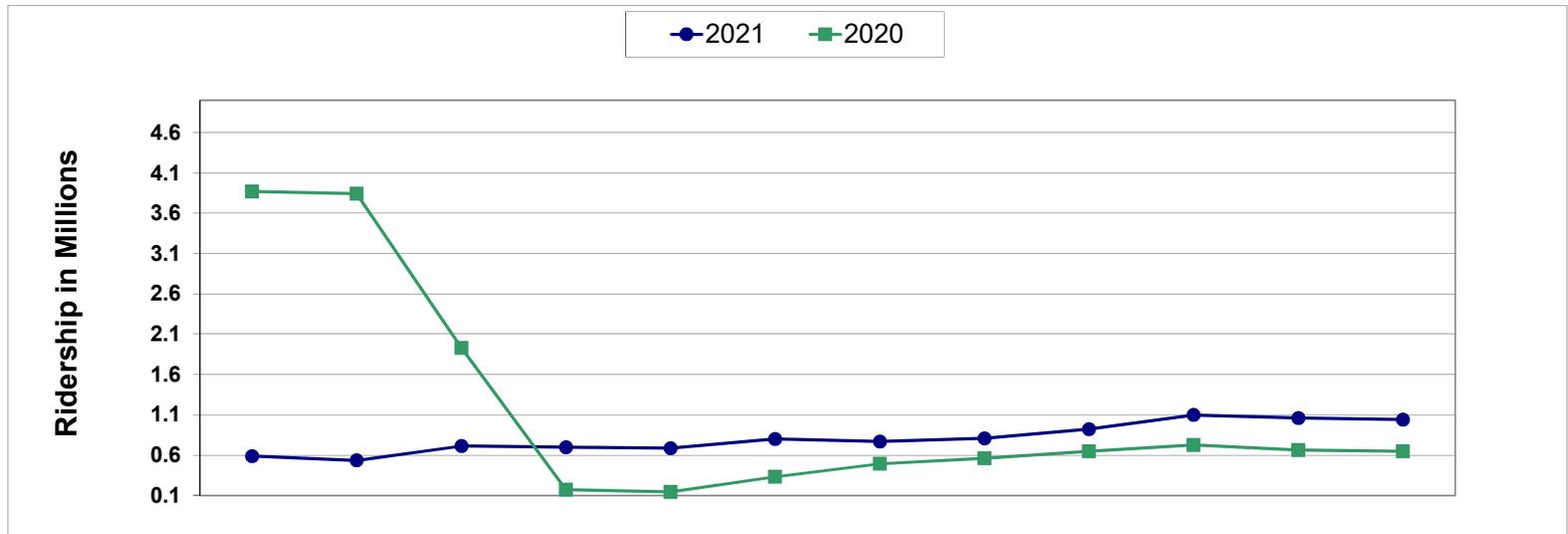


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.7	1.6	2.1	2.2	2.5	3.1	3.3	3.3	3.6	3.9	3.9	3.7	35.0
<b>2020</b>	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	30.0
<b>PCT CHG.</b>	-74.7%	-76.0%	-36.1%	767.5%	386.7%	179.2%	106.4%	86.5%	77.8%	83.5%	105.4%	97.2%	16.9%

Please Note: Ridership is based on ticket sales data.

## December COMMUTATION RIDERSHIP

- December Commutation Ridership was 61.6% above '20 and -51.2% below 2021 Mid-Year Forecast.

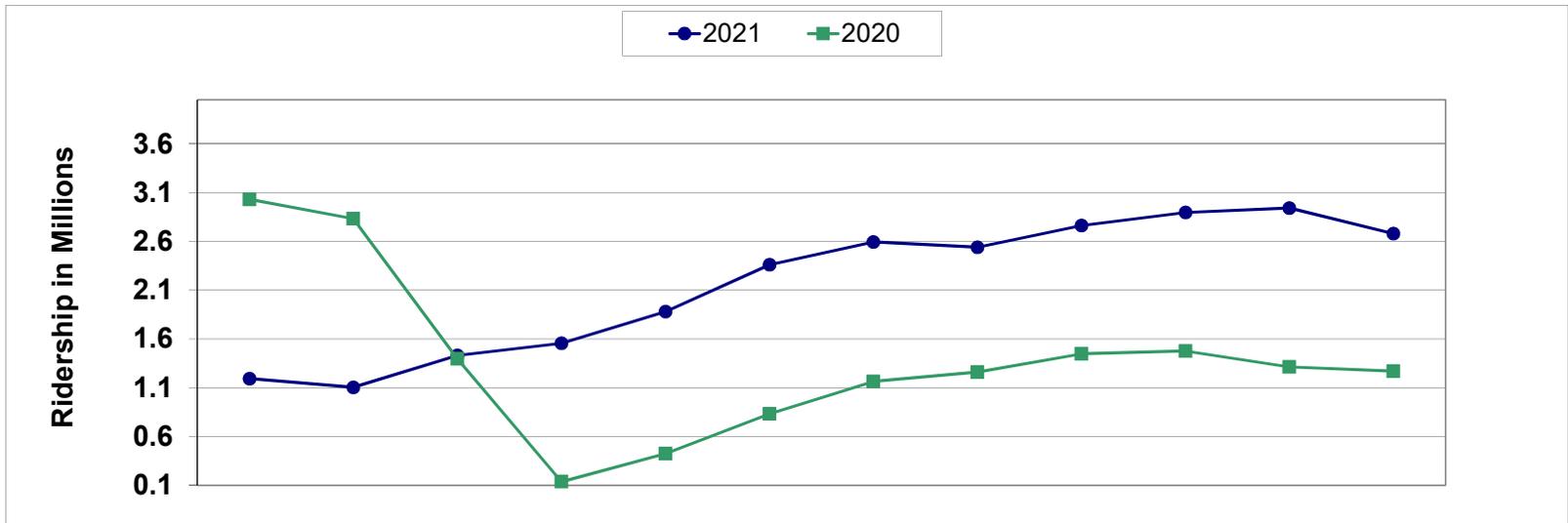


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.6	0.5	0.7	0.7	0.7	0.8	0.8	0.8	0.9	1.1	1.1	1.0	9.7
<b>2020</b>	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	14.0
<b>PCT CHG.</b>	-84.8%	-86.1%	-63.0%	314.3%	380.9%	141.3%	55.7%	44.4%	42.8%	51.6%	60.4%	61.6%	-30.7%

Please Note: Ridership is based on ticket sales data.

## December NON-COMMUTATION RIDERSHIP

- December Non-Commutation Ridership was 116.0% above '20 and 41.3% above 2021 Mid-Year Forecast.

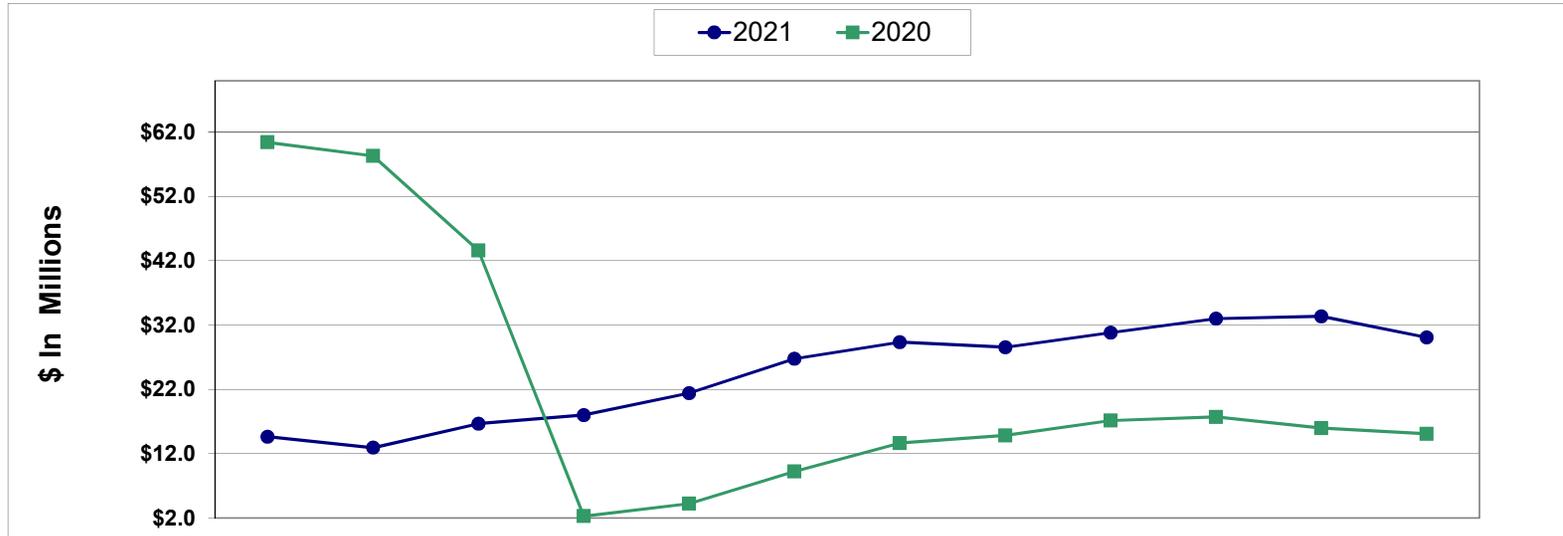


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.1	1.1	1.4	1.5	1.8	2.3	2.5	2.5	2.7	2.8	2.9	2.6	25.3
<b>2020</b>	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	16.0
<b>PCT CHG.</b>	-61.7%	-62.1%	2.5%	1656.0%	388.9%	195.2%	128.8%	105.9%	94.0%	99.6%	129.0%	116.0%	58.6%

Please Note: Ridership is based on ticket sales data.

## December REVENUE

- December Total Revenue was 99.2% above '20 and -10.0% below 2021 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4	\$26.8	\$29.3	\$28.5	\$30.8	\$33.0	\$33.4	\$30.1	\$295.6
<b>2020</b>	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	\$272.5
<b>PCT CHG.</b>	-75.7%	-77.8%	-61.7%	682.1%	406.7%	189.1%	114.6%	92.1%	79.5%	86.7%	109.2%	99.2%	8.5%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	December 2021	*December 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,040,062	643,486	396,576	61.6%
NON-COMMUTATION RIDERSHIP	2,627,983	1,216,644	1,411,339	116.0%
<b>TOTAL RIDERSHIP</b>	<b>3,668,045</b>	<b>1,860,130</b>	<b>1,807,915</b>	<b>97.2%</b>

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

TICKET TYPE/SERVICE	December 2021	*December 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	9,699,840	13,999,692	(4,299,852)	-30.7%
NON-COMMUTATION RIDERSHIP	25,320,926	15,968,501	9,352,425	58.6%
<b>TOTAL RIDERSHIP</b>	<b>35,020,766</b>	<b>29,968,193</b>	<b>5,052,573</b>	<b>16.9%</b>

\* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	December 2021	December 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$7,435,544	\$4,882,460	\$2,553,084	52.3%
NON-COMMUTATION REVENUE	\$22,646,164	\$10,215,720	\$12,430,444	121.7%
<b>TOTAL REVENUE</b>	<b>\$30,081,709</b>	<b>\$15,098,180</b>	<b>\$14,983,528</b>	<b>99.2%</b>

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

REVENUE	December 2021	December 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$73,256,618	\$129,383,617	(\$56,126,999)	-43.4%
NON-COMMUTATION REVENUE	\$222,379,005	\$143,149,197	\$79,229,808	55.3%
<b>TOTAL REVENUE</b>	<b>\$295,635,624</b>	<b>\$272,532,814</b>	<b>\$23,102,809</b>	<b>8.5%</b>



# Long Island Rail Road

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## Ridership Report Highlights

### **November 2021 vs. 2020**

- Total ridership increased +105.4% compared to November 2020 (3,949,969 passengers in November 2021 vs. 1,922,674 passengers in November 2020). When compared to November 2019, total ridership decreased -45.3% (3,949,969 passengers in November 2021 vs. 7,215,882 passengers in November 2019)
- Commutation ridership increased +60.4% compared to November 2020
- Non-Commutation ridership increased +129.0% compared to November 2020

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

- Total YTD ridership is +11.5% above 2020 and +3.0% above the Mid-Year Forecast
- YTD Commutation ridership is -35.2% below 2020
- YTD Non-Commutation ridership is +53.8% above 2020

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**November 2021**

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

**EXECUTIVE SUMMARY**

**November Ridership and Revenue (millions)**

	November 2021	% Change vs. 2020
Total Rail Ridership	3.950	105.4% ▲
Commutation Ridership	1.060	60.4% ▲
Non-Commutation Ridership	2.890	129.0% ▲
Rail Revenue	\$33.4	109.2% ▲

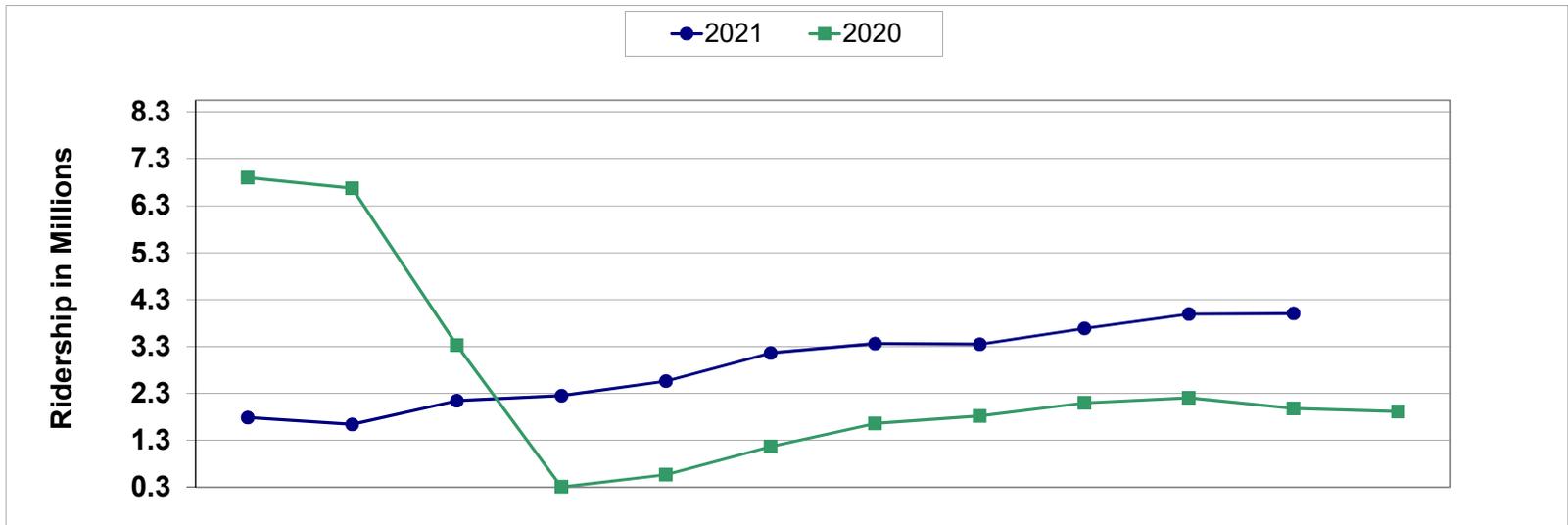
**Year-to-Date through November Prelim. Ridership and Revenue (millions)**

	November 2021	% Change vs. 2020	Comparison to Mid-Year FCST
Total Rail Ridership	31.353	11.5% ▲	3.0% ▲
Commutation Ridership	8.660	-35.2% ▼	-38.9% ▼
Non-Commutation Ridership	22.693	53.8% ▲	39.5% ▲
Rail Revenue	\$265.6	3.2% ▲	2.7% ▲

Please Note: Ridership is based on ticket sales data.

# November RIDERSHIP

- November Total Ridership was 105.4% above '20 and 4.1% above 2021 Mid-Year Forecast.

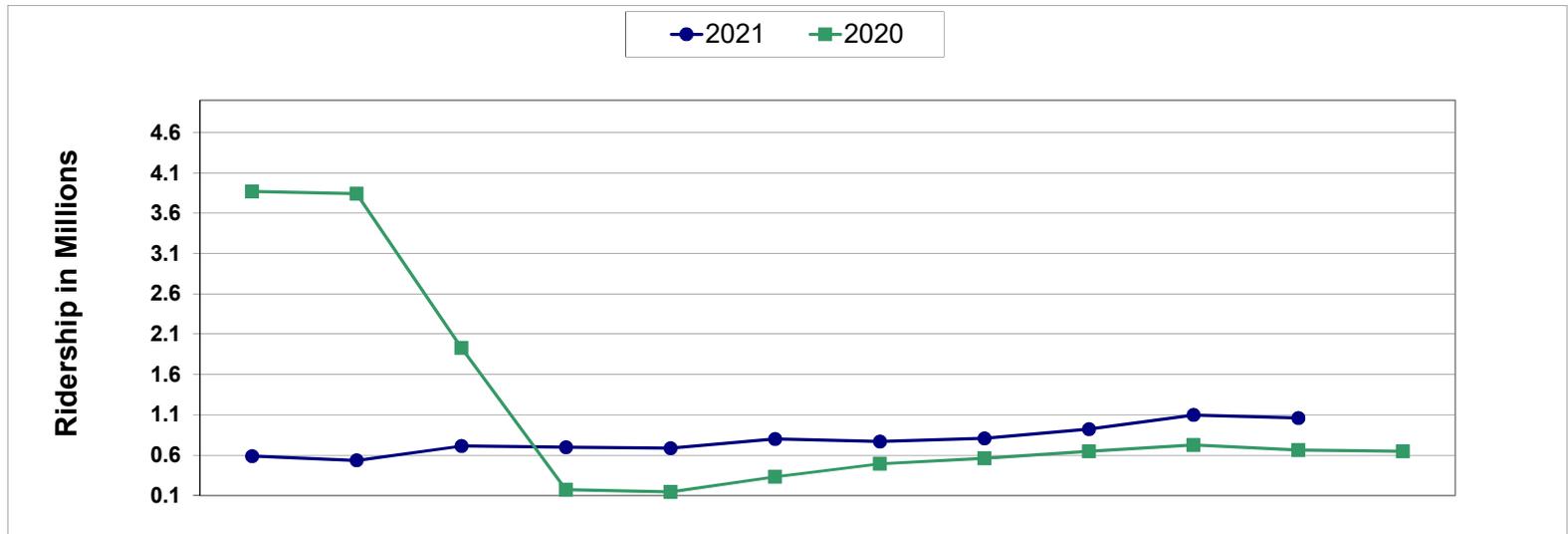


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.7	1.6	2.1	2.2	2.5	3.1	3.3	3.3	3.6	3.9	3.9		31.4
<b>2020</b>	6.8	6.6	3.3	0.3	0.5	1.1	1.6	1.8	2.0	2.1	1.9	1.9	28.1
<b>PCT CHG.</b>	-74.7%	-76.0%	-36.1%	767.5%	386.7%	179.2%	106.4%	86.5%	77.8%	83.5%	105.4%		11.5%

Please Note: Ridership is based on ticket sales data.

## November COMMUTATION RIDERSHIP

- November Commutation Ridership was 60.4% above '20 and -48.6% below 2021 Mid-Year Forecast.

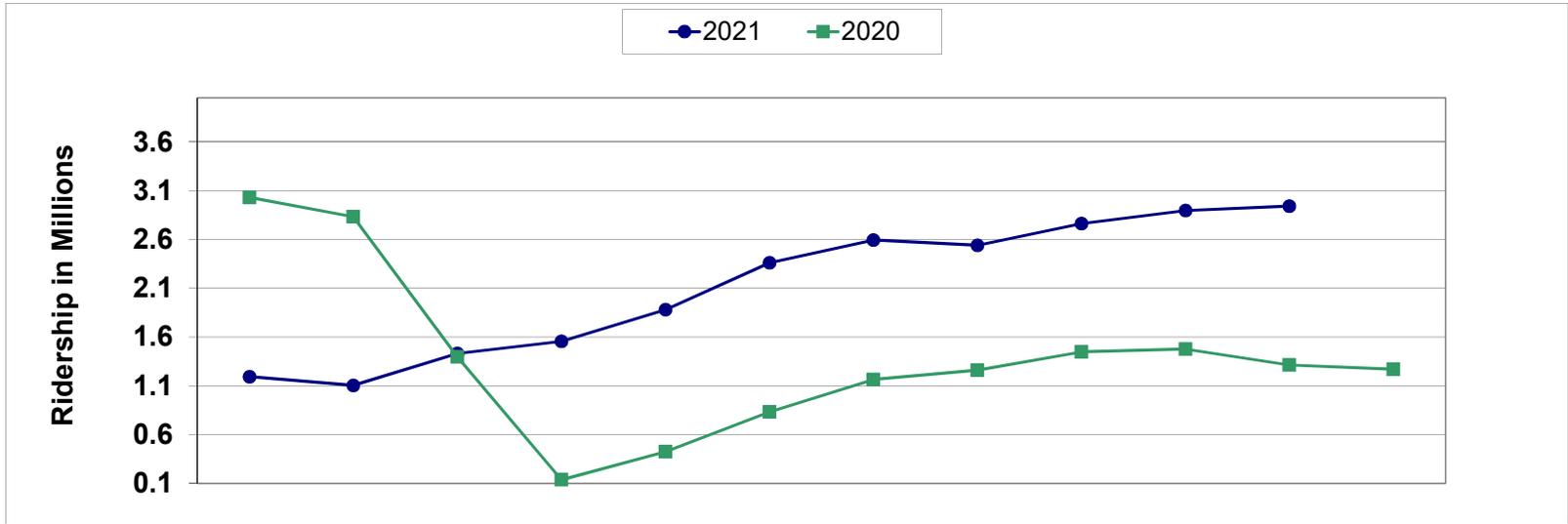


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.6	0.5	0.7	0.7	0.7	0.8	0.8	0.8	0.9	1.1	1.1		8.7
<b>2020</b>	3.9	3.8	1.9	0.2	0.1	0.3	0.5	0.6	0.6	0.7	0.7	0.6	13.4
<b>PCT CHG.</b>	-84.8%	-86.1%	-63.0%	314.3%	380.9%	141.3%	55.7%	44.4%	42.8%	51.6%	60.4%		-35.2%

Please Note: Ridership is based on ticket sales data.

## November NON-COMMUTATION RIDERSHIP

- November Non-Commutation Ridership was 129.0% above '20 and 66.6% above 2021 Mid-Year Forecast.

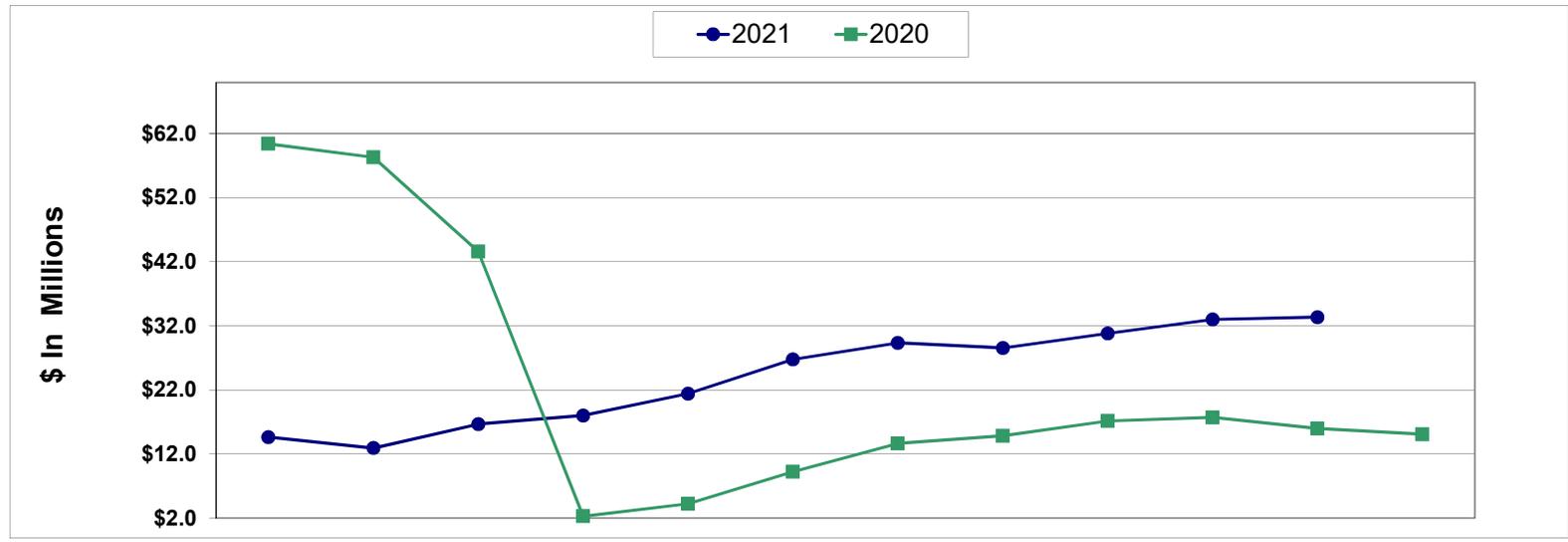


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.1	1.1	1.4	1.5	1.8	2.3	2.5	2.5	2.7	2.8	2.9		22.7
<b>2020</b>	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3	1.2	14.8
<b>PCT CHG.</b>	-61.7%	-62.1%	2.5%	1656.0%	388.9%	195.2%	128.8%	105.9%	94.0%	99.6%	129.0%		53.8%

Please Note: Ridership is based on ticket sales data.

# November REVENUE

- November Total Revenue was 109.2% above '20 and 1.2% above 2021 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4	\$26.8	\$29.3	\$28.5	\$30.8	\$33.0	\$33.4		\$265.6
<b>2020</b>	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0	\$15.1	\$257.4
<b>PCT CHG.</b>	-75.7%	-77.8%	-61.7%	682.1%	406.7%	189.1%	114.6%	92.1%	79.5%	86.7%	109.2%		3.2%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	November 2021	*November 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,059,533	660,363	399,170	60.4%
NON-COMMUTATION RIDERSHIP	2,890,436	1,262,311	1,628,125	129.0%
<b>TOTAL RIDERSHIP</b>	<b>3,949,969</b>	<b>1,922,674</b>	<b>2,027,295</b>	<b>105.4%</b>

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

TICKET TYPE/SERVICE	November 2021	*November 2020	CHANGE VS. 2020	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	8,659,778	13,356,206	(4,696,428)	-35.2%
NON-COMMUTATION RIDERSHIP	22,692,943	14,751,857	7,941,086	53.8%
<b>TOTAL RIDERSHIP</b>	<b>31,352,721</b>	<b>28,108,063</b>	<b>3,244,658</b>	<b>11.5%</b>

\* 2020 ridership numbers were adjusted using 2021 factors.

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

REVENUE	November 2021	November 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$8,210,065	\$5,342,830	\$2,867,235	53.7%
NON-COMMUTATION REVENUE	\$25,164,685	\$10,612,899	\$14,551,786	137.1%
<b>TOTAL REVENUE</b>	<b>\$33,374,750</b>	<b>\$15,955,729</b>	<b>\$17,419,021</b>	<b>109.2%</b>

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

REVENUE	November 2021	November 2020	CHANGE VS. 2020	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$65,821,074	\$124,501,157	(\$58,680,083)	-47.1%
NON-COMMUTATION REVENUE	\$199,732,841	\$132,933,477	\$66,799,364	50.3%
<b>TOTAL REVENUE</b>	<b>\$265,553,915</b>	<b>\$257,434,634</b>	<b>\$8,119,281</b>	<b>3.2%</b>

# Operations Report

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



M7 EMU



M8 EMU



Comet 5 Cab Car

## **December 2021 Highlights: Operations Report**

### **East of Hudson**

December service operated above the annual 94% OTP goal at 97.7% OTP, and YTD performance was above goal at 97.1%.

**Hudson Line** – 97.9%                      YTD: 97.4%

2 trains (0.04%) were canceled or terminated.

**Harlem Line** – 97.3%                      YTD: 97.2%

22 trains (0.43%) canceled or terminated: In December, the cancelations and terminations were primarily due to the two major incidents described below.

**New Haven Line** – 97.9%                      YTD: 96.9%

5 trains (0.07%) were canceled or terminated

**Major Incidents:** 2 major incidents caused 52 delays.

- On December 11<sup>th</sup>, high wind conditions resulted in a tree falling on a transmission pole in the vicinity of Goldens Bridge on the Harlem line; this incident led to 38 delays.
- On December 18<sup>th</sup>, a vehicle was stuck on the tracks, near Green Lane Crossing on the Harlem line; this incident led to 14 delays.

### **West of Hudson**

December service operated above the annual 94% OTP goal at 96.4% OTP, and YTD performance was slightly below goal at 93.4%.

**Pascack Valley** – 96.7%                      YTD: 94.6%

**Port Jervis** – 96.0%                      YTD: 91.7%

Nineteen trains (1.14%) were canceled or terminated on West of Hudson. Eleven of these were on the Pascack Valley Line and eight were on the Port Jervis Line. The cancellations and terminations were primarily due to equipment and train crew issues.

### **Equipment**

Fleet Availability was at 100% consist compliance for the month of December, above the goal of 99%

In November, Fleet Mean Distance Between Failures was 229,565 miles, 32% higher than the goal of 175,000 miles.

All in-service passenger cars were disinfected every 24 hours.

Performance Summary			2021 Data			2020 Data		
			Annual Goal	December	YTD thru December	December	YTD thru December	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.7%</b>	<b>97.1%</b>	<b>97.8%</b>	<b>97.9%</b>	
		AM Peak	94.0%				96.6%	
		AM Reverse Peak	94.0%				97.8%	
		PM Peak	94.0%				98.2%	
		<b>Total Peak</b>	<b>94.0%</b>				<b>97.5%</b>	
		Off Peak Weekday	94.0%	97.7%	97.0%	98.0%	97.7%	
		Weekend	94.0%	98.0%	97.5%	97.2%	98.4%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.9%</b>	<b>97.4%</b>	<b>97.9%</b>	<b>98.2%</b>
			AM Peak	94.0%				96.2%
			AM Reverse Peak	94.0%				98.2%
			PM Peak	94.0%				98.8%
			<b>Total Peak</b>	<b>94.0%</b>				<b>97.5%</b>
			Off Peak Weekday	94.0%	97.9%	97.6%	97.7%	98.2%
			Weekend	94.0%	97.8%	97.0%	98.5%	98.5%
		<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.3%</b>	<b>97.2%</b>	<b>98.7%</b>	<b>97.8%</b>
			AM Peak	94.0%				96.9%
			AM Reverse Peak	94.0%				96.8%
			PM Peak	94.0%				97.9%
			<b>Total Peak</b>	<b>94.0%</b>				<b>97.2%</b>
			Off Peak Weekday	94.0%	97.5%	97.0%	99.1%	97.5%
			Weekend	94.0%	96.9%	97.8%	97.0%	98.8%
		<b>New Haven Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.9%</b>	<b>96.9%</b>	<b>97.1%</b>	<b>97.8%</b>
			AM Peak	94.0%				96.7%
		AM Reverse Peak	94.0%				98.6%	
		PM Peak	94.0%				98.2%	
		<b>Total Peak</b>	<b>94.0%</b>				<b>97.6%</b>	
		Off Peak Weekday	94.0%	97.7%	96.6%	97.3%	97.7%	
		Weekend	94.0%	98.8%	97.6%	96.5%	98.2%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>16,619</b>	<b>167,333</b>		<b>12,689</b>	<b>163,116</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			14.0	14.6	14.0	14.3	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	80	1,200	65	844	
	<b>Trains Canceled</b>		230	5	111	10	230	
	<b>Trains Terminated</b>		230	24	158	12	167	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.8%	99.8%	99.8%	99.8%	
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>99.9%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.0%				99.2%	
		AM Reverse Peak	99.0%				100.0%	
		PM Peak	99.0%				99.8%	
		<b>Total Peak</b>	<b>99.0%</b>				<b>99.5%</b>	
		Off Peak Weekday	99.0%	100.0%	100.0%	100.0%	100.0%	
		Weekend	99.0%	100.0%	100.0%	100.0%	100.0%	
		<b>Hudson Line</b>	AM Peak	99.0%				99.7%
			PM Peak	99.0%				100.0%
		<b>Harlem Line</b>	AM Peak	99.0%				99.6%
			PM Peak	99.0%				99.7%
		<b>New Haven Line</b>	AM Peak	99.0%				98.4%
			PM Peak	99.0%				99.7%

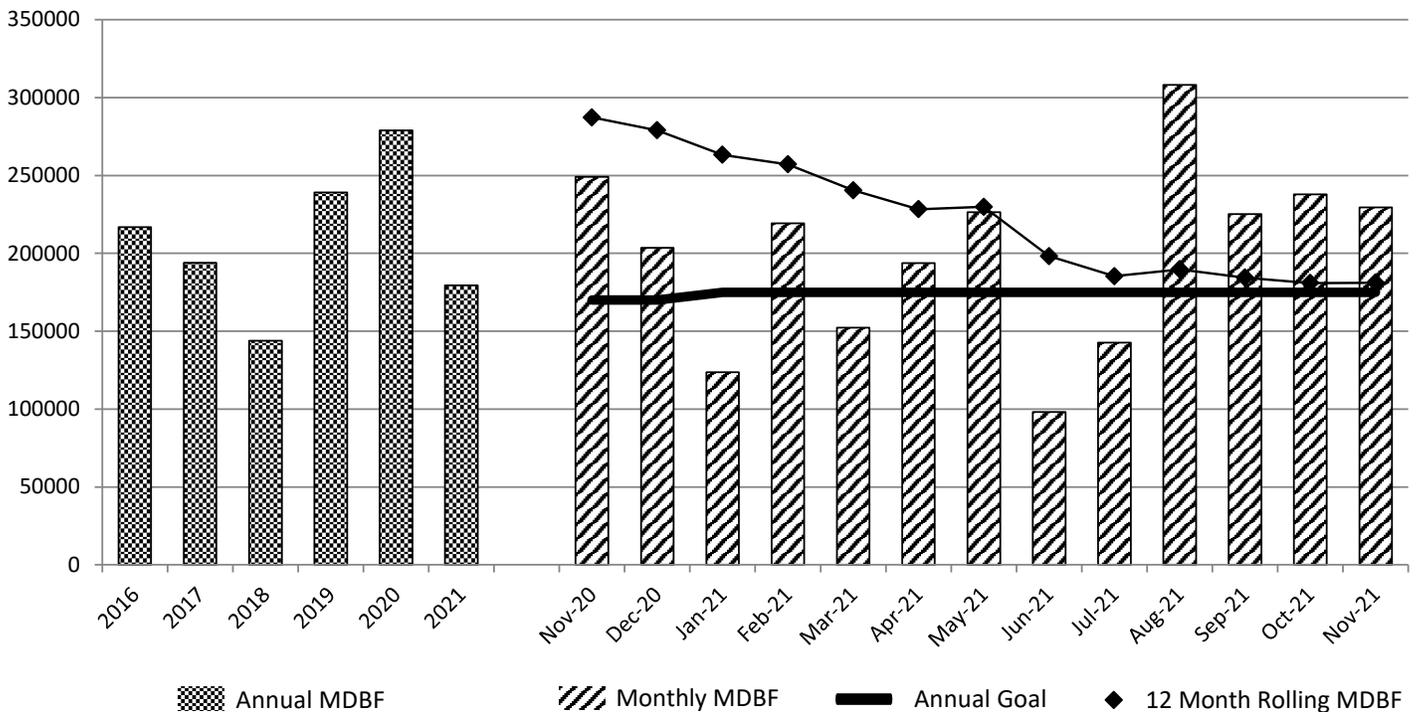
**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	November	2021 Data		2020 Data		YTD 2021 Vs 2020
			December	YTD thru December	December	YTD thru December	
<b>Engineering (Scheduled)</b>	3.5%	149	30	848	26	382	467
<b>Engineering (Unscheduled)</b>	23.5%	245	203	1,899	179	1,664	235
<b>Maintenance of Equipment</b>	26.4%	493	228	3,065	171	1,537	1,528
<b>Transportation</b>	5.5%	45	48	470	14	294	177
<b>Capital Projects</b>	1.2%	31	11	135	9	200	-65
<b>Weather and Environmental</b>	9.8%	502	84	2,295	178	1,703	592
<b>Police</b>	12.7%	933	110	2,120	68	893	1,227
<b>Customers</b>	2.6%	51	23	279	7	156	123
<b>Other</b>	14.7%	70	127	964	12	641	323
<b>3rd Party Operations</b>	0.0%	2	0	8	1	5	3
<b>TOTAL</b>	100.0%	2,520	863	12,082	663	7,474	4,608
<b>HUDSON LINE</b>	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2021 Vs 2020
Engineering (Scheduled)	2.9%	74	6	161	8	152	9
Engineering (Unscheduled)	44.2%	8	91	334	7	186	148
Maintenance of Equipment	23.8%	76	49	564	34	356	208
Transportation	2.4%	13	5	68	4	62	6
Capital Projects	4.4%	30	9	82	2	47	35
Weather and Environmental	10.2%	44	21	692	88	268	424
Police	7.3%	47	15	372	8	229	143
Customers	2.4%	4	5	51	0	48	3
Other	2.4%	4	5	116	1	152	-36
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	300	206	2,440	152	1,500	940
<b>HARLEM LINE</b>	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2021 Vs 2020
Engineering (Scheduled)	1.5%	20	4	254	0	130	124
Engineering (Unscheduled)	20.5%	104	54	573	59	556	17
Maintenance of Equipment	14.4%	178	38	563	20	439	124
Transportation	1.9%	10	5	158	3	86	72
Capital Projects	0.0%	1	0	10	6	88	-78
Weather and Environmental	14.1%	260	37	870	13	523	347
Police	16.3%	379	43	695	4	233	462
Customers	2.3%	10	6	57	0	41	16
Other	28.9%	51	76	318	0	209	109
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	1,013	263	3,498	105	2,305	1,193
<b>NEW HAVEN LINE</b>	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2021 Vs 2020
Engineering (Scheduled)	5.6%	40	19	354	4	84	270
Engineering (Unscheduled)	12.4%	112	42	820	93	895	-75
Maintenance of Equipment	34.7%	210	118	1,419	88	674	745
Transportation	8.8%	12	30	225	7	146	79
Capital Projects	0.6%	0	2	43	1	65	-22
Weather and Environmental	6.5%	145	22	643	76	912	-269
Police	15.0%	505	51	974	43	417	557
Customers	2.9%	18	10	99	5	65	34
Other	13.5%	15	46	504	11	280	224
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	1,057	340	5,081	328	3,538	1,543

	2021 Data								2020 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Nov MDBF (miles)	Primary Failure Goal	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)	12 month MDBF Rolling Avg (miles)	Nov MDBF (miles)	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)
<b>Mean Distance Between Failures</b>	M8	405	290,000	441,543	5	5	163,723	171,270	755,145	2	560,060
	M3	138	80,000	76,129	2	4	119,186	122,980	50,673	4	129,716
	M7	334	340,000	544,706	5	3	463,994	439,876	1,284,872	1	538,767
	Coach	207	210,000	458,167	5	3	331,445	311,151	1,060,952	1	386,486
	P-32	31	21,000	20,920	6	9	29,342	28,741	33,624	4	36,772
	BL-20	12	13,000	29,979	3	1	16,790	18,578	8,066	5	13,401
	<b>Fleet</b>	<b>1127</b>	<b>175,000</b>	<b>229,565</b>	<b>26</b>	<b>25</b>	<b>179,399</b>	<b>181,065</b>	<b>249,037</b>	<b>17</b>	<b>288,332</b>
	M8		290,000	441,543	5	5	163,723	171,270	755,145	2	560,060
M3/7		235,000	276,948	7	7	336,287	328,963	297,513	5	402,417	
Diesel/Coach		85,000	122,520	14	13	124,076	122,450	123,578	10	141,672	

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



**DECEMBER 2021 STANDEE REPORT**

East of Hudson			DEC 2020	YTD 2020	DEC 2021	YTD 2021
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
		<b>Total Standees</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	3	0	0
		<b>Total Standees</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	10	0	0
		<b>Total Standees</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	0
		<b>Total Standees</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

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

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

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs between Harlem-125th St. and the train's next stop outside Manhattan. 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.

<b>West of Hudson Performance Summary</b>			<b>2021 Data</b>			<b>2020 Data</b>	
			Annual Goal	December	YTD thru December	December	YTD thru December
<b>On Time Performance</b>	<b>West of Hudson</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.4%</b>	<b>93.4%</b>	<b>90.7%</b>	<b>94.4%</b>
<i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>Total</b>	AM Peak	94.0%	97.8%	94.2%	88.3%	93.6%
		PM Peak	94.0%	98.2%	95.7%	91.6%	94.7%
		<b>Total Peak</b>	<b>94.0%</b>	<b>98.0%</b>	<b>94.9%</b>	<b>89.9%</b>	<b>94.1%</b>
		Off Peak Weekday	94.0%	97.1%	92.4%	94.4%	94.4%
		Weekend	94.0%	92.7%	93.0%	84.8%	94.5%
	<b>Pascack Valley</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.7%</b>	<b>94.6%</b>	<b>93.5%</b>	<b>95.7%</b>
	<b>Line</b>	AM Peak	94.0%	98.8%	96.1%	94.6%	95.9%
		PM Peak	94.0%	99.3%	96.9%	93.9%	95.3%
		<b>Total Peak</b>	<b>94.0%</b>	<b>99.0%</b>	<b>96.5%</b>	<b>94.2%</b>	<b>95.6%</b>
		Off Peak Weekday	94.0%	97.7%	93.1%	96.0%	95.6%
		Weekend	94.0%	91.8%	94.8%	88.3%	95.8%
	<b>Port Jervis</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.0%</b>	<b>91.7%</b>	<b>87.0%</b>	<b>92.5%</b>
	<b>Line</b>	AM Peak	94.0%	96.2%	91.6%	81.0%	90.8%
		PM Peak	94.0%	96.8%	94.3%	88.9%	93.9%
		<b>Total Peak</b>	<b>94.0%</b>	<b>96.5%</b>	<b>93.0%</b>	<b>84.9%</b>	<b>92.4%</b>
		Off Peak Weekday	94.0%	96.4%	91.6%	92.4%	92.8%
		Weekend	94.0%	94.3%	89.8%	79.0%	92.2%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>1,664</b>	<b>19,701</b>	<b>1,663</b>	<b>18,152</b>
	<b>Avg. Delay per Late Train (min)</b>			17.4	21.6	20.7	21.2
	<small>excluding trains cancelled or terminated</small>						
	<b>Trains Over 15 min. Late</b>		300	19	553	62	407
	<small>excluding trains cancelled or terminated</small>						
	<b>Trains Canceled</b>		60	17	130	41	184
	<b>Trains Terminated</b>		60	2	65	5	61
	<b>Percent of Scheduled Trips Completed</b>		99.4%	98.9%	99.0%	97.2%	98.7%
<b>Consist Compliance*</b>	<b>System - AM</b>		<b>99.0%</b>	<b>92.3%</b>	<b>93.0%</b>	<b>91.5%</b>	<b>96.4%</b>
<i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>		Pascack Valley - AM	99.0%	92.6%	92.8%	92.8%	96.8%
		Port Jervis - AM	99.0%	91.9%	91.1%	90.0%	96.0%

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

Elevator Availability	2021		2020	
	December	Year to Date	December	Year to Date
Grand Central Terminal	100.00%	99.52%	97.02%	98.72%
Harlem	99.88%	99.94%	99.91%	99.70%
Hudson	99.87%	99.92%	98.85%	99.20%
New Haven	99.73%	99.90%	99.85%	98.99%
Overall Average	99.87%	99.82%	98.91%	99.15%

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

Escalator Availability	2021		2020	
	December	Year to Date	December	Year to Date
Grand Central Terminal	100.00%	99.84%	100.00%	99.94%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.92%	100.00%	99.97%

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



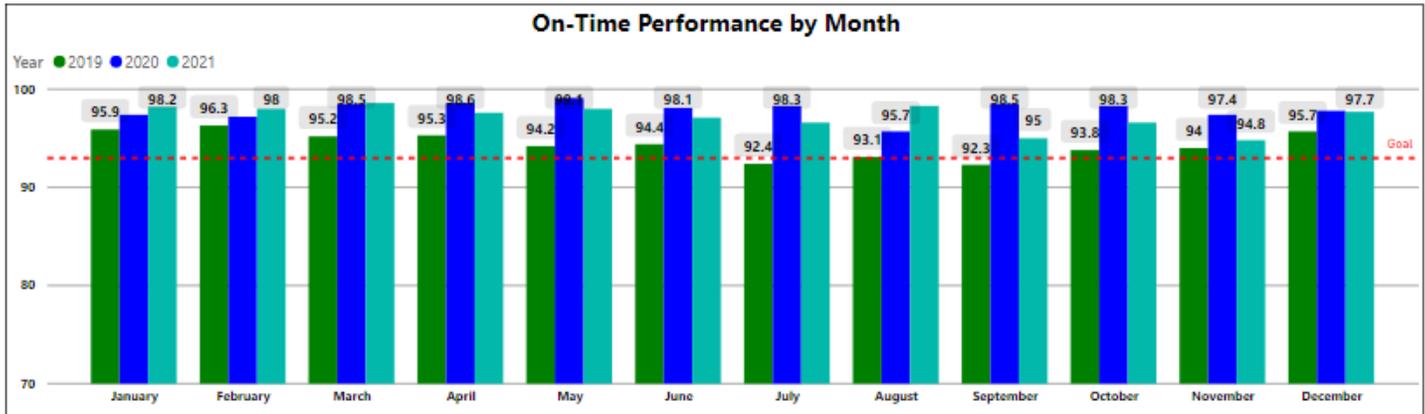
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

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

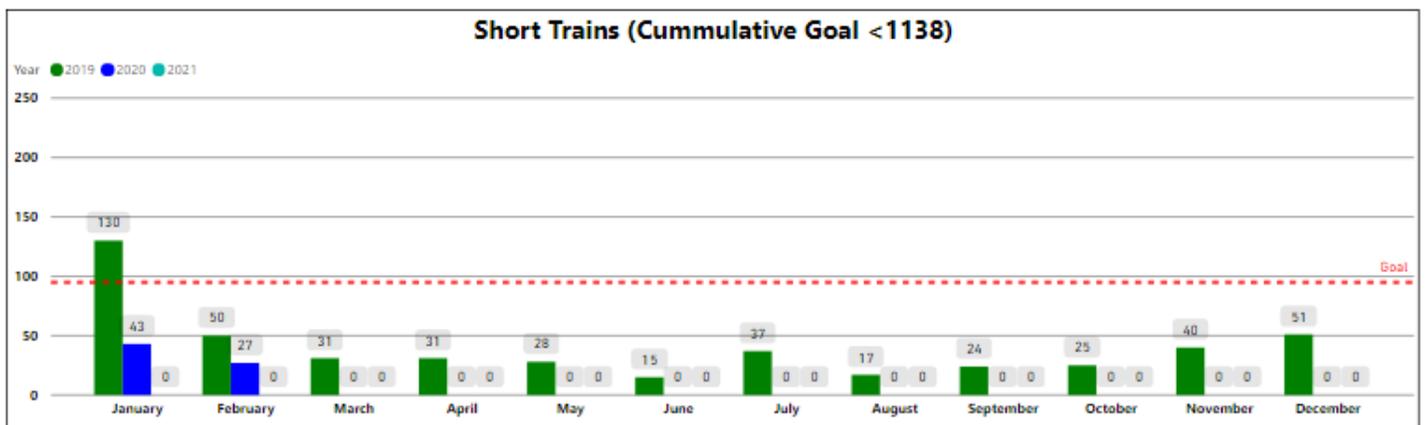
	2021		2020	
Goal	December	YTD	December	YTD
94.0%	97.7%	97.1%	97.8%	97.9%



## Short Trains

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

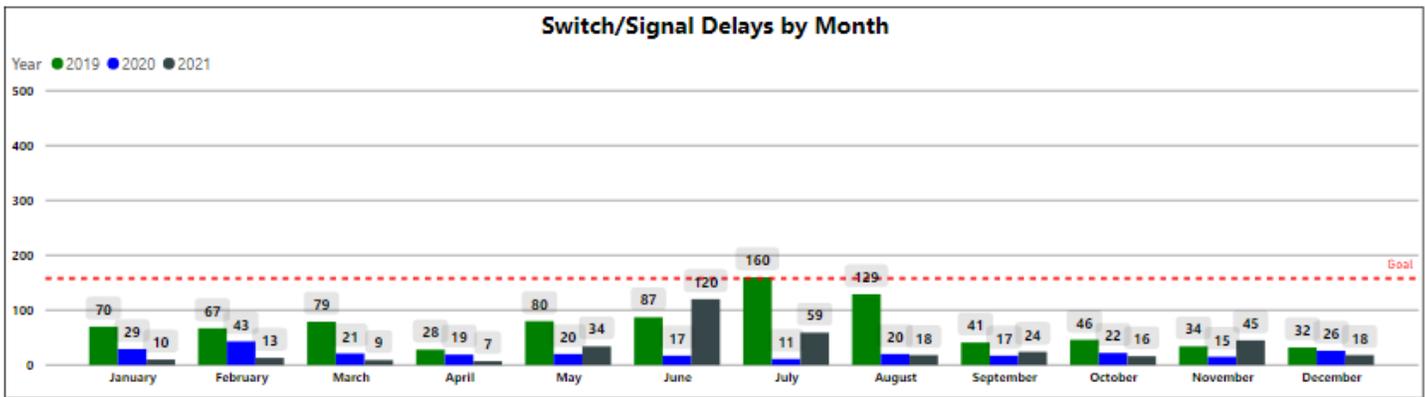
	2021		2020	
Goal	December	YTD	December	YTD
1138	0	0	0	99.2



## 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	December	YTD	December	YTD
<b>1896</b>	<b>18</b>	<b>804</b>	<b>26</b>	<b>566</b>





# Metro-North Railroad

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## Finance Report

**Steven Weiss**

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



*Irvington Station.*



# Metro-North Railroad

## December 2021 Highlights: Financial Report

The Metro-North Railroad's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the November Forecast (Forecast) and key financial performance indicators. This report presents preliminary 2021 results that are compared and are subject to change pending final year-end accounting adjustments and audit review.

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

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

- Ridership of 30.7 million was 14.5% favorable vs. 2020 and 64.5% unfavorable vs. 2019 pre-COVID levels. Ridership was 2.7% favorable vs. Forecast primarily due to higher non-commutation ridership. Consequently, farebox revenue of \$262.6 million was \$2.1 million higher than Forecast.
- Total revenue of \$287.8 million was \$352.8 million higher vs. Forecast reflecting the MNR share of the Federal CRRSSA funding.
- Total expenses of \$1,298.8 million were \$42.3 million or 3.2% favorable vs. Forecast primarily due to lower labor costs and the timing of expenses for maintenance services.

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

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

	<u>November Forecast</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
<b>Total Revenue</b>	<b>\$287.8</b>	<b>\$640.5</b>	<b>\$352.8</b>	<b>122.6%</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>1,341.1</b>	<b>1,298.8</b>	<b>42.3</b>	<b>3.2%</b>
<b>Operating Surplus/(Deficit)</b>	<b>(1,053.3)</b>	<b>(658.3)</b>	<b>395.0</b>	<b>37.5%</b>
<i>Other Non-Cash Liabilities</i>	<i>370.0</i>	<i>282.7</i>	<i>87.2</i>	<i>23.6%</i>
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	<b>(1,423.3)</b>	<b>(941.0)</b>	<b>482.3</b>	<b>33.9%</b>
<i>Cash Adjustments</i>	<i>250.1</i>	<i>190.4</i>	<i>(59.7)</i>	<i>-23.9%</i>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,173.2)</b>	<b>(\$750.6)</b>	<b>\$422.6</b>	<b>36.0%</b>

### **Steven Weiss**

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

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

December 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$941.0 million was \$482.3 million or 33.9% favorable vs. the Forecast.

Major drivers of the December 2021 YTD favorable result of \$482.3 million include higher Non-Reimbursable Revenues of \$352.8 million primarily due to the MNR share of the Federal CRRSSA funding. Non-Reimbursable Expenses were favorable by \$129.5 million primarily due to lower non-cash liability adjustments, lower labor costs as well as the timing of expenses for maintenance services. December 2021 YTD Reimbursable Expenses of \$242.9 million were \$63.7 million favorable vs. the Forecast due to the scheduling and timing of several projects.

### **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$2.1 million higher vs. the Forecast primarily due to higher East of Hudson non-commutation ridership.
  - YTD Ridership of 30.7 million was 2.7% favorable vs. the Forecast, 14.5% favorable vs 2020 and 64.5% unfavorable vs. pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$350.7 million favorable vs. the Forecast primarily due to the MNR share of the Federal CRRSSA funding.
- **Capital and Other Reimbursements** – YTD was \$63.7 million or 20.8% unfavorable vs. the Forecast primarily due to the scheduling and timing changes of several projects.

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

**Total Expenses** – YTD expenses of \$1,824.5 million were \$193.2 million or 9.6% favorable vs. the Forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$1,126.1 million YTD were \$34.7 million favorable vs. the Forecast.

- **Payroll** – YTD was \$8.8 million favorable vs. the Forecast primarily due to lower train and engine crew payments as well as the timing of the hiring of vacant positions and higher attrition due to retirements and resignations.
- **Overtime** – YTD was \$11.5 million favorable vs. the Forecast primarily due to revised crew needs in Transportation.

**Non-Labor Expenses** of \$415.7 million YTD were \$71.3 million favorable vs. the Forecast.

- **Electric Power** – YTD results were \$0.3 million favorable vs. the Forecast primarily due to lower usage partially offset by higher rates.
- **Fuel** – YTD expenses were \$1.6 million favorable vs. the Forecast primarily due to lower rates.
- **Maintenance & Other Operating Contracts** – YTD was \$25.2 million favorable vs. the Forecast due to the timing of Non-Reimbursable expenses for BL-20 Locomotive Overhauls, infrastructure maintenance, miscellaneous maintenance and operating contracts, lower MTA Police Allocations as well as the timing of Reimbursable project activity.
- **Professional Services** – YTD was \$23.1 million favorable vs. the Forecast due to the timing of Reimbursable project activity and Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$20.8 million favorable vs. the Forecast due to lower Reimbursable project activity and the timing of rolling stock maintenance events as well as lower rolling stock material usage.
- **Other Business Expenses** – YTD was \$0.3 million unfavorable vs. the Forecast primarily due to higher subsidy payments to New Jersey Transit.

**Depreciation and Other Non-Cash Liability Adjustments** – YTD were \$87.2 million favorable vs. Forecast.

**CASH DEFICIT SUMMARY**

December YTD Net Cash Deficit of \$750.6 million was \$422.6 million or 36.0% favorable to the Forecast primarily due to the MNR share of the Federal CRRSSA funding and the timing of expenditures for several categories.

**FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 23.2% was 0.6 percentage points favorable vs. the Forecast.
- Adjusted Cost per Passenger of \$40.72 was \$2.85 favorable vs. the Forecast.
- Revenue per Passenger of \$8.55 was \$0.16 unfavorable vs. the Forecast.

**MTA METRO NORTH RAILROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-A

<b>NON-REIMBURSABLE</b>
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	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$211.074	\$260.522	\$262.632	\$51.559	24.4	\$2.110	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	46.169	27.238	377.904	331.734	*	350.665	*
<i>Capital &amp; Other Reimbursements:</i>							
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$257.243</b>	<b>\$287.760</b>	<b>\$640.536</b>	<b>\$383.293</b>	<b>*</b>	<b>\$352.776</b>	<b>*</b>
<b>Expenses</b>							
<i>Labor:</i>							
Payroll	\$522.365	\$536.460	\$527.934	(\$5.569)	(1.1)	\$8.526	1.6
Overtime	85.171	86.613	82.248	2.923	3.4	4.364	5.0
Health and Welfare	105.030	111.506	101.158	3.872	3.7	10.348	9.3
OPEB Current Payment	37.000	40.000	41.774	(4.774)	(12.9)	(1.774)	(4.4)
Pensions	120.945	125.945	128.839	(7.893)	(6.5)	(2.894)	(2.3)
Other Fringe Benefits	123.213	129.647	122.414	0.799	0.6	7.233	5.6
Reimbursable Overhead	(73.098)	(60.117)	(58.731)	(14.367)	(19.7)	(1.387)	(2.3)
<b>Total Labor</b>	<b>\$920.626</b>	<b>\$970.054</b>	<b>\$945.637</b>	<b>(\$25.010)</b>	<b>(2.7)</b>	<b>\$24.417</b>	<b>2.5</b>
<i>Non-Labor:</i>							
Electric Power	\$52.091	\$59.301	\$58.886	(\$6.795)	(13.0)	\$0.415	0.7
Fuel	15.235	19.531	17.916	(\$2.681)	(17.6)	\$1.615	8.3
Insurance	20.716	17.586	17.390	\$3.325	16.1	\$0.196	1.1
Claims	1.000	1.500	1.331	(\$0.331)	(33.1)	\$0.169	11.3
Paratransit Service Contracts	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	118.498	119.876	106.794	\$11.704	9.9	\$13.082	10.9
Professional Service Contracts	42.426	34.639	33.566	\$8.860	20.9	\$1.073	3.1
Materials & Supplies	105.257	98.473	96.970	\$8.288	7.9	\$1.503	1.5
Other Business Expenses	16.433	20.107	20.322	(\$3.889)	(23.7)	(\$0.215)	(1.1)
<b>Total Non-Labor</b>	<b>\$371.657</b>	<b>\$371.014</b>	<b>\$353.176</b>	<b>\$18.480</b>	<b>5.0</b>	<b>\$17.838</b>	<b>4.8</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$1,292.283</b>	<b>\$1,341.068</b>	<b>\$1,298.813</b>	<b>(\$6.530)</b>	<b>(0.5)</b>	<b>\$42.255</b>	<b>3.2</b>
Depreciation	\$246.507	\$283.097	\$282.317	(\$35.811)	(14.5)	\$0.780	0.3
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	2.270	12.758	1.521	0.749	33.0	11.237	88.1
Environmental Remediation	4.000	4.000	(0.230)	4.230	*	4.230	*
GASB75 Adjustment	69.657	70.140	(0.861)	70.518	*	71.000	*
<b>Total Expenses</b>	<b>\$1,614.717</b>	<b>\$1,711.063</b>	<b>\$1,581.560</b>	<b>\$33.156</b>	<b>2.1</b>	<b>\$129.502</b>	<b>7.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,357.474)</b>	<b>(\$1,423.302)</b>	<b>(\$941.025)</b>	<b>\$416.449</b>	<b>30.7</b>	<b>\$482.278</b>	<b>33.9</b>
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$283.097	\$282.317	\$35.811	14.5	(\$0.780)	(0.3)
Operating/Capital	(72.513)	(43.320)	(32.396)	40.117	55.3	10.924	25.2
Other Cash Adjustments	67.892	10.327	(59.483)	(127.375)	*	(69.810)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$241.886</b>	<b>\$250.104</b>	<b>\$190.439</b>	<b>(\$51.447)</b>	<b>(21.3)</b>	<b>(\$59.665)</b>	<b>(23.9)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,115.588)</b>	<b>(\$1,173.198)</b>	<b>(\$750.586)</b>	<b>\$365.002</b>	<b>32.7</b>	<b>\$422.612</b>	<b>36.0</b>

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

**MTA METRO NORTH RAILROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-B

<b>REIMBURSABLE</b>
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	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
<i>Capital &amp; Other Reimbursements:</i>							
MTA	138.003	135.700	118.921	(19.082)	(13.8)	(16.779)	(12.4)
CDOT	150.791	159.335	110.982	(39.809)	(26.4)	(48.353)	(30.3)
Other	13.569	11.623	13.027	(0.542)	(4.0)	1.404	12.1
Total Capital and Other Reimbursements	302.363	306.658	242.930	(59.434)	(19.7)	(63.728)	(20.8)
<b>Total Revenue</b>	<b>\$302.363</b>	<b>\$306.658</b>	<b>\$242.930</b>	<b>(\$59.434)</b>	<b>(19.7)</b>	<b>(\$63.728)</b>	<b>(20.8)</b>
<b>Expenses</b>							
<i>Labor:</i>							
Payroll	\$53.565	\$49.124	\$48.859	\$4.706	8.8	\$0.264	0.5
Overtime	29.757	35.103	27.923	1.834	6.2	7.180	20.5
Health and Welfare	18.600	17.728	16.640	1.961	10.5	1.088	6.1
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	14.709	14.987	14.582	0.127	0.9	0.405	2.7
Other Fringe Benefits	13.990	14.332	13.429	0.561	4.0	0.902	6.3
Reimbursable Overhead	70.720	59.415	58.983	11.738	16.6	0.432	0.7
<b>Total Labor</b>	<b>\$201.342</b>	<b>\$190.688</b>	<b>\$180.416</b>	<b>\$20.926</b>	<b>10.4</b>	<b>\$10.272</b>	<b>5.4</b>
<i>Non-Labor:</i>							
Electric Power	\$0.000	\$0.261	\$0.341	(\$0.341)	-	(\$0.080)	(30.6)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	2.222	2.010	(2.010)	-	0.212	9.5
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	10.059	26.458	14.367	(4.308)	(42.8)	12.091	45.7
Professional Service Contracts	31.174	35.171	13.163	18.010	57.8	22.007	62.6
Materials & Supplies	59.397	51.737	32.432	26.964	45.4	19.305	37.3
Other Business Expenses	0.391	0.122	0.200	0.191	48.9	(0.079)	(64.6)
<b>Total Non-Labor</b>	<b>\$101.021</b>	<b>\$115.970</b>	<b>\$62.514</b>	<b>\$38.507</b>	<b>38.1</b>	<b>\$53.456</b>	<b>46.1</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$302.363</b>	<b>\$306.658</b>	<b>\$242.930</b>	<b>\$59.434</b>	<b>19.7</b>	<b>\$63.728</b>	<b>20.8</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB75 Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$302.363</b>	<b>\$306.658</b>	<b>\$242.930</b>	<b>\$59.434</b>	<b>19.7</b>	<b>\$63.728</b>	<b>20.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

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

**MTA METRO NORTH RAILROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE I-C

<b>NON-REIMBURSABLE/ REIMBURSABLE</b>
---

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$211.074	\$260.522	\$262.632	\$51.559	24.4	\$2.110	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	46.169	27.238	377.904	331.734	*	350.665	*
<i>Capital &amp; Other Reimbursements:</i>							
MTA	138.003	135.700	118.921	(19.082)	(13.8)	(16.779)	(12.4)
CDOT	150.791	159.335	110.982	(39.809)	(26.4)	(48.353)	(30.3)
Other	13.569	11.623	13.027	(0.542)	(4.0)	1.404	12.1
Total Capital and Other Reimbursements	302.363	306.658	242.930	(59.434)	(19.7)	(63.728)	(20.8)
<b>Total Revenue</b>	<b>\$559.606</b>	<b>\$594.418</b>	<b>\$883.466</b>	<b>\$323.859</b>	<b>57.9</b>	<b>\$289.048</b>	<b>48.6</b>
<b>Expenses</b>							
<i>Labor:</i>							
Payroll	\$575.930	\$585.584	\$576.794	(\$0.863)	(0.1)	\$8.790	1.5
Overtime	114.928	121.716	110.171	4.757	4.1	11.544	9.5
Health and Welfare	123.630	129.234	117.797	5.833	4.7	11.436	8.8
OPEB Current Payment	37.000	40.000	41.774	(4.774)	(12.9)	(1.774)	(4.4)
Pensions	135.655	140.932	143.421	(7.766)	(5.7)	(2.489)	(1.8)
Other Fringe Benefits	137.203	143.979	135.844	1.360	1.0	8.135	5.7
Reimbursable Overhead	(2.378)	(0.702)	0.252	(2.630)	*	(0.954)	*
<b>Total Labor</b>	<b>\$1,121.969</b>	<b>\$1,160.742</b>	<b>\$1,126.053</b>	<b>(\$4.084)</b>	<b>(0.4)</b>	<b>\$34.689</b>	<b>3.0</b>
<i>Non-Labor:</i>							
Electric Power	\$52.091	\$59.562	\$59.227	(\$7.136)	(13.7)	\$0.335	0.6
Fuel	15.235	19.531	17.916	(2.681)	(17.6)	1.615	8.3
Insurance	20.716	19.808	19.401	1.315	6.3	0.407	2.1
Claims	1.000	1.500	1.331	(0.331)	(33.1)	0.169	11.3
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	128.557	146.334	121.161	7.396	5.8	25.173	17.2
Professional Service Contracts	73.600	69.810	46.729	26.871	36.5	23.080	33.1
Materials & Supplies	164.654	150.210	129.402	35.252	21.4	20.808	13.9
Other Business Expenses	16.824	20.229	20.522	(3.698)	(22.0)	(0.293)	(1.5)
<b>Total Non-Labor</b>	<b>\$472.678</b>	<b>\$486.984</b>	<b>\$415.690</b>	<b>\$56.988</b>	<b>12.1</b>	<b>\$71.294</b>	<b>14.6</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$1,594.646</b>	<b>\$1,647.726</b>	<b>\$1,541.743</b>	<b>\$52.903</b>	<b>3.3</b>	<b>\$105.983</b>	<b>6.4</b>
Depreciation	\$246.507	\$283.097	\$282.317	(\$35.811)	(14.5)	\$0.780	0.3
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	2.270	12.758	1.521	0.749	33.0	11.237	88.1
Environmental Remediation	4.000	4.000	(0.230)	4.230	*	4.230	*
GASB75 Adjustment	69.657	70.140	(0.861)	70.518	*	71.000	*
<b>Total Expenses</b>	<b>\$1,917.080</b>	<b>\$2,017.720</b>	<b>\$1,824.490</b>	<b>\$92.590</b>	<b>4.8</b>	<b>\$193.230</b>	<b>9.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,357.474)</b>	<b>(\$1,423.302)</b>	<b>(\$941.025)</b>	<b>\$416.449</b>	<b>30.7</b>	<b>\$482.278</b>	<b>33.9</b>
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$283.097	\$282.317	\$35.811	14.5	(\$0.780)	(0.3)
Operating/Capital	(72.513)	(43.320)	(32.396)	40.117	55.3	10.924	25.2
Other Cash Adjustments	67.892	10.327	(59.483)	(127.375)	*	(69.810)	*
<b>Total Cash Conversion Adjustments</b>	<b>241.886</b>	<b>250.104</b>	<b>190.439</b>	<b>(\$51.447)</b>	<b>(21.3)</b>	<b>(\$59.665)</b>	<b>(23.9)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,115.588)</b>	<b>(\$1,173.198)</b>	<b>(\$750.586)</b>	<b>\$365.002</b>	<b>32.7</b>	<b>\$422.612</b>	<b>36.0</b>

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

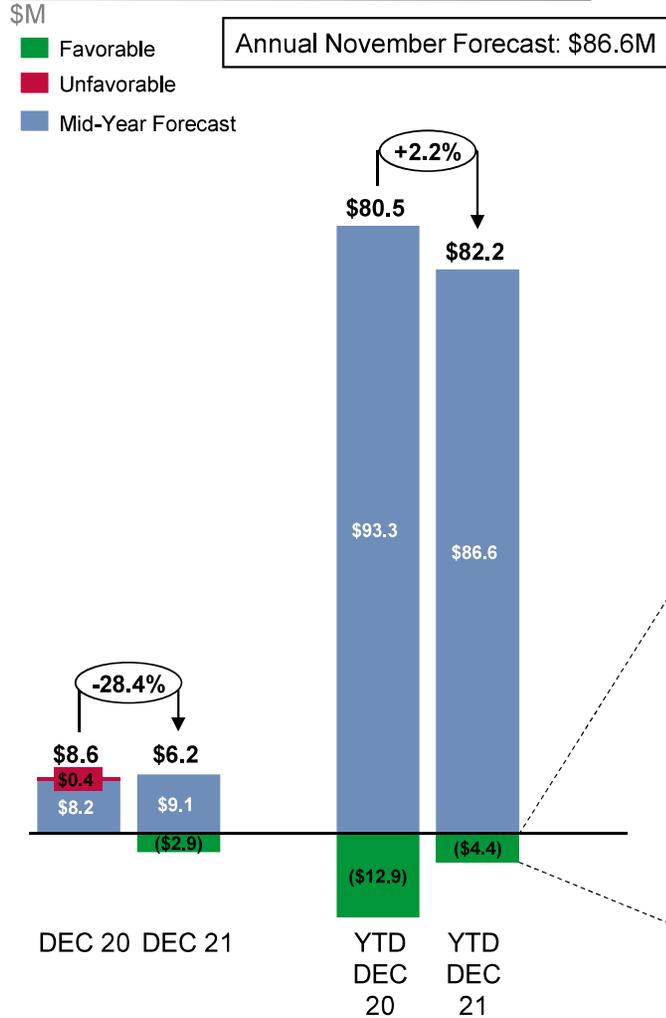
**MTA METRO-NORTH RAILROAD**  
**2021 NOVEMBER FORECAST VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance		Reason for Variance
		Fav (Unfav)		
		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$350.665	*	Higher due to Federal CRRSAA funding.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$63.728)	(20.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
OVERTIME	Non-Reimb	\$4.364	5.0%	See overtime graphs.
	Reimb	\$7.180	20.5%	See overtime graphs.
HEALTH AND WELFARE	Non-Reimb	\$10.348	9.3%	Reflects lower than forecasted rates and labor costs.
	Reimb	\$1.088	6.1%	Reflects timing of project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$1.774)	(4.4%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.
OTHER FRINGE BENEFITS	Non-Reimb	\$7.233	5.6%	Primarily reflects a lower employee claim provision and labor costs than forecasted partially offset by higher rates.
	Reimb	\$0.902	6.3%	Reflects timing of project activity.
FUEL	Non-Reimb	\$1.615	8.3%	Primarily lower than forecasted revenue fuel rates.
INSURANCE	Reimb	\$0.212	9.5%	Reflects timing of project activity.
CLAIMS	Non-Reimb	\$0.169	11.3%	Reflects a lower passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$13.082	10.9%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, and miscellaneous maintenance and operating contracts as well as lower MTA Police Allocations.
	Reimb	\$12.091	45.7%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.073	3.1%	Lower than anticipated consulting and engineering services.
	Reimb	\$22.007	62.6%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Reimb	\$19.305	37.3%	Reflects timing of project activity.
OTHER BUSINESS EXPENSES	Reimb	(\$0.079)	(64.6%)	Reflects timing of project activity.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$11.237	88.1%	Pension expenses will be further adjusted pending the year-end Actuarial Valuation report.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$4.230	*	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$71.000	*	GASB75 Adjustment will be further adjusted pending the year-end valuation report.
OPERATING CAPITAL	Non-Reimb	\$10.924	25.2%	Reflects timing of project activity.

\* Variance exceeds 100%.

# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

## December 2021 and YTD November Forecast vs. variance

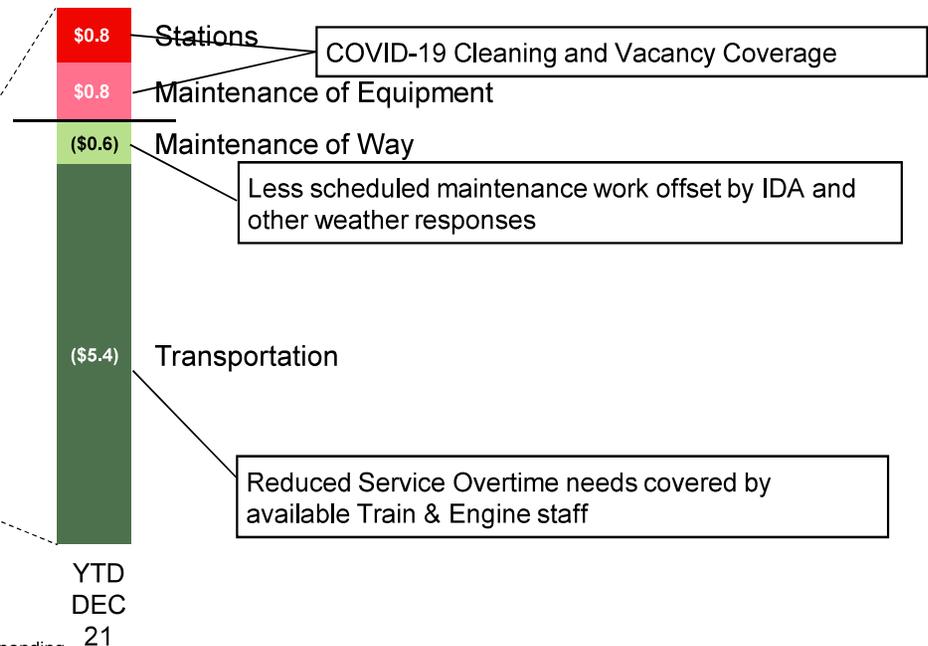


## Overview

- Overall increase of \$1.8M or 2.2% compared to YTD December 2020
- 5.0% below 2021 November Forecast
- Transportation Reduced Service Overtime offset by COVID Cleaning and Required Vacancy Coverage
- Connecticut paid \$21.2M of total \$82.2M; Connecticut's share of YTD Variance is favorable \$1.9M of the favorable \$4.4M

## YTD variance by division

(\$4.4M), (5.0%)



Source: 2021 November Forecast. General Ledger actuals for actual overtime spending.

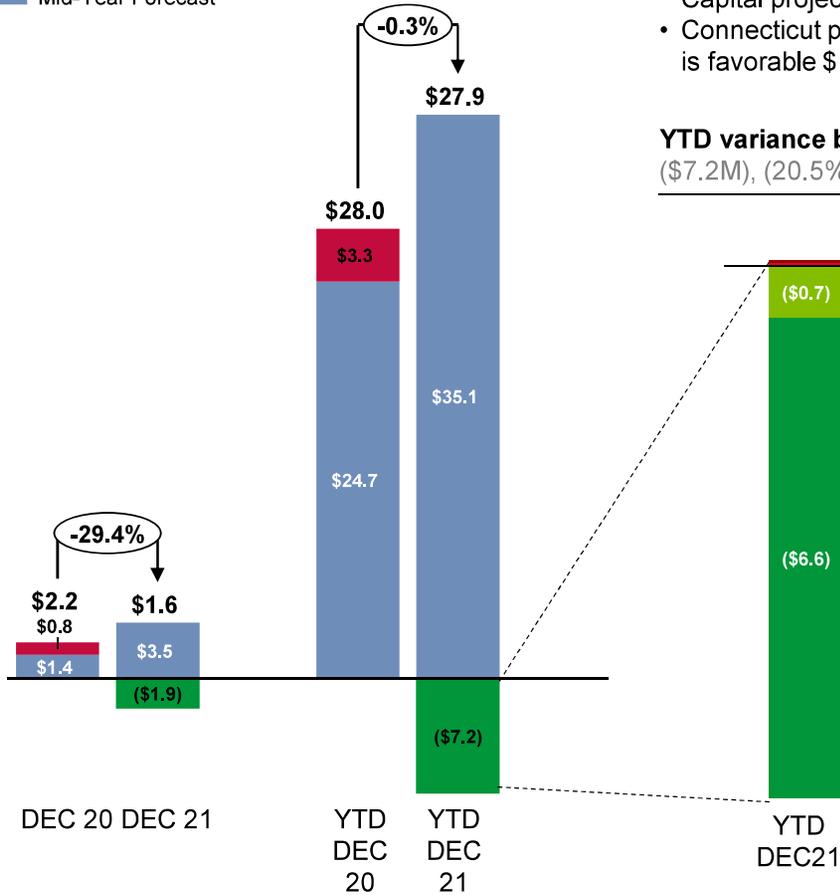
# METRO-NORTH RAILROAD –Reimbursable Overtime Variance

## December 2021 and YTD November Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Annual November Forecast: \$35.1M



## Overview

- Overall decrease of \$0.1M or 0.3% compared to YTD December 2020
- 20.5% below 2021 November Forecast
- Main cause for favorable variance is less than planned work on MTA and CT Capital projects
- Connecticut paid \$9.9M of total \$27.9M; Connecticut's share of YTD Variance is favorable \$1.2M of the favorable \$7.2M

## YTD variance by division

(\$7.2M), (20.5%)

Maintenance of Equipment  
Maintenance of Way

Transportation

Various MTA & CT Reimbursable projects

- Track Programs
- Signal Programs

Source: 2021 November Forecast. General Ledger actuals for actual overtime spending.

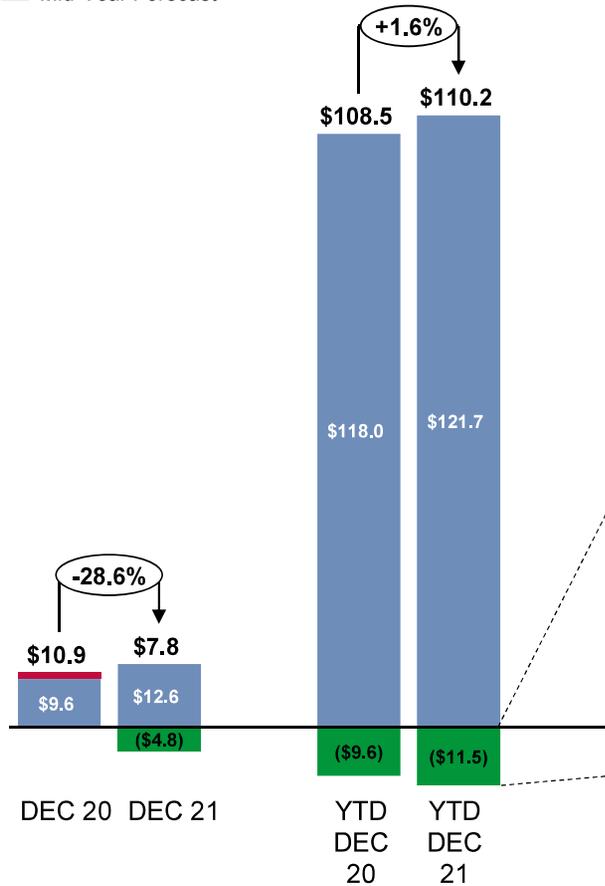
# METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

**December 2021 and YTD November Forecast vs. variance**

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Annual November Forecast: \$121.7M

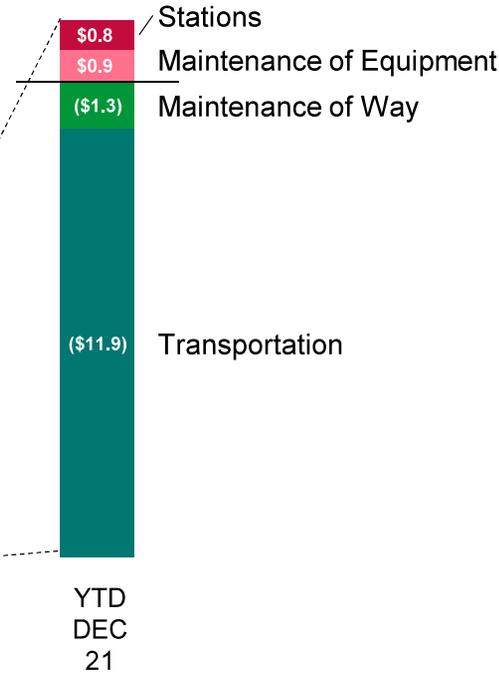


## Overview

- Overall decrease of \$1.7M or 1.6% compared to YTD December 2020
- 9.5% below 2021 November Forecast
- Transportation Reduced Service needs and lower Reimbursable Project activity in Transportation and Maintenance of Way offset by COVID Cleaning and Required Vacancy Coverage
- Connecticut paid \$31.0M of total \$110.2M; Connecticut's share of YTD Variance is a favorable \$3.1M of the overall favorable \$11.5M

## YTD variance by division

(\$11.5M), (9.5%)



Source: 2021 November Forecast. General Ledger actuals for actual overtime spending.

**MTA METRO NORTH RAILROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE III

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$205.340	\$254.758	\$253.679	\$48.339	23.5	(\$1.079)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	80.742	57.018	357.484	276.742	*	300.466	*
<i>Capital &amp; Other Reimbursements:</i>							
MTA	142.040	135.700	119.542	(22.498)	(15.8)	(16.158)	(11.9)
CDOT	150.791	159.335	123.096	(27.695)	(18.4)	(36.239)	(22.7)
Other	13.569	11.623	10.994	(2.575)	(19.0)	(0.629)	(5.4)
Total Capital and Other Reimbursements	306.400	306.658	253.632	(52.768)	(17.2)	(53.026)	(17.3)
<b>Total Receipts</b>	<b>\$592.482</b>	<b>\$618.433</b>	<b>\$864.795</b>	<b>\$272.313</b>	<b>46.0</b>	<b>\$246.362</b>	<b>39.8</b>
<b>Expenditures</b>							
<i>Labor:</i>							
Payroll	\$579.400	\$587.907	\$556.604	\$22.796	3.9	\$31.303	5.3
Overtime	117.000	124.806	111.346	5.654	4.8	13.460	10.8
Health and Welfare	135.801	140.931	138.837	(3.035)	(2.2)	2.094	1.5
OPEB Current Payment	37.000	40.000	42.093	(5.093)	(13.8)	(2.093)	(5.2)
Pensions	135.710	142.367	141.802	(6.092)	(4.5)	0.565	0.4
Other Fringe Benefits	134.187	202.095	197.275	(63.088)	(47.0)	4.820	2.4
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	(0.000)	0.000	0.000	100.0	(0.000)	(100.0)
<b>Total Labor</b>	<b>\$1,139.098</b>	<b>\$1,238.105</b>	<b>\$1,187.957</b>	<b>(\$48.859)</b>	<b>(4.3)</b>	<b>\$50.148</b>	<b>4.1</b>
<i>Non-Labor:</i>							
Electric Power	\$54.017	\$62.788	\$61.832	(\$7.815)	(14.5)	\$0.956	1.5
Fuel	\$14.726	\$19.531	\$17.044	(2.318)	(15.7)	2.487	12.7
Insurance	\$21.397	\$21.377	\$9.888	11.509	53.8	11.489	53.7
Claims	\$3.266	\$2.568	\$3.695	(0.429)	(13.2)	(1.127)	(43.9)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	167.555	156.183	128.876	38.679	23.1	27.307	17.5
Professional Service Contracts	81.517	75.208	30.837	50.680	62.2	44.371	59.0
Materials & Supplies	178.558	167.706	124.279	54.279	30.4	43.427	25.9
Other Business Expenditures	47.936	48.166	50.973	(3.037)	(6.3)	(2.807)	(5.8)
<b>Total Non-Labor</b>	<b>\$568.972</b>	<b>\$553.526</b>	<b>\$427.424</b>	<b>\$141.548</b>	<b>24.9</b>	<b>\$126.102</b>	<b>22.8</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$1,708.070</b>	<b>\$1,791.632</b>	<b>\$1,615.381</b>	<b>\$92.689</b>	<b>5.4</b>	<b>\$176.251</b>	<b>9.8</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,115.588)</b>	<b>(\$1,173.198)</b>	<b>(\$750.586)</b>	<b>\$365.002</b>	<b>32.7</b>	<b>\$422.612</b>	<b>36.0</b>
<b>Subsidies</b>							
MTA	\$826.979	\$865.183	\$578.496	(\$248.483)	(30.0)	(\$286.687)	(33.1)
CDOT	288.609	308.015	312.782	24.173	8.4	4.767	1.5
<b>Total Subsidies</b>	<b>\$1,115.588</b>	<b>\$1,173.198</b>	<b>\$891.278</b>	<b>(\$224.310)</b>	<b>(20.1)</b>	<b>(\$281.920)</b>	<b>(24.0)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>0.000</b>	<b>0.000</b>	<b>(18.640)</b>	<b>(18.640)</b>	<b>-</b>	<b>(18.640)</b>	<b>(100.0)</b>

**Notes:**

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

**MTA METRO-NORTH RAILROAD**  
**2021 NOVEMBER FORECAST vs. ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
**EXPLANATION OF VARIANCE BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2021 vs. 2021 November Forecast		Reason for Variance
	Variance Fav (Unfav)		
	\$	%	
OTHER OPERATING REVENUE	300.466	*	Primarily reflects Federal CRRSAA funding.
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	(16.158)	(11.9%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
CDOT	(36.239)	(22.7%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	(0.629)	(5.4%)	Primarily reflects lower cash receipts partially offset by higher reimbursable related project activity than forecasted.
PAYROLL	31.303	5.3%	Primarily reflects the timing of pay periods, RWA payments and the remittance payments for the employee portion of withheld income taxes partially offset by inter-agency payroll.
OVERTIME	13.460	10.8%	Primarily reflects lower project activity combined with revised train & engine crew requirements.
OPEB CURRENT PAYMENT	(2.093)	(5.2%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.
FUEL	2.487	12.7%	Primarily reflects lower revenue fuel rates than forecasted combined with timing of payments.
INSURANCE	11.489	53.7%	Primarily reflects the timing of insurance premium payments.
CLAIMS	(1.127)	(43.9%)	Reflects higher than forecasted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	27.307	17.5%	Primarily reflects the timing of payments for MTA Police and Real Estate Management Services, timing of project activity and expenses for the BL-20 locomotive overhaul as well as the timing of infrastructure maintenance and miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	44.371	59.0%	Reflects lower than anticipated consulting and engineering services as well as the timing of project activity.
MATERIALS & SUPPLIES	43.427	25.9%	Primarily reflects the timing of rolling stock maintenance events as well as lower rolling stock and infrastructure material usage.
OTHER BUSINESS EXPENSES	(2.807)	(5.8%)	Primarily reflects higher payments for miscellaneous expenses.
MTA SUBSIDY RECEIPTS	(286.687)	(33.1%)	Primarily reflects lower cash deficit partially offset by available cash balance and lower CDOT subsidy than forecasted.
CDOT SUBSIDY RECEIPTS	4.767	1.5%	Primarily reflects receipt of payment for Inventory Deposit partially offset by lower CDOT share of the estimated deficits than forecasted.

\* Variance exceeds 100%

**MTA METRO NORTH RAILROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	(\$5.734)	(\$5.764)	(\$8.953)	(\$3.220)	(56.2)	(\$3.189)	(55.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	34.572	29.780	(20.420)	(54.992)	*	(50.199)	*
<i>Capital &amp; Other Reimbursements:</i>							
MTA	4.037	0.000	0.621	(3.416)	(84.6)	0.621	-
CDOT	0.000	0.000	12.114	-	-	12.114	-
Other	0.000	0.000	(2.033)	(2.033)	-	(2.033)	-
Total Capital and Other Reimbursements	4.037	0.000	10.702	6.666	*	10.702	-
<b>Total Receipts</b>	<b>\$32.876</b>	<b>\$24.015</b>	<b>(\$18.671)</b>	<b>(\$51.546)</b>	<b>*</b>	<b>(\$42.686)</b>	<b>*</b>
<b>Expenditures</b>							
<i>Labor:</i>							
Payroll	(\$3.470)	(\$2.323)	\$20.190	\$23.659	*	\$22.513	*
Overtime	(2.072)	(3.090)	(1.175)	0.897	43.3	1.915	62.0
Health and Welfare	(12.171)	(11.697)	(21.039)	(8.868)	(72.9)	(9.342)	(79.9)
OPEB Current Payment	0.000	0.000	(0.319)	(0.319)	-	(0.319)	-
Pensions	(0.055)	(1.435)	1.619	1.674	*	3.054	*
Other Fringe Benefits	3.016	(58.116)	(61.431)	(64.447)	*	(3.315)	(5.7)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(2.378)	(0.702)	0.252	2.630	*	0.954	*
<b>Total Labor</b>	<b>(\$17.129)</b>	<b>(\$77.363)</b>	<b>(\$61.904)</b>	<b>(\$44.775)</b>	<b>*</b>	<b>\$15.459</b>	<b>20.0</b>
<i>Non-Labor:</i>							
Electric Power	(\$1.926)	(\$3.226)	(\$2.605)	(\$0.679)	(35.3)	\$0.621	19.2
Fuel	\$0.509	\$0.000	\$0.872	0.363	71.2	0.872	-
Insurance	(0.681)	(1.570)	9.513	10.194	*	11.082	*
Claims	(2.266)	(1.068)	(2.364)	(0.099)	(4.3)	(1.296)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(38.998)	(9.849)	(7.715)	31.283	80.2	2.134	21.7
Professional Service Contracts	(7.917)	(5.398)	15.892	23.810	*	21.291	*
Materials & Supplies	(13.904)	(17.496)	5.123	19.027	*	22.619	*
Other Business Expenditures	(31.112)	(27.937)	(30.451)	0.661	2.1	(2.514)	(9.0)
<b>Total Non-Labor</b>	<b>(\$96.294)</b>	<b>(\$66.543)</b>	<b>(\$11.734)</b>	<b>\$84.560</b>	<b>87.8</b>	<b>\$54.808</b>	<b>82.4</b>
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Non-Cash Liability Adjs.</b>	<b>(\$113.424)</b>	<b>(\$143.906)</b>	<b>(\$73.638)</b>	<b>\$39.785</b>	<b>35.1</b>	<b>\$70.268</b>	<b>48.8</b>
Depreciation	\$246.507	\$283.097	\$282.317	\$35.811	14.5	(\$0.780)	(0.3)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	2.270	12.758	1.521	(0.749)	(33.0)	(11.237)	(88.1)
Environmental Remediation	4.000	4.000	(0.230)	(4.230)	*	(4.230)	*
GASB75 Adjustment	69.657	70.140	(0.861)	(70.518)	*	(71.000)	*
<b>Total Expenditures Adjustments</b>	<b>\$322.434</b>	<b>\$369.995</b>	<b>\$282.747</b>	<b>(\$39.686)</b>	<b>(12.3)</b>	<b>(\$87.247)</b>	<b>(23.6)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$241.886</b>	<b>\$250.104</b>	<b>\$190.439</b>	<b>(\$51.447)</b>	<b>(21.3)</b>	<b>(\$59.665)</b>	<b>(23.9)</b>

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

**MTA METRO-NORTH RAILROAD**  
**2021 ADOPTED BUDGET AND NOVEMBER FORECAST VS PRELIMINARY ACTUAL**  
**RIDERSHIP/UTILIZATION**  
**DECEMBER 2021**  
(in millions)

	YTD AS OF DECEMBER				VARIANCE					
	2021				ADOPTED		NOVEMBER		2020	
	ADOPTED BUDGET	NOVEMBER FORECAST	PRELIMINARY ACTUAL	2020 <sup>(A)</sup>	BUDGET	FORECAST	FORECAST	2020	Fav/(Unfav)	
<b>FAREBOX REVENUE</b>										
Harlem Line - Commutation	31.740	17.126	17.058	36.197	(14.682)	-46.3%	(0.068)	-0.4%	(19.139)	-52.9%
Harlem Line - Non-Commutation	29.301	53.997	55.332	35.092	26.031	88.8%	1.335	2.5%	20.240	57.7%
<b>TOTAL HARLEM LINE</b>	<b>\$61.041</b>	<b>\$71.123</b>	<b>\$72.390</b>	<b>\$71.289</b>	<b>\$11.349</b>	<b>18.6%</b>	<b>\$1.267</b>	<b>1.8%</b>	<b>\$1.101</b>	<b>1.5%</b>
Hudson Line - Commutation	21.417	12.289	12.133	24.445	(9.284)	-43.3%	(0.156)	-1.3%	(12.312)	-50.4%
Hudson Line - Non-Commutation	25.754	52.422	50.911	33.070	25.157	97.7%	(1.511)	-2.9%	17.841	53.9%
<b>TOTAL HUDSON LINE</b>	<b>\$47.171</b>	<b>\$64.711</b>	<b>\$63.044</b>	<b>\$57.516</b>	<b>\$15.873</b>	<b>33.6%</b>	<b>(\$1.667)</b>	<b>-2.6%</b>	<b>\$5.529</b>	<b>9.6%</b>
New Haven Line - Commutation	44.139	19.698	19.875	47.367	(24.263)	-55.0%	0.178	0.9%	(27.492)	-58.0%
New Haven Line - Non-Commutation	54.798	99.049	101.170	61.561	46.372	84.6%	2.121	2.1%	39.609	64.3%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$98.937</b>	<b>\$118.746</b>	<b>\$121.045</b>	<b>\$108.928</b>	<b>\$22.108</b>	<b>22.3%</b>	<b>\$2.299</b>	<b>1.9%</b>	<b>\$12.117</b>	<b>11.1%</b>
<b>All Lines - Commutation</b>	<b>97.296</b>	<b>49.113</b>	<b>49.067</b>	<b>108.010</b>	<b>(48.229)</b>	<b>-49.6%</b>	<b>(0.046)</b>	<b>-0.1%</b>	<b>(58.943)</b>	<b>-54.6%</b>
<b>All Lines - Non-Commutation</b>	<b>109.853</b>	<b>205.468</b>	<b>207.412</b>	<b>129.723</b>	<b>97.559</b>	<b>88.8%</b>	<b>1.945</b>	<b>0.9%</b>	<b>77.689</b>	<b>59.9%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$207.149</b>	<b>\$254.580</b>	<b>\$256.479</b>	<b>\$237.733</b>	<b>\$49.330</b>	<b>23.8%</b>	<b>\$1.899</b>	<b>0.7%</b>	<b>\$18.747</b>	<b>7.9%</b>
West of Hudson <sup>(B)</sup>	<u>\$3.924</u>	<u>\$5.941</u>	<u>\$6.153</u>	<u>\$5.680</u>	<u>2.228</u>	<u>56.8%</u>	<u>0.211</u>	<u>3.6%</u>	<u>0.473</u>	<u>8.3%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$211.074</b>	<b>\$260.522</b>	<b>\$262.632</b>	<b>\$243.413</b>	<b>\$51.559</b>	<b>24.4%</b>	<b>\$2.110</b>	<b>0.8%</b>	<b>\$19.219</b>	<b>7.9%</b>
<b>RIDERSHIP</b>										
Harlem Line - Commutation	4.377	2.870	2.937	4.540	(1.440)	-32.9%	0.067	2.3%	(1.603)	-35.3%
Harlem Line - Non-Commutation	3.083	6.380	6.620	4.151	3.536	114.7%	0.240	3.8%	2.469	59.5%
<b>TOTAL HARLEM LINE</b>	<b>7.460</b>	<b>9.250</b>	<b>9.556</b>	<b>8.690</b>	<b>2.096</b>	<b>28.1%</b>	<b>0.307</b>	<b>3.3%</b>	<b>0.866</b>	<b>10.0%</b>
Hudson Line - Commutation	2.482	1.548	1.584	2.526	(0.898)	-36.2%	0.037	2.4%	(0.942)	-37.3%
Hudson Line - Non-Commutation	2.213	4.844	4.801	2.978	2.588	117.0%	(0.043)	-0.9%	1.823	61.2%
<b>TOTAL HUDSON LINE</b>	<b>4.695</b>	<b>6.392</b>	<b>6.385</b>	<b>5.505</b>	<b>1.690</b>	<b>36.0%</b>	<b>(0.007)</b>	<b>-0.1%</b>	<b>0.881</b>	<b>16.0%</b>
New Haven Line - Commutation	5.790	3.388	3.479	5.601	(2.311)	-39.9%	0.091	2.7%	(2.122)	-37.9%
New Haven Line - Non-Commutation	5.052	10.337	10.682	6.415	5.630	111.4%	0.345	3.3%	4.267	66.5%
<b>TOTAL NEW HAVEN LINE</b>	<b>10.842</b>	<b>13.724</b>	<b>14.161</b>	<b>12.016</b>	<b>3.319</b>	<b>30.6%</b>	<b>0.436</b>	<b>3.2%</b>	<b>2.145</b>	<b>17.9%</b>
<b>Total Ridership East of Hudson</b>										
<b>All Lines - Commutation</b>	<b>12.648</b>	<b>7.805</b>	<b>7.999</b>	<b>12.667</b>	<b>(4.649)</b>	<b>-36.8%</b>	<b>0.195</b>	<b>2.5%</b>	<b>(4.668)</b>	<b>-36.8%</b>
<b>All Lines - Non-Commutation</b>	<b>10.348</b>	<b>21.561</b>	<b>22.103</b>	<b>13.544</b>	<b>11.754</b>	<b>113.6%</b>	<b>0.542</b>	<b>2.5%</b>	<b>8.559</b>	<b>63.2%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>22.997</b>	<b>29.366</b>	<b>30.102</b>	<b>26.211</b>	<b>7.105</b>	<b>30.9%</b>	<b>0.736</b>	<b>2.5%</b>	<b>3.891</b>	<b>14.8%</b>
West of Hudson <sup>(B)</sup>	<u>0.432</u>	<u>0.547</u>	<u>0.620</u>	<u>0.632</u>	<u>0.188</u>	<u>43.6%</u>	<u>0.073</u>	<u>13.3%</u>	<u>(0.012)</u>	<u>-1.9%</u>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>23.428</b>	<b>29.913</b>	<b>30.722</b>	<b>26.843</b>	<b>7.294</b>	<b>31.1%</b>	<b>0.809</b>	<b>2.7%</b>	<b>3.879</b>	<b>14.5%</b>

<sup>(A)</sup> 2019 Ridership figures have been restated to simulate the 2020 calendar.

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

**MTA METRO-NORTH RAILROAD**  
**2021 NOVEMBER FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2021**

<u>Department</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	2	2	-	
Labor Relations	10	9	1	
Safety	85	61	24	B
Security	22	16	6	
Corporate & Public Affairs	13	12	1	
Customer Service	45	42	3	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	35	27	8	
Training	94	74	20	B
Employee Relations & Diversity	4	4	-	
VP Ops Support and Org Res	30	22	8	
Capital Planning & Programming	10	8	2	
Long Range Planning	5	4	1	
Controller	56	49	7	
Budget	16	13	3	
Procurement & Material Mgmt	28	14	14	
Corporate	(12)	-	(12)	
<b>Total Administration</b>	<b>457</b>	<b>369</b>	<b>88</b>	
<b>Operations</b>				
Operations Support	54	48	6	
Rolling Stock & EAM	28	11	17	
Transportation	1,673	1,566	107	A
Customer Service	402	351	51	A, B
Metro-North West	35	32	3	
Corporate	(68)	-	(68)	
<b>Total Operations</b>	<b>2,124</b>	<b>2,008</b>	<b>116</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,821	1,530	291	A, B
Maintenance of Way	2,356	2,007	349	A, B
Procurement & Material Mgmt	134	105	29	B
Corporate	(137)	-	(137)	
<b>Total Maintenance</b>	<b>4,174</b>	<b>3,642</b>	<b>532</b>	
<b>Engineering/Capital</b>				
Construction Management	29	17	12	
Engineering & Design	70	52	18	
<b>Total Engineering/Capital</b>	<b>99</b>	<b>69</b>	<b>30</b>	
<b>Total Positions</b>	<b>6,854</b>	<b>6,088</b>	<b>766</b>	
<b>Non-Reimbursable</b>	<b>6,219</b>	<b>5,606</b>	<b>613</b>	
<b>Reimbursable</b>	<b>635</b>	<b>482</b>	<b>153</b>	
<b>Total Full-Time</b>	<b>6,853</b>	<b>6,087</b>	<b>766</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

- (A) Variance reflects higher attrition than planned.
- (B) Variance reflects delayed hiring of vacant positions.

**MTA METRO-NORTH RAILROAD**  
**2021 NOVEMBER FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2021**

FUNCTION/OCCUPATION	November Forecast	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	153	127	26
Professional, Technical, Clerical	304	242	62
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>457</b>	<b>369</b>	<b>88</b>
<b>Operations</b>			
Managers/Supervisors	260	230	30
Professional, Technical, Clerical	256	227	29
Operational Hourlies	1,608	1,551	57
<b>Total Operations</b>	<b>2,124</b>	<b>2,008</b>	<b>116</b>
<b>Maintenance</b>			
Managers/Supervisors	711	647	64
Professional, Technical, Clerical	603	452	151
Operational Hourlies	2,860	2,543	317
<b>Total Maintenance</b>	<b>4,174</b>	<b>3,642</b>	<b>532</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	46	26	20
Professional, Technical, Clerical	53	43	10
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>99</b>	<b>69</b>	<b>30</b>
<b>Total Positions</b>			
Managers/Supervisors	1,170	1,030	140
Professional, Technical, Clerical	1,216	963	253
Operational Hourlies	4,468	4,095	373
<b>Total Positions</b>	<b>6,854</b>	<b>6,088</b>	<b>766</b>

**MTA METRO-NORTH RAILROAD  
2021 NOVEMBER FORECAST VS. ACTUALS  
December 31, 2021**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	457	369	88	
Operations	2,124	2,008	116	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	4,174	3,642	532	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	99	69	30	
<b>Total Agency-wide Headcount</b>	<b>6,854</b>	<b>6,088</b>	<b>766</b>	
Non-Reimbursable	6,219	5,606	613	
Reimbursable	635	482	153	

**MTA METRO-NORTH RAILROAD**  
**2021 NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
**MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>**  
**December 2021**

	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>November</b>	<b>2021</b>	<b>2020*</b>	<b>Fav/(Unfav)</b>	
	<b>Forecast</b>	<b>Actual**</b>		<b>November</b>	<b>2020</b>
	<b>Forecast</b>	<b>Actual**</b>	<b>2020*</b>	<b>Forecast</b>	<b>2020</b>
Farebox Operating Ratio					
Standard <sup>(B)</sup>	19.5%	20.4%	19.3%	0.9%	1.1%
Adjusted <sup>(C)</sup>	22.6%	23.2%	24.5%	0.6%	-1.3%
Cost per Passenger					
Standard <sup>(B)</sup>	\$44.77	\$41.95	\$46.42	\$2.81	\$4.47
Adjusted <sup>(C)</sup>	\$43.57	\$40.72	\$45.54	\$2.85	\$4.82
Passenger Revenue/Passenger	\$8.71	\$8.55	\$8.96	(\$0.16)	(\$0.41)

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses.

(B) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49) as well as the NHL share of MTA Police, Business Service Center and IT costs.

(C) Adjusted Fare Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between Metro-North and the LIRR and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenues and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB retiree expenses, and Inclusion of estimated farebox revenue from an equalization of the Connecticut fare structure.

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

\*\*2021 YTD results exclude the Federal CRRSAA funding.



# Metro-North Railroad

## Finance Report

**Steven Weiss**

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



*With the implementation of Positive Train Control (PTC) in December 2020, a PTC Incident Team was established to troubleshoot faults in the system. The team was responsible for interviewing locomotive engineers, reviewing software and hardware issues, and interfacing with the vendors to resolve the issues.*



# Metro-North Railroad

## November 2021 Highlights: Financial Report

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

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

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

- Ridership of 27.5 million was 8.5% favorable vs. 2020 and 65.3% unfavorable vs. 2019 pre-COVID levels. Ridership was 6.0% favorable vs. Forecast primarily due to higher non-commutation ridership. Consequently, farebox revenue of \$234.8 million was \$10.1 million higher than Forecast.
- Total revenue of \$254.0 million was \$2.8 million or 1.1% higher vs. Forecast primarily due to higher farebox revenue partially offset by lower advertising, parking, and GCT retail revenue.
- Total expenses of \$1,185.6 million were \$16.4 million or 1.4% favorable vs. Forecast primarily due to the timing of expenses for maintenance and engineering services.

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

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

	<u>Midyear Forecast</u>	<u>Actual</u>	Fav/(Unfav) <u>\$ Var</u>	Variance <u>% Var</u>
<b>Total Revenue</b>	\$251.2	\$254.0	\$2.8	1.1%
<b>Total Expenses before Non-Cash Liability Adjs.</b>	1,201.9	1,185.6	16.4	1.4%
<b>Operating Surplus/(Deficit)</b>	(950.7)	(931.6)	19.1	2.0%
<i>Other Non-Cash Liabilities</i>	266.2	254.8	11.4	4.3%
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	(1,216.9)	(1,186.4)	30.5	2.5%
<i>Cash Adjustments</i>	203.2	251.6	48.4	23.8%
<b>Net Cash Surplus/(Deficit)</b>	(\$1,013.7)	(\$934.8)	\$78.9	7.8%

### Steven Weiss

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

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

November 2021 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$1,186.4 million was \$30.5 million or 2.5% favorable vs. the Forecast.

Major drivers of the November 2021 YTD favorable result of \$30.5 million include lower Non-Reimbursable Expenses of \$27.7 million primarily due to timing of maintenance and engineering services and lower non-cash liability adjustments. Non-Reimbursable Revenues were favorable by \$2.8 million, primarily due to higher farebox revenue partially offset by lower advertising, parking, and GCT retail revenue.

November 2021 YTD Reimbursable Expenses of \$222.6 million were \$39.8 million favorable vs. the Forecast due to the scheduling and timing of several projects.

### **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$10.1 million higher vs. the Forecast primarily due to higher East of Hudson non-commutation ridership.
  - YTD Ridership of 27.5 million was 6.0% favorable vs. the Forecast, 8.5% favorable vs 2020 and 65.3% unfavorable vs pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$7.4 million unfavorable vs. the Forecast primarily due to lower advertising, parking, and GCT retail revenue.
- **Capital and Other Reimbursements** – YTD was \$39.8 million or 15.2% unfavorable vs. the Forecast primarily due to the scheduling and timing changes of several projects.

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

**Total Expenses** – YTD expenses of \$1,663.0 million were \$67.5 million or 3.9% favorable vs. the Forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$1,031.0 million YTD were \$21.8 million favorable vs. the Forecast.

- **Payroll** – YTD was \$14.1 million favorable vs. the Forecast primarily due to lower train and engine crew payments as well timing of hiring of vacant positions and higher attrition due to retirements and resignations.
- **Overtime** – YTD was \$4.6 million favorable vs. the Forecast primarily due to revised crew needs in Transportation.

**Non-Labor Expenses** of \$377.2 million YTD were \$34.4 million favorable vs. the Forecast.

- **Electric Power** – YTD results were \$4.2 million unfavorable vs. the Forecast primarily due to higher rates partially offset by lower usage.
- **Fuel** – YTD expenses were \$0.2 million favorable vs. the Forecast primarily due to lower usage.
- **Maintenance & Other Operating Contracts** – YTD was \$13.8 million favorable vs. the Forecast due to the timing of Reimbursable project activity as well as Non-Reimbursable expenses for BL-20 locomotive overhauls, infrastructure maintenance, and miscellaneous maintenance and operating contracts, and a mid-year true-up for MTA Police Allocations partially offset by the timing of COVID-19 cleaning invoices.
- **Professional Services** – YTD was \$23.8 million favorable vs. the Forecast due to the timing of Reimbursable project activity and Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$5.8 million favorable vs. the Forecast due to the timing of rolling stock maintenance events as well as lower rolling stock material usage partially offset by higher Reimbursable project activity.
- **Other Business Expenses** – YTD was \$3.7 million unfavorable vs. the Forecast primarily due to higher subsidy payments to New Jersey Transit and higher credit card processing fees.

**Depreciation and Other Non-Cash Liability Adjustments** – YTD were \$11.4 million favorable vs. Forecast.

**CASH DEFICIT SUMMARY**

November YTD Net Cash Deficit of \$934.8 million was \$78.9 million or 7.8% favorable to the Forecast primarily due to the timing of expenditures for several categories.

**FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 22.8% was 0.8 percentage points favorable vs. the Forecast.
- Adjusted Cost per Passenger of \$41.49 was \$3.71 favorable vs. the Forecast.
- Revenue per Passenger of \$8.55 was \$0.12 unfavorable vs. the Forecast.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$30.151	\$32.210	\$2.059	6.8	\$0.000	\$0.000	\$0.000	-	\$30.151	\$32.210	\$2.059	6.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.522	1.496	(1.025)	(40.7)	0.000	0.000	0.000	-	2.522	1.496	(1.025)	(40.7)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.565	14.276	2.712	23.4	11.565	14.276	2.712	23.4
CDOT	0.000	0.000	0.000	-	10.512	8.404	(2.108)	(20.0)	10.512	8.404	(2.108)	(20.0)
Other	0.000	0.000	0.000	-	0.916	1.164	0.248	27.1	0.916	1.164	0.248	27.1
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	22.992	23.844	0.852	3.7	22.992	23.844	0.852	3.7
<b>Total Revenue</b>	<b>\$32.672</b>	<b>\$33.707</b>	<b>\$1.034</b>	<b>3.2</b>	<b>\$22.992</b>	<b>\$23.844</b>	<b>\$0.852</b>	<b>3.7</b>	<b>\$55.664</b>	<b>\$57.551</b>	<b>\$1.886</b>	<b>3.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$46.513	\$43.929	\$2.585	5.6	\$4.238	\$4.907	(\$0.670)	(15.8)	\$50.751	\$48.836	\$1.915	3.8
Overtime	7.769	8.366	(0.597)	(7.7)	2.388	3.193	(0.805)	(33.7)	10.157	11.558	(1.402)	(13.8)
Health and Welfare	9.635	8.608	1.027	10.7	1.457	1.770	(0.313)	(21.5)	11.092	10.378	0.714	6.4
OPEB Current Payment	3.322	3.475	(0.153)	(4.6)	0.000	0.000	0.000	-	3.322	3.475	(0.153)	(4.6)
Pensions	10.574	11.615	(1.041)	(9.8)	1.202	1.538	(0.336)	(28.0)	11.776	13.153	(1.377)	(11.7)
Other Fringe Benefits	11.336	10.392	0.944	8.3	1.154	1.404	(0.251)	(21.7)	12.490	11.796	0.693	5.6
Reimbursable Overhead	(5.091)	(6.472)	1.380	27.1	4.912	6.449	(1.538)	(31.3)	(0.180)	(0.023)	(0.157)	(87.5)
<b>Total Labor</b>	<b>\$84.058</b>	<b>\$79.913</b>	<b>\$4.145</b>	<b>4.9</b>	<b>\$15.350</b>	<b>\$19.262</b>	<b>(\$3.912)</b>	<b>(25.5)</b>	<b>\$99.408</b>	<b>\$99.175</b>	<b>\$0.233</b>	<b>0.2</b>
<i>Non-Labor:</i>												
Electric Power	\$4.921	\$5.179	(\$0.257)	(5.2)	\$0.000	\$0.080	(\$0.080)	-	\$4.921	\$5.258	(\$0.337)	(6.8)
Fuel	1.701	1.859	(0.158)	(9.3)	0.000	0.000	0.000	-	1.701	1.859	(0.158)	(9.3)
Insurance	1.637	1.522	0.115	7.0	0.133	0.296	(0.163)	*	1.770	1.818	(0.048)	(2.7)
Claims	0.111	0.032	0.079	71.1	0.000	0.000	0.000	-	0.111	0.032	0.079	71.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.482	9.442	1.041	9.9	2.471	1.376	1.095	44.3	12.953	10.817	2.136	16.5
Professional Service Contracts	3.518	3.787	(0.269)	(7.6)	2.313	0.413	1.899	82.1	5.830	4.200	1.630	28.0
Materials & Supplies	9.488	5.801	3.687	38.9	2.726	2.402	0.324	11.9	12.214	8.203	4.011	32.8
Other Business Expenses	1.376	2.013	(0.637)	(46.3)	0.000	0.015	(0.015)	-	1.376	2.028	(0.652)	(47.4)
<b>Total Non-Labor</b>	<b>\$33.234</b>	<b>\$29.634</b>	<b>\$3.600</b>	<b>10.8</b>	<b>\$7.642</b>	<b>\$4.582</b>	<b>\$3.060</b>	<b>40.0</b>	<b>\$40.877</b>	<b>\$34.216</b>	<b>\$6.661</b>	<b>16.3</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$117.293</b>	<b>\$109.547</b>	<b>\$7.746</b>	<b>6.6</b>	<b>\$22.992</b>	<b>\$23.844</b>	<b>(\$0.852)</b>	<b>(3.7)</b>	<b>\$140.285</b>	<b>\$133.391</b>	<b>\$6.894</b>	<b>4.9</b>
Depreciation	23.314	23.086	0.228	1.0	0.000	0.000	0.000	-	23.314	23.086	0.228	1.0
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.493	0.000	0.493	100.0	0.000	0.000	0.000	-	0.493	0.000	0.493	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$141.099</b>	<b>\$132.633</b>	<b>\$8.466</b>	<b>6.0</b>	<b>\$22.992</b>	<b>\$23.844</b>	<b>(\$0.852)</b>	<b>(3.7)</b>	<b>\$164.091</b>	<b>\$156.477</b>	<b>\$7.614</b>	<b>4.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$108.427)</b>	<b>(\$98.926)</b>	<b>\$9.501</b>	<b>8.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$108.427)</b>	<b>(\$98.926)</b>	<b>\$9.501</b>	<b>8.8</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	23.314	23.086	(0.228)	(1.0)	0.000	0.000	0.000	-	23.314	23.086	(0.228)	(1.0)
Operating/Capital	(2.578)	(1.386)	1.192	46.2	0.000	0.000	0.000	-	(2.578)	(1.386)	1.192	46.2
Other Cash Adjustments	9.582	(9.113)	(18.696)	*	0.000	0.000	0.000	-	9.582	(9.113)	(18.696)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$30.318</b>	<b>\$12.586</b>	<b>(\$17.732)</b>	<b>(58.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$30.318</b>	<b>\$12.586</b>	<b>(\$17.732)</b>	<b>(58.5)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$78.109)</b>	<b>(\$86.340)</b>	<b>(\$8.231)</b>	<b>(10.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$78.109)</b>	<b>(\$86.340)</b>	<b>(\$8.231)</b>	<b>(10.5)</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$224.675	\$234.818	\$10.143	4.5	\$0.000	\$0.000	\$0.000	-	\$224.675	\$234.818	\$10.143	4.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	26.555	19.184	(7.371)	(27.8)	0.000	0.000	0.000	-	26.555	19.184	(7.371)	(27.8)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	115.190	108.244	(6.945)	(6.0)	115.190	108.244	(6.945)	(6.0)
CDOT	0.000	0.000	0.000	-	135.563	102.685	(32.878)	(24.3)	135.563	102.685	(32.878)	(24.3)
Other	0.000	0.000	0.000	-	11.677	11.680	0.003	0.0	11.677	11.680	0.003	0.0
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	262.430	222.610	(39.820)	(15.2)	262.430	222.610	(39.820)	(15.2)
<b>Total Revenue/Receipts</b>	<b>\$251.230</b>	<b>\$254.002</b>	<b>\$2.773</b>	<b>1.1</b>	<b>\$262.430</b>	<b>\$222.610</b>	<b>(\$39.820)</b>	<b>(15.2)</b>	<b>\$513.660</b>	<b>\$476.612</b>	<b>(\$37.048)</b>	<b>(7.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$484.663	\$476.660	\$8.003	1.7	\$50.627	\$44.553	\$6.074	12.0	\$535.290	\$521.213	\$14.077	2.6
Overtime	78.411	76.075	2.336	3.0	28.583	26.334	2.248	7.9	106.994	102.409	4.584	4.3
Health and Welfare	100.131	97.291	2.840	2.8	17.316	15.301	2.015	11.6	117.447	112.592	4.855	4.1
OPEB Current Payment	36.678	38.202	(1.524)	(4.2)	0.000	0.000	0.000	-	36.678	38.202	(1.524)	(4.2)
Pensions	113.552	117.609	(4.057)	(3.6)	14.362	13.330	1.032	7.2	127.914	130.939	(3.025)	(2.4)
Other Fringe Benefits	116.888	112.911	3.977	3.4	13.806	12.355	1.451	10.5	130.695	125.266	5.428	4.2
Reimbursable Overhead	(60.783)	(53.917)	(6.866)	(11.3)	58.616	54.329	4.287	7.3	(2.167)	0.412	(2.579)	*
<b>Total Labor</b>	<b>\$869.539</b>	<b>\$864.831</b>	<b>\$4.709</b>	<b>0.5</b>	<b>\$183.311</b>	<b>\$166.203</b>	<b>\$17.107</b>	<b>9.3</b>	<b>\$1,052.850</b>	<b>\$1,031.034</b>	<b>\$21.816</b>	<b>2.1</b>
<i>Non-Labor:</i>												
Electric Power	\$48.866	\$52.845	(\$3.979)	(8.1)	\$0.140	\$0.341	(\$0.201)	*	\$49.006	\$53.185	(\$4.179)	(8.5)
Fuel	16.226	16.049	0.177	1.1	0.000	0.000	0.000	-	16.226	16.049	0.177	1.1
Insurance	15.942	15.846	0.096	0.6	1.705	1.840	(0.135)	(7.9)	17.647	17.686	(0.039)	(0.2)
Claims	1.035	2.405	(1.370)	*	0.000	0.000	0.000	-	1.035	2.405	(1.370)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	105.095	99.380	5.715	5.4	20.343	12.282	8.061	39.6	125.438	111.662	13.776	11.0
Professional Service Contracts	34.740	29.357	5.383	15.5	29.862	11.425	18.437	61.7	64.602	40.782	23.820	36.9
Materials & Supplies	95.800	86.673	9.127	9.5	27.033	30.333	(3.300)	(12.2)	122.833	117.006	5.827	4.7
Other Business Expenses	14.706	18.208	(3.502)	(23.8)	0.037	0.186	(0.149)	*	14.742	18.394	(3.652)	(24.8)
<b>Total Non-Labor</b>	<b>\$332.410</b>	<b>\$320.763</b>	<b>\$11.647</b>	<b>3.5</b>	<b>\$79.120</b>	<b>\$56.406</b>	<b>\$22.713</b>	<b>28.7</b>	<b>\$411.530</b>	<b>\$377.170</b>	<b>\$34.360</b>	<b>8.3</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$1,201.950</b>	<b>\$1,185.594</b>	<b>\$16.356</b>	<b>1.4</b>	<b>\$262.430</b>	<b>\$222.610</b>	<b>\$39.820</b>	<b>15.2</b>	<b>\$1,464.380</b>	<b>\$1,408.203</b>	<b>\$56.177</b>	<b>3.8</b>
Depreciation	254.917	259.842	(4.925)	(1.9)	0.000	0.000	0.000	-	254.917	259.842	(4.925)	(1.9)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	7.587	(3.805)	11.392	*	0.000	0.000	0.000	-	7.587	(3.805)	11.392	*
Environmental Remediation	3.507	(0.230)	3.737	*	0.000	0.000	0.000	-	3.507	(0.230)	3.737	*
GASB75 Adjustment	0.144	(1.019)	1.163	*	0.000	0.000	0.000	-	0.144	(1.019)	1.163	*
<b>Total Expenses</b>	<b>\$1,468.105</b>	<b>\$1,440.381</b>	<b>\$27.724</b>	<b>1.9</b>	<b>\$262.430</b>	<b>\$222.610</b>	<b>\$39.820</b>	<b>15.2</b>	<b>\$1,730.535</b>	<b>\$1,662.991</b>	<b>\$67.544</b>	<b>3.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,216.875)</b>	<b>(\$1,186.379)</b>	<b>\$30.497</b>	<b>2.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,216.875)</b>	<b>(\$1,186.379)</b>	<b>\$30.497</b>	<b>2.5</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	254.917	259.842	4.925	1.9	0.000	0.000	0.000	-	254.917	259.842	4.925	1.9
Operating/Capital	(42.125)	(25.865)	16.260	38.6	0.000	0.000	0.000	-	(42.125)	(25.865)	16.260	38.6
Other Cash Adjustments	(9.632)	17.624	27.256	*	0.000	0.000	0.000	-	(9.632)	17.624	27.256	*
<b>Total Cash Conversion Adjustments</b>	<b>\$203.160</b>	<b>\$251.601</b>	<b>\$48.441</b>	<b>23.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$203.160</b>	<b>\$251.601</b>	<b>\$48.441</b>	<b>23.8</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$1,013.716)</b>	<b>(\$934.778)</b>	<b>\$78.938</b>	<b>7.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,013.716)</b>	<b>(\$934.778)</b>	<b>\$78.938</b>	<b>7.8</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast				Year to Date vs. Mid-Year Forecast			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
FAREBOX REVENUE	Non-Reimb	\$2,059	6.8%	Reflects higher non-commutation and commutation ridership on East of Hudson Lines.	\$10,143	4.5%	Reflects higher non-commutation ridership on East of Hudson Lines.		
OTHER OPERATING REVENUE	Non-Reimb	(\$1,025)	(40.7%)	Lower GCT retail and advertising revenues.	(\$7,371)	(27.8%)	Lower advertising, commuter parking and GCT retail revenues.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$0,852	3.7%	Higher reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$39,820)	(15.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Non-Reimb	\$2,585	5.6%	Primarily lower train and engine crew payments as well as delayed hiring and greater attrition partially offset by timing of retiree payouts.	\$8,003	1.7%			
	Reimb	(\$0,670)	(15.8%)	Reflects timing of project activity.	\$6,074	12.0%	Reflects timing of project activity.		
OVERTIME	Non-Reimb	(\$0,597)	(7.7%)	See overtime charts.	\$2,336	3.0%	See overtime charts.		
	Reimb	(\$0,805)	(33.7%)	See overtime charts.	\$2,248	7.9%	See overtime charts.		
HEALTH AND WELFARE	Non-Reimb	\$1,027	10.7%	Reflects lower than forecasted rates and labor costs.	\$2,840	2.8%			
	Reimb	(\$0,313)	(21.5%)	Reflects timing of project activity.	\$2,015	11.6%	Reflects timing of project activity.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,153)	(4.6%)		(\$1,524)	(4.2%)	Primarily reflects a higher than forecasted number of retirees receiving healthcare premiums.		
PENSIONS	Non-Reimb	(\$1,041)	(9.8%)	Primarily reflects higher than forecasted rates.	(\$4,057)	(3.6%)	Primarily reflects higher than forecasted rates combined with an increase in the COVID-19 Death Benefit provision partially offset by lower labor costs.		
	Reimb	(\$0,336)	(28.0%)	Reflects timing of project activity.	\$1,032	7.2%	Reflects timing of project activity.		
OTHER FRINGE BENEFITS	Non-Reimb	\$0,944	8.3%	Primarily reflects lower labor costs and employee claim provision than forecasted.	\$3,977	3.4%	Primarily reflects lower labor costs and employee claim provision than forecasted.		
	Reimb	(\$0,251)	(21.7%)	Reflects timing of project activity.	\$1,451	10.5%	Reflects timing of project activity.		
REIMBURSABLE OVERHEAD	Non-Reimb	\$1,380	27.1%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.	(\$6,866)	(11.3%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.		
	Reimb	(\$1,538)	(31.3%)		\$4,287	7.3%			
ELECTRIC POWER	Non-Reimb	(\$0,257)	(5.2%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction and non-traction electric usage.	(\$3,979)	(8.1%)	Higher than forecasted traction and non-traction electric rates partially offset by lower than forecasted traction and non-traction electric usage.		

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FUEL	Non-Reimb	(\$0.158)	(9.3%)	Higher than forecasted revenue fuel rates and usage partially offset by lower than anticipated non-revenue fuel rates.	\$0.177	1.1%	
INSURANCE	Non-Reimb	\$0.115	7.0%	Reflects lower insurance premiums than forecasted.	\$0.096	0.6%	Reflects timing of project activity.
	Reimb	(\$0.163)	*	Reflects timing of project activity.	(\$0.135)	(7.9%)	
CLAIMS	Non-Reimb	\$0.079	71.1%	Reflects a lower passenger claims provision than forecasted.	(\$1.370)	*	Reflects a higher passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1,041	9.9%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance and other miscellaneous maintenance and operating contracts.	\$5,715	5.4%	Reflects timing of expenses for the BL-20 locomotive overhaul, infrastructure maintenance, miscellaneous maintenance and operating contracts, and a mid-year true-up for MTA Police Allocations partially offset by a nine month catch-up charge for Graybar COVID-19 cleaning efforts.
	Reimb	\$1,095	44.3%	Reflects timing of project activity.	\$8,061	39.6%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	(\$0.269)	(7.6%)	Higher than anticipated consulting and engineering services.	\$5,383	15.5%	Lower than anticipated consulting and engineering services.
	Reimb	\$1,899	82.1%	Reflects timing of project activity.	\$18,437	61.7%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Non-Reimb	\$3,687	38.9%	Timing of rolling stock maintenance events and rolling stock material usage as well as the net impact of various inventory adjustments.	\$9,127	9.5%	Primarily due to lower costs resulting from the timing of rolling stock maintenance events as well as lower rolling stock material usage partially offset by the net impact of various inventory adjustments resulting from second quarter year-to-date true-ups.
	Reimb	\$0,324	11.9%	Reflects timing of project activity.	(\$3,300)	(12.2%)	Reflects timing of project activity.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.637)	(46.3%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and higher credit card processing fees.	(\$3,502)	(23.8%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments and higher credit card processing fees partially offset by lower miscellaneous expense.
	Reimb	(\$0.015)	-	Reflects timing of project activity.	(\$0,149)	*	Reflects timing of project activity.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$11,392	100.0%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.493	100.0%	Reflects timing of projects requiring remediation.	\$3,737	*	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		\$1,163	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$1,192	46.2%	Reflects timing of project activity.	\$16,260	38.6%	Reflects timing of project activity.

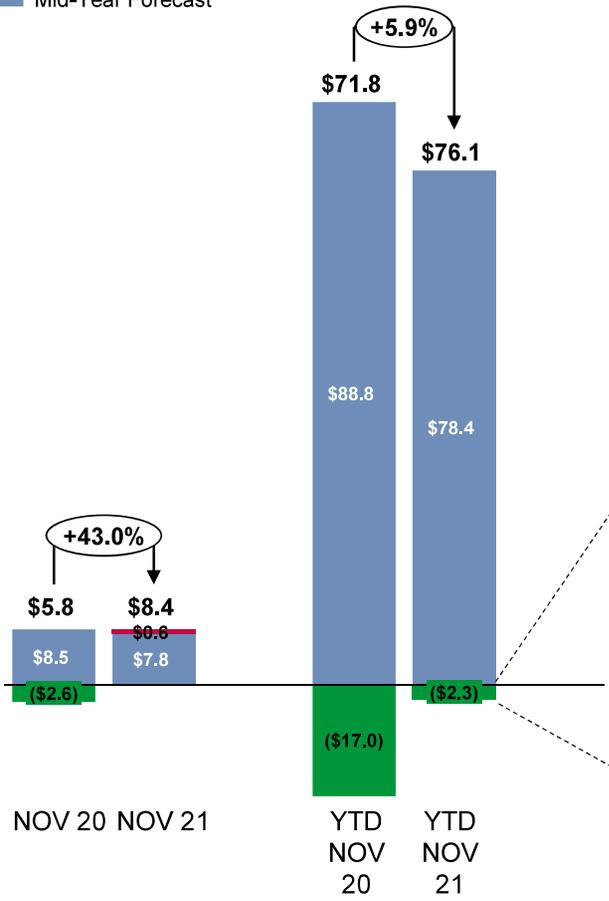
\* Variance exceeds 100%.

# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

## November 2021 and YTD Mid-Year Forecast vs. variance

\$M  
■ Favorable  
■ Unfavorable  
■ Mid-Year Forecast

Annual Mid-Year Forecast: \$86.3M

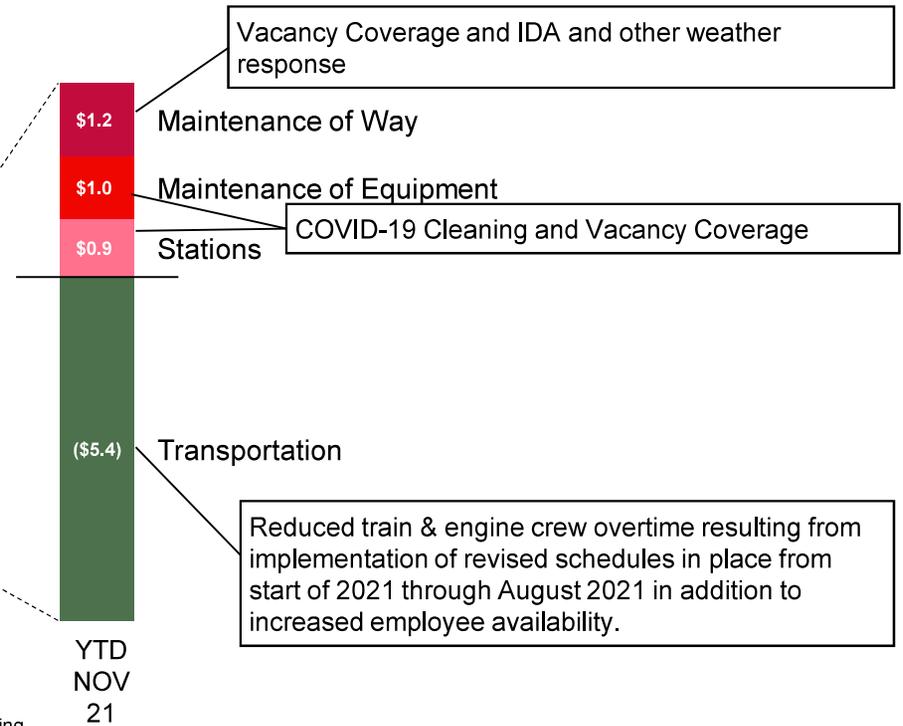


## Overview

- Overall increase of \$4.2M or 5.9% compared to YTD November 2020
- 3.0% below 2021 Mid-Year Forecast
- Preparation and response to the remnants of Hurricane Ida and COVID-19 cleaning offset by revised crew needs in Transportation
- Connecticut paid \$19.6M of total \$76.1M; Connecticut's share of YTD Variance is favorable \$1.6M of the favorable \$2.3M

## YTD variance by division

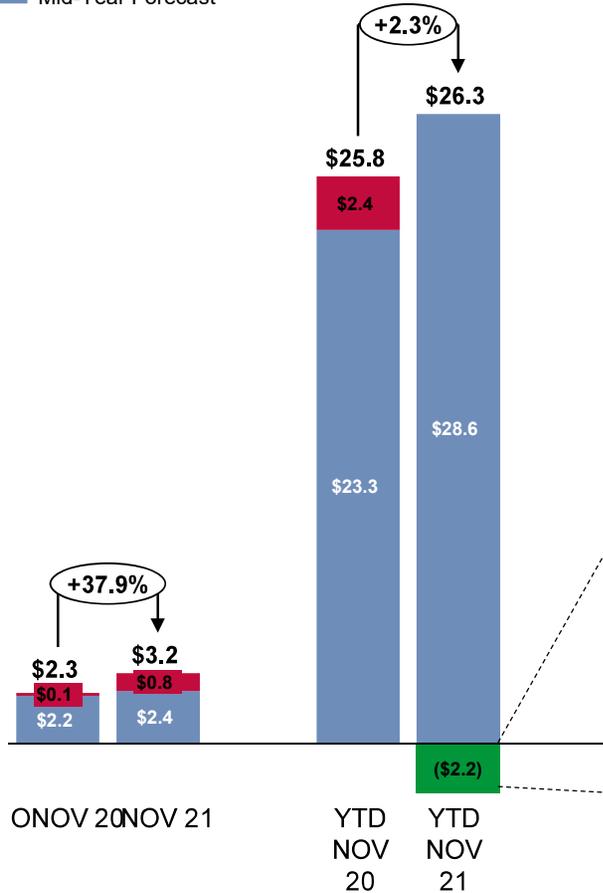
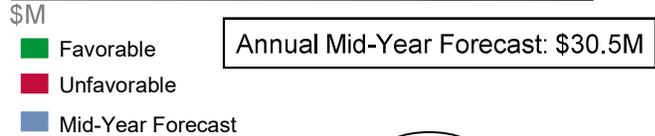
(\$2.3M), (3.0%)



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

# METRO-NORTH RAILROAD –Reimbursable Overtime Variance

## November 2021 and YTD Mid-Year Forecast vs. variance

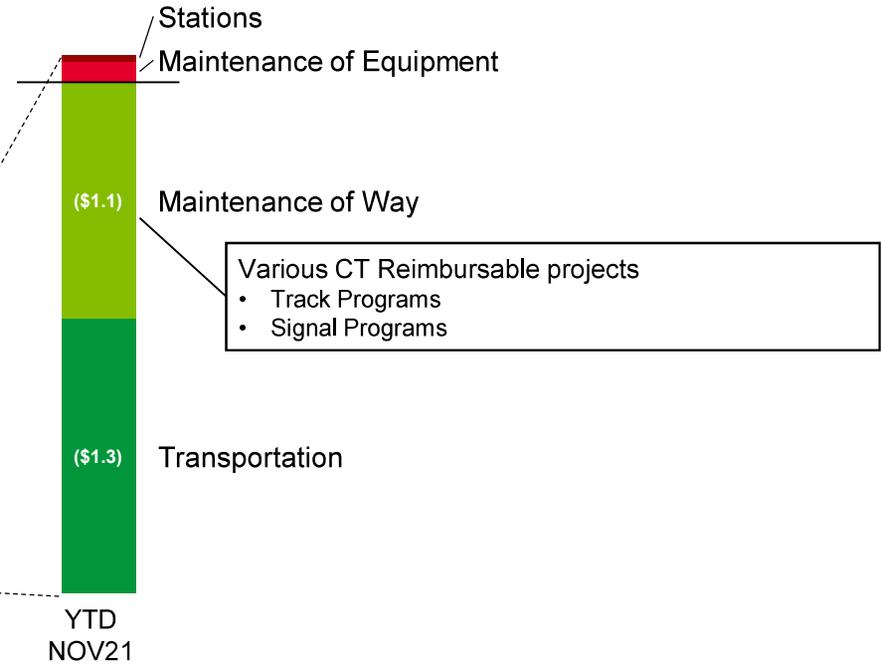


## Overview

- Overall increase of \$0.6M or 2.3% compared to YTD November 2020
- 7.9% below 2021 Mid-Year Forecast
- Main cause for favorable variance is less than planned work on CT Capital projects
- Connecticut paid \$9.5M of total \$26.3M; Connecticut's share of YTD Variance is favorable \$4.0M of the favorable \$2.2M

## YTD variance by division

(\$2.2M), (7.9%)



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

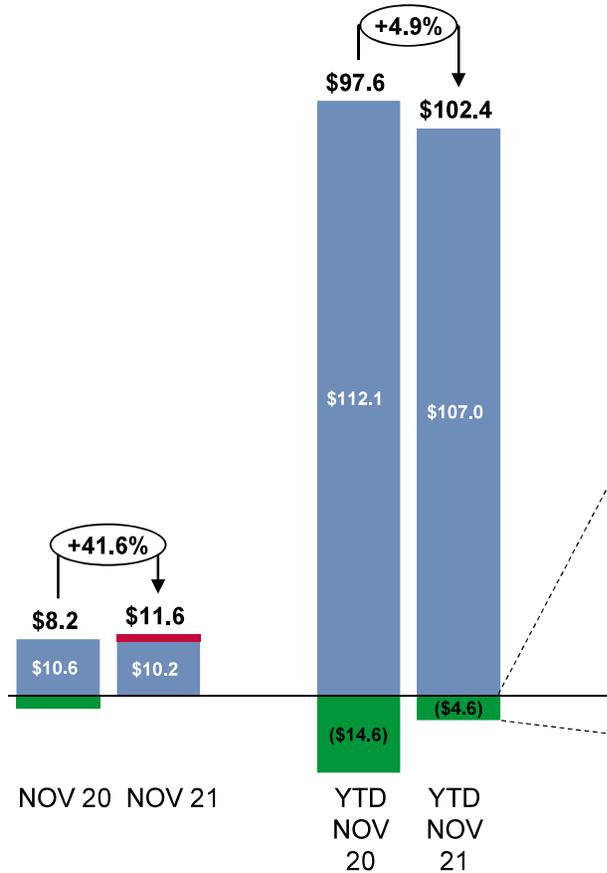
# METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

## November 2021 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Annual Mid-Year Forecast: \$116.8M

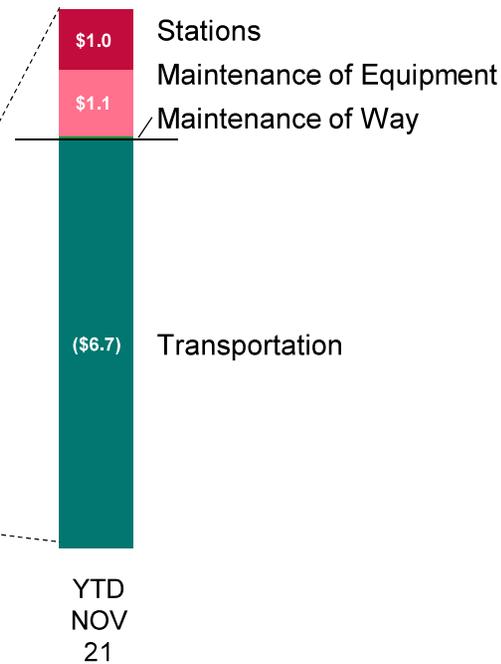


## Overview

- Overall increase of \$4.8M or 4.9% compared to YTD November 2020
- 4.3% below 2021 Mid-Year Forecast
- Preparation and response to the remnants of Hurricane Ida , revised crew needs in Transportation, lower Reimbursable Project activity in Maintenance of Way
- Connecticut paid \$29.2M of total \$102.4M; Connecticut's share of YTD Variance is a favorable \$5.6M of the overall favorable \$4.6M

## YTD variance by division

(\$4.6M), (4.3%)



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

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

SCHEDULE III

	NOVEMBER 2021				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$29.930	\$32.286	\$2.356	7.9	\$221.974	\$226.224	\$4.250	1.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.637	2.423	(2.214)	(47.8)	55.681	49.888	(5.793)	(10.4)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	11.565	18.003	6.438	55.7	104.967	106.398	1.431	1.4
CDOT	10.512	5.003	(5.509)	(52.4)	145.388	117.141	(28.247)	(19.4)
Other	0.916	0.671	(0.245)	(26.7)	11.908	10.467	(1.441)	(12.1)
Total Capital and Other Reimbursements	22.992	23.677	0.685	3.0	262.263	234.006	(28.257)	(10.8)
<b>Total Receipts</b>	<b>\$57.559</b>	<b>\$58.386</b>	<b>\$0.827</b>	<b>1.4</b>	<b>\$539.918</b>	<b>\$510.118</b>	<b>(\$29.800)</b>	<b>(5.5)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$45.761	\$54.207	(\$8.446)	(18.5)	\$526.660	\$505.427	\$21.233	4.0
Overtime	9.317	12.681	(3.364)	(36.1)	104.911	99.881	5.030	4.8
Health and Welfare	12.014	6.080	5.934	49.4	125.602	118.620	6.982	5.6
OPEB Current Payment	3.322	0.635	2.687	80.9	37.071	35.404	1.668	4.5
Pensions	11.891	12.298	(0.407)	(3.4)	129.976	130.016	(0.040)	(0.0)
Other Fringe Benefits	10.992	10.783	0.209	1.9	178.835	176.387	2.448	1.4
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$93.297</b>	<b>\$96.684</b>	<b>(\$3.387)</b>	<b>(3.6)</b>	<b>\$1,103.056</b>	<b>\$1,065.735</b>	<b>\$37.322</b>	<b>3.4</b>
<i>Non-Labor:</i>								
Electric Power	\$5.186	\$5.461	(\$0.275)	(5.3)	\$53.908	\$55.676	(\$1.768)	(3.3)
Fuel	1.701	1.183	0.518	30.5	15.416	14.808	0.608	3.9
Insurance	2.856	4.728	(1.872)	(65.5)	12.443	9.888	2.555	20.5
Claims	0.111	0.044	0.067	60.2	2.458	3.547	(1.089)	(44.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.147	18.261	(7.114)	(63.8)	137.959	112.033	25.926	18.8
Professional Service Contracts	5.129	3.581	1.548	30.2	56.465	26.296	30.169	53.4
Materials & Supplies	12.388	9.032	3.356	27.1	127.787	111.654	16.133	12.6
Other Business Expenditures	3.853	5.752	(1.899)	(49.3)	44.141	45.259	(1.118)	(2.5)
<b>Total Non-Labor</b>	<b>\$42.371</b>	<b>\$48.042</b>	<b>(\$5.671)</b>	<b>(13.4)</b>	<b>\$450.578</b>	<b>\$379.161</b>	<b>\$71.416</b>	<b>15.8</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$135.668</b>	<b>\$144.726</b>	<b>(\$9.058)</b>	<b>(6.7)</b>	<b>\$1,553.634</b>	<b>\$1,444.896</b>	<b>\$108.738</b>	<b>7.0</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$78.109)</b>	<b>(\$86.340)</b>	<b>(\$8.231)</b>	<b>(10.5)</b>	<b>#####</b>	<b>(\$934.778)</b>	<b>\$78.938</b>	<b>7.8</b>
<b>Subsidies</b>								
MTA	55.821	75.104	19.283	34.5	686.168	615.502	(70.666)	(10.3)
CDOT	22.289	6.773	(15.516)	(69.6)	286.524	286.411	(0.113)	(0.0)
<b>Total Subsidies</b>	<b>\$78.109</b>	<b>\$81.877</b>	<b>\$3.768</b>	<b>4.8</b>	<b>\$972.692</b>	<b>\$901.913</b>	<b>(\$70.779)</b>	<b>(7.3)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$1.086</b>	<b>\$1.086</b>	<b>-</b>	<b>\$45.678</b>	<b>(\$30.292)</b>	<b>(\$75.970)</b>	<b>*</b>

**Notes:**

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

\$ Detail

\$ Detail

Generic Receipt or Expense Category	November Month vs Mid-Year Forecast			Year-to-Date as of November 30th, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	2.356	7.9%	Reflects higher non-commutation and commutation ridership on East of Hudson Lines.	4.250	1.9%	
OTHER OPERATING REVENUE	(2.214)	(47.8%)	Primarily reflects lower net GCT retail revenues.	(5.793)	(10.4%)	Primarily reflects lower net GCT retail, advertising and miscellaneous revenues combined with timing of Amtrak receipts.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	6.438	55.7%	Primarily reflects higher cash receipts and capital related project activity than forecasted.	1.431	1.4%	Primarily reflects higher capital related project activity partially offset by lower cash receipts than forecasted.
CDOT	(5.509)	(52.4%)	Primarily reflects lower cash receipts and capital related project activity than forecasted.	(28.247)	(19.4%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	(0.245)	(26.7%)	Primarily reflects lower cash receipts partially offset by higher reimbursable related project activity than forecasted.	(1.441)	(12.1%)	Reflects lower cash receipts combined with lower reimbursable related project activity than forecasted.
PAYROLL	(8.446)	(18.5%)	Primarily reflects the timing of RWA payments, inter-agency payroll and remittance payments for the employee portion of withheld income taxes partially offset by pay periods.	21.233	4.0%	Primarily reflects the timing of pay periods and RWA payments partially offset by inter-agency payroll and the remittance payments for the employee portion of withheld income taxes.
OVERTIME	(3.364)	(36.1%)	Primarily reflects the timing of RWA payments.	5.030	4.8%	Primarily reflects revised train & engine crew requirements.
HEALTH & WELFARE	5.934	49.4%	Primarily reflects the timing of payments for health insurance premiums.	6.982	5.6%	Primarily reflects the timing of payments for health insurance premiums.
OPEB CURRENT PAYMENT	2.687	80.9%	Primarily reflects the timing of payments for health insurance premiums for retirees.	1.668	4.5%	Primarily reflects the timing of payments for health insurance premiums for retirees.
PENSIONS	(0.407)	(3.4%)	Primarily reflects the payment of a COVID-19 Death Benefit.	(0.040)	(0.0%)	
OTHER FRINGE BENEFITS	0.209	1.9%		2.448	1.4%	
CONTRIBUTION TO GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	(0.275)	(5.3%)	Primarily reflects higher than forecasted traction and non-traction electric rates.	(1.768)	(3.3%)	Primarily reflects higher than forecasted traction and non-traction electric rates partially offset by timing of payments.
FUEL	0.518	30.5%	Primarily reflects timing of payments.	0.608	3.9%	Primarily reflects timing of payments combined with lower than forecasted non-revenue fuel rates and usage.

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

\$ Detail

\$ Detail

Generic Receipt or Expense Category	November Month vs Mid-Year Forecast			Year-to-Date as of November 30th, 2021 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	(1.872)	(65.5%)	Reflects the timing of insurance premium payments.	2.555	20.5%	Reflects the timing of insurance premium payments.
CLAIMS	0.067	60.2%	Reflects lower passenger injury settlements.	(1.089)	(44.3%)	Primarily reflects higher than forecasted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	(7.114)	(63.8%)	Primarily reflects timing of payments for MTA police services partially offset by the timing of expenses for the BL-20 locomotive overhaul, project activity and infrastructure maintenance and miscellaneous maintenance and operating contracts.	25.926	18.8%	Primarily reflects the timing of project activity, payments for MTA police services and expenses for the BL-20 locomotive overhaul as well as the timing of infrastructure maintenance and miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	1.548	30.2%	Primarily reflects the timing of project activity as well as the timing of payments for consulting and other engineering services.	30.169	53.4%	Primarily reflects the timing of project activity as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	3.356	27.1%	Primarily reflects timing of rolling stock maintenance events.	16.133	12.6%	Primarily reflects timing of rolling stock maintenance events.
OTHER BUSINESS EXPENSES	(1.899)	(49.3%)	Primarily reflects the timing of subsidy payments to New Jersey Transit.	(1.118)	(2.5%)	
MTA SUBSIDY RECEIPTS	19.283	34.5%	Reflects lower CDOT subsidy and higher cash deficit partially offset by available cash balance.	(70.666)	(10.3%)	Primarily reflects lower cash deficit partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	(15.516)	(69.6%)	Primarily reflects timing of CDOT subsidy partially offset by inventory deposit for 2020.	(0.113)	(0.0%)	

\* Variance exceeds 100%

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

	NOVEMBER 2021				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.221)	\$0.076	\$0.297	*	(\$2.700)	(\$8.594)	(\$5.894)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.116	0.927	(1.189)	(56.2)	29.126	30.704	1.578	5.4
<i>Capital &amp; Other Reimbursements:</i>								
MTA	0.000	3.727	3.727	-	(10.223)	(1.846)	8.376	81.9
CDOT	0.000	(3.401)	(3.401)	-	9.825	14.456	4.631	47.1
Other	0.000	(0.493)	(0.493)	-	0.230	(1.213)	(1.444)	*
Total Capital and Other Reimbursements	0.000	(0.167)	(0.167)	-	(0.167)	11.396	11.564	*
<b>Total Revenue/Receipts</b>	<b>\$1.895</b>	<b>\$0.835</b>	<b>(\$1.059)</b>	<b>(55.9)</b>	<b>\$26.259</b>	<b>\$33.506</b>	<b>\$7.247</b>	<b>27.6</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$4.990	(\$5.371)	(\$10.361)	*	\$8.630	\$15.786	\$7.156	82.9
Overtime	0.840	(1.123)	(1.963)	*	2.082	2.528	0.446	21.4
Health and Welfare	(0.922)	4.298	5.220	*	(8.154)	(6.028)	2.127	26.1
OPEB Current Payment	0.000	2.840	0.000	*	(0.393)	2.798	3.192	*
Pensions	(0.114)	0.855	0.970	*	(2.063)	0.923	2.986	*
Other Fringe Benefits	1.498	1.013	(0.485)	(32.4)	(48.140)	(51.121)	(2.980)	(6.2)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.180)	(0.023)	0.157	87.5	(2.167)	0.412	2.579	*
<b>Total Labor</b>	<b>\$6.111</b>	<b>\$2.491</b>	<b>(\$3.620)</b>	<b>(59.2)</b>	<b>(\$50.206)</b>	<b>(\$34.701)</b>	<b>\$15.505</b>	<b>30.9</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.265)	(\$0.203)	\$0.062	23.4	(\$4.902)	(\$2.491)	\$2.411	49.2
Fuel	0.000	0.676	0.676	-	0.810	1.241	0.431	53.2
Insurance	(1.086)	(2.910)	(1.824)	*	5.204	7.798	2.594	49.8
Claims	0.000	(0.012)	(0.012)	-	(1.422)	(1.142)	0.281	19.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.806	(7.444)	(9.250)	*	(12.521)	(0.371)	12.150	97.0
Professional Service Contracts	0.701	0.619	(0.082)	(11.7)	8.137	14.486	6.349	78.0
Materials & Supplies	(0.174)	(0.829)	(0.655)	*	(4.954)	5.352	10.306	*
Other Business Expenses	(2.477)	(3.724)	(1.247)	(50.3)	(29.399)	(26.865)	2.534	8.6
<b>Total Non-Labor</b>	<b>(\$1.494)</b>	<b>(\$13.826)</b>	<b>(\$12.331)</b>	<b>*</b>	<b>(\$39.048)</b>	<b>(\$1.991)</b>	<b>\$37.056</b>	<b>94.9</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Non-Cash Liability Adjs.</b>	<b>\$4.617</b>	<b>(\$11.335)</b>	<b>(\$15.952)</b>	<b>*</b>	<b>(\$89.254)</b>	<b>(\$36.692)</b>	<b>\$52.562</b>	<b>58.9</b>
Depreciation	23.314	23.086	(0.228)	(1.0)	254.917	259.842	4.925	1.9
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	7.587	(3.805)	(11.392)	*
Environmental Remediation	0.493	0.000	(0.493)	(100.0)	3.507	(0.230)	(3.737)	*
GASB75 Adjustment	0.000	0.000	0.000	-	0.144	(1.019)	(1.163)	*
<b>Total Expenditures Adjustments</b>	<b>\$28.423</b>	<b>\$11.751</b>	<b>(\$16.672)</b>	<b>(58.7)</b>	<b>\$176.901</b>	<b>\$218.095</b>	<b>\$41.194</b>	<b>23.3</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$30.318</b>	<b>\$12.586</b>	<b>(\$17.732)</b>	<b>(58.5)</b>	<b>\$203.160</b>	<b>\$251.601</b>	<b>\$48.441</b>	<b>23.8</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

	MONTH			VARIANCE				YTD			VARIANCE			
	MID-YEAR FORECAST	2021		MID-YEAR FORECAST	2020		MID-YEAR FORECAST	2021		MID-YEAR FORECAST	2020			
		2020 <sup>(A)</sup>												
<b>FAREBOX REVENUE</b>														
Harlem Line - Commutation	1.949	1.987	1.181	0.038	2.0%	0.807	68.3%	15.590	15.265	35.129	(0.325)	-2.1%	(19.864)	-56.5%
Harlem Line - Non-Commutation	6.275	6.872	2.379	0.596	9.5%	4.493	188.9%	46.326	49.413	32.880	3.087	6.7%	16.533	50.3%
<b>TOTAL HARLEM LINE</b>	<b>\$8.225</b>	<b>\$8.859</b>	<b>\$3.559</b>	<b>\$0.634</b>	<b>7.7%</b>	<b>\$5.300</b>	<b>148.9%</b>	<b>\$61.916</b>	<b>\$64.678</b>	<b>\$68.009</b>	<b>\$2.761</b>	<b>4.5%</b>	<b>(\$3.331)</b>	<b>-4.9%</b>
Hudson Line - Commutation	1.389	1.376	0.843	(0.013)	-1.0%	0.533	63.3%	11.151	10.880	23.721	(0.271)	-2.4%	(12.841)	-54.1%
Hudson Line - Non-Commutation	6.141	6.103	2.505	(0.039)	-0.6%	3.597	143.6%	45.205	45.815	31.066	0.611	1.4%	14.750	47.5%
<b>TOTAL HUDSON LINE</b>	<b>\$7.531</b>	<b>\$7.479</b>	<b>\$3.348</b>	<b>(\$0.052)</b>	<b>-0.7%</b>	<b>\$4.131</b>	<b>123.4%</b>	<b>\$56.356</b>	<b>\$56.696</b>	<b>\$54.787</b>	<b>\$0.340</b>	<b>0.6%</b>	<b>\$1.909</b>	<b>3.5%</b>
New Haven Line - Commutation	2.250	2.381	1.317	0.131	5.8%	1.064	80.8%	17.671	17.789	46.239	0.118	0.7%	(28.450)	-61.5%
New Haven Line - Non-Commutation	11.504	12.877	3.861	1.373	11.9%	9.016	233.5%	83.780	90.110	57.961	6.330	7.6%	32.149	55.5%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$13.755</b>	<b>\$15.258</b>	<b>\$5.178</b>	<b>\$1.504</b>	<b>10.9%</b>	<b>\$10.080</b>	<b>194.7%</b>	<b>\$101.451</b>	<b>\$107.898</b>	<b>\$104.200</b>	<b>\$6.448</b>	<b>6.4%</b>	<b>\$3.698</b>	<b>3.5%</b>
All Lines - Commutation	5.589	5.744	3.340	0.155	2.8%	2.404	72.0%	44.412	43.934	105.089	(0.478)	-1.1%	(61.155)	-58.2%
All Lines - Non-Commutation	23.921	25.851	8.746	1.931	8.1%	17.106	195.6%	175.311	185.338	121.906	10.027	5.7%	63.432	52.0%
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$29.510</b>	<b>\$31.596</b>	<b>\$12.086</b>	<b>\$2.086</b>	<b>7.1%</b>	<b>\$19.510</b>	<b>161.4%</b>	<b>\$219.723</b>	<b>\$229.272</b>	<b>\$226.996</b>	<b>\$9.549</b>	<b>4.3%</b>	<b>\$2.277</b>	<b>1.0%</b>
West of Hudson <sup>(B)</sup>	\$0.641	\$0.614	\$0.397	(\$0.027)	-4.2%	\$0.217	54.7%	\$4.952	\$5.546	\$5.373	0.594	12.0%	0.173	3.2%
<b>TOTAL FAREBOX REVENUE</b>	<b>\$30.151</b>	<b>\$32.210</b>	<b>\$12.483</b>	<b>\$2.059</b>	<b>6.8%</b>	<b>\$19.728</b>	<b>158.0%</b>	<b>\$224.675</b>	<b>\$234.818</b>	<b>\$232.369</b>	<b>\$10.143</b>	<b>4.5%</b>	<b>\$2.450</b>	<b>1.1%</b>
<b>RIDERSHIP</b>														
Harlem Line - Commutation	0.300	0.323	0.223	0.023	7.8%	0.100	44.8%	2.598	2.616	4.338	0.019	0.7%	(1.722)	-39.7%
Harlem Line - Non-Commutation	0.693	0.798	0.317	0.105	15.2%	0.481	151.5%	5.528	5.915	3.859	0.387	7.0%	2.056	53.3%
<b>TOTAL HARLEM LINE</b>	<b>0.993</b>	<b>1.121</b>	<b>0.541</b>	<b>0.129</b>	<b>13.0%</b>	<b>0.581</b>	<b>107.4%</b>	<b>8.125</b>	<b>8.531</b>	<b>8.197</b>	<b>0.406</b>	<b>5.0%</b>	<b>0.335</b>	<b>4.1%</b>
Hudson Line - Commutation	0.159	0.172	0.090	0.013	8.3%	0.082	90.3%	1.380	1.414	2.423	0.034	2.5%	(1.009)	-41.6%
Hudson Line - Non-Commutation	0.526	0.560	0.240	0.034	6.4%	0.320	133.7%	4.154	4.322	2.781	0.168	4.0%	1.541	55.4%
<b>TOTAL HUDSON LINE</b>	<b>0.685</b>	<b>0.732</b>	<b>0.330</b>	<b>0.047</b>	<b>6.9%</b>	<b>0.402</b>	<b>121.8%</b>	<b>5.534</b>	<b>5.736</b>	<b>5.204</b>	<b>0.202</b>	<b>3.6%</b>	<b>0.532</b>	<b>10.2%</b>
New Haven Line - Commutation	0.357	0.391	0.230	0.034	9.6%	0.161	70.3%	3.027	3.105	5.386	0.079	2.6%	(2.281)	-42.3%
New Haven Line - Non-Commutation	1.115	1.310	0.457	0.195	17.5%	0.853	186.7%	8.795	9.542	5.989	0.747	8.5%	3.554	59.3%
<b>TOTAL NEW HAVEN LINE</b>	<b>1.472</b>	<b>1.701</b>	<b>0.686</b>	<b>0.229</b>	<b>15.6%</b>	<b>1.014</b>	<b>147.8%</b>	<b>11.822</b>	<b>12.648</b>	<b>11.375</b>	<b>0.826</b>	<b>7.0%</b>	<b>1.273</b>	<b>11.2%</b>
<b>Total Ridership East of Hudson</b>														
All Lines - Commutation	0.815	0.886	0.543	0.071	8.7%	0.343	63.1%	7.005	7.136	12.147	0.132	1.9%	(5.011)	-41.3%
All Lines - Non-Commutation	2.334	2.668	1.014	0.334	14.3%	1.654	163.1%	18.477	19.779	12.628	1.302	7.0%	7.151	56.6%
<b>TOTAL EAST OF HUDSON LINES</b>	<b>3.149</b>	<b>3.554</b>	<b>1.557</b>	<b>0.405</b>	<b>12.9%</b>	<b>1.997</b>	<b>128.3%</b>	<b>25.481</b>	<b>26.915</b>	<b>24.776</b>	<b>1.434</b>	<b>5.6%</b>	<b>2.139</b>	<b>8.6%</b>
West of Hudson <sup>(B)</sup>	0.049	0.061	0.035	0.012	24.4%	0.026	75.1%	0.433	0.559	0.552	0.126	29.2%	0.008	1.4%
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>3.199</b>	<b>3.616</b>	<b>1.592</b>	<b>0.417</b>	<b>13.0%</b>	<b>2.024</b>	<b>127.1%</b>	<b>25.914</b>	<b>27.475</b>	<b>25.328</b>	<b>1.560</b>	<b>6.0%</b>	<b>2.147</b>	<b>8.5%</b>

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

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

**MTA METRO-NORTH RAILROAD**  
**2021 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**November 30, 2021**

<u>Department</u>	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance	Notes
<b>Administration</b>				
President	2	2	-	
Labor Relations	10	9	1	
Safety	58	61	(3)	
Security	18	15	3	
Office of the Executive VP	6	-	6	C
VP Ops Support and Org Res	-	22	(22)	C
Corporate & Public Affairs	13	11	2	
Customer Service	45	42	3	
Legal	9	9	-	
Claims	5	5	0	
Human Resources	34	29	5	
Training	73	74	(1)	
Employee Relations & Diversity	4	4	-	
VP Planning	1	-	1	
Capital Planning & Programming	10	8	2	
Long Range Planning	5	4	1	
Controller	54	52	2	
Budget	16	13	3	
Procurement & Material Mgmt	20	14	6	
<b>Total Administration</b>	<b>383</b>	<b>373</b>	<b>10</b>	
<b>Operations</b>				
Operations Support	49	47	2	C
Rolling Stock & EAM	14	11	3	
Transportation	1,628	1,558	70	A
Customer Service	377	347	30	A, B, C
Metro-North West	27	32	(5)	
<b>Total Operations</b>	<b>2,095</b>	<b>1,994</b>	<b>101</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,636	1,540	96	A, B
Maintenance of Way	2,101	2,006	95	A, B, C
Procurement & Material Mgmt	111	104	7	
<b>Total Maintenance</b>	<b>3,848</b>	<b>3,650</b>	<b>198</b>	
<b>Engineering/Capital</b>				
Construction Management	19	17	2	
Engineering & Design	54	52	2	
<b>Total Engineering/Capital</b>	<b>73</b>	<b>69</b>	<b>4</b>	
<b>Total Positions</b>	<b>6,399</b>	<b>6,087</b>	<b>312</b>	
<b>Non-Reimbursable</b>	<b>5,748</b>	<b>5,591</b>	<b>157</b>	
<b>Reimbursable</b>	<b>651</b>	<b>496</b>	<b>156</b>	
<b>Total Full-Time</b>	<b>6,398</b>	<b>6,086</b>	<b>312</b>	
<b>Total Full-Time-Equivalents</b> (of part-time positions)	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

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

**MTA METRO-NORTH RAILROAD**  
**2021 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**November 30, 2021**

FUNCTION/OCCUPATION	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	134	126	8
Professional, Technical, Clerical	249	248	1
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>383</b>	<b>373</b>	<b>10</b>
<b>Operations</b>			
Managers/Supervisors	244	231	13
Professional, Technical, Clerical	260	225	35
Operational Hourlies	1,591	1,539	52
<b>Total Operations</b>	<b>2,095</b>	<b>1,994</b>	<b>101</b>
<b>Maintenance</b>			
Managers/Supervisors	654	648	6
Professional, Technical, Clerical	497	450	47
Operational Hourlies	2,697	2,551	146
<b>Total Maintenance</b>	<b>3,848</b>	<b>3,650</b>	<b>198</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	46	43	3
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>73</b>	<b>69</b>	<b>4</b>
<b>Total Positions</b>			
Managers/Supervisors	1,059	1,030	29
Professional, Technical, Clerical	1,052	966	86
Operational Hourlies	4,288	4,091	197
<b>Total Positions</b>	<b>6,399</b>	<b>6,087</b>	<b>312</b>

**MTA METRO-NORTH RAILROAD  
2021 MID-YEAR FORECAST VS. ACTUALS  
November 30, 2021**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>MID-YEAR FORECAST</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	383	373	10	
Operations	2,095	1,994	101	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,848	3,650	198	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	73	69	4	
<b>Total Agency-wide Headcount</b>	<b>6,399</b>	<b>6,087</b>	<b>312</b>	
Non-Reimbursable	5,748	5,591	157	
Reimbursable	651	496	156	

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST**  
**MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>**  
**November 2021**

	MONTH			VARIANCE	
	MYF	2021	2020*	Fav/(Unfav) MYF	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	25.9%	30.0%	12.4%	4.1%	17.6%
Adjusted <sup>(C)</sup>	29.4%	32.9%	17.3%	3.6%	15.7%
Cost per Passenger					
Standard <sup>(B)</sup>	\$36.34	\$29.66	\$64.07	\$6.68	\$34.41
Adjusted <sup>(C)</sup>	\$35.39	\$28.76	\$63.19	\$6.63	\$34.44
Passenger Revenue/Passenger	\$9.43	\$8.91	\$7.95	(\$0.52)	\$0.95
	YEAR-TO-DATE			VARIANCE	
	MYF	2021	2020*	Fav/(Unfav) MYF	2020
Farebox Operating Ratio					
Standard <sup>(B)</sup>	18.7%	20.0%	20.5%	1.3%	-0.5%
Adjusted <sup>(C)</sup>	22.0%	22.8%	25.9%	0.8%	-3.1%
Cost per Passenger					
Standard <sup>(B)</sup>	\$46.46	\$42.75	\$44.21	\$3.71	\$1.46
Adjusted <sup>(C)</sup>	\$45.20	\$41.49	\$43.35	\$3.71	\$1.86
Passenger Revenue/Passenger	\$8.67	\$8.55	\$9.04	(\$0.12)	(\$0.49)

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses.

(B) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49) as well as the NHL share of MTA Police, Business Service Center and IT costs.

(C) Adjusted Fare Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between Metro-North and the LIRR and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenues and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB retiree expenses, and Inclusion of estimated farebox revenue from an equalization of the Connecticut fare structure.

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

**MTA METRO-NORTH RAILROAD**  
**MID-YEAR FORECAST AND NOVEMBER ESTIMATE vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2021 YEAR-TO-DATE**  
(\$ in millions)

	October Year-to-Date			Fav/(Unfav) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$ Var	% Var	\$ Var	% Var
Total Revenue	218.6	221.7	220.3	1.7	0.8	(1.4)	(0.6)
Total Expenses before Non-Cash Liability Adjs	1,084.7	1,094.3	1,076.0	8.6	0.8	18.3	1.7
Depreciation	231.6	236.7	236.8	(5.2)	(2.2)	(0.1)	(0.0)
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	7.6	3.0	(3.8)	11.4	*	6.8	*
Environmental Remediation	3.0	2.3	(0.2)	3.2	*	2.6	*
GASB 75 OPEB Expense Adj	0.1	(0.2)	(1.0)	1.2	*	0.8	*
<b>Total Expenses</b>	<b>1,327.0</b>	<b>1,336.1</b>	<b>1,307.7</b>	<b>19.3</b>	<b>1.5</b>	<b>28.4</b>	<b>2.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(1,108.4)</b>	<b>(1,114.4)</b>	<b>(1,087.5)</b>	<b>21.0</b>	<b>1.9</b>	<b>27.0</b>	<b>2.4</b>

**Notes:**

- Totals may not add due to rounding
- \* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
 EXPLANATION OF VARIANCES BETWEEN NOVEMBER ESTIMATE AND ACTUAL RESULTS  
 NON-REIMBURSABLE  
 OCTOBER 2021 YEAR-TO-DATE  
 (\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$1.4)	(0.6)	Primarily reflects lower advertising revenues partially offset by higher farebox revenue as a result of higher East of Hudson Ridership.
Total Expenses	\$28.4	2.1	Primarily reflects lower non-cash liability adjustments, lower labor costs (mainly attributed to lower train and engine crew overtime payments), as well as lower contractual services expense and material usage.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

**MTA METRO-NORTH RAILROAD**  
**MID-YEAR FORECAST AND NOVEMBER ESTIMATE vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2021 YEAR-TO-DATE**  
(\$ in millions)

	November Year-to-Date			Fav/(Unfav) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$ Var	% Var	\$ Var	% Var
Total Revenue	251.2	254.5	254.0	2.8	1.1	(0.5)	(0.2)
Total Expenses before Non-Cash Liability Adjs	1,201.9	1,213.6	1,185.6	16.4	1.4	28.0	2.3
Depreciation	254.9	259.9	259.8	(4.9)	(1.9)	0.1	0.0
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	7.6	3.0	(3.8)	11.4	*	6.8	*
Environmental Remediation	3.5	3.2	(0.2)	3.7	*	3.4	*
GASB 75 OPEB Expense Adj	0.1	(0.1)	(1.0)	1.2	*	0.9	*
Total Expenses	1,468.1	1,479.5	1,440.4	27.7	1.9	39.1	2.6
<b>Net Surplus/(Deficit)</b>	<b>(1,216.9)</b>	<b>(1,225.0)</b>	<b>(1,186.4)</b>	<b>30.5</b>	<b>2.5</b>	<b>38.6</b>	<b>3.2</b>

**Notes:**

- Totals may not add due to rounding
- \* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
 EXPLANATION OF VARIANCES BETWEEN NOVEMBER ESTIMATE AND ACTUAL RESULTS  
 NON-REIMBURSABLE  
 NOVEMBER 2021 YEAR-TO-DATE  
 (\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.5)	(0.2)	Primarily reflects lower advertising and parking revenues partially offset by higher farebox revenue as a result of higher East of Hudson Ridership.
Total Expenses	\$39.1	2.6	Primarily reflects lower labor costs (mainly attributed to lower train and engine crew overtime payments), lower contractual services expense and material usage, as well as lower non-cash liability adjustments.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

# Monthly Ridership Report

**Ben Cornelius**

Director – Operations Planning & Analysis



**December 2021**

**Grand Central Terminal**

*Photo provided by Fred Nangle*





# Metro-North Railroad

## **December 2021 Highlights: Ridership Report**

**(Note: December West of Hudson ridership is preliminary)**

The substantial month-to-month ridership increases when compared to 2020 noted in the October and November reports continued in December due to the availability of vaccines and testing and the continuation of return-to-work policies through most of the month as compared to the situation in 2020, when ridership was much lower. The rapid spread of the Omicron variant in December, however, significantly dampened weekday ridership after the second week of the month, driving overall ridership down when compared to 2019 and compared to November, the peak month for 2021.

### **Annual Ridership 2021 vs. 2020**

Total Metro-North annual rail ridership is projected to be approximately 30.7 million, approximately 3.9 million higher than the 26.8 million riders of 2020 – a 15% increase.

Total annual East of Hudson ridership was approximately 30.1 million, approximately 3.8 million higher than last year's figures of 26.2 million, also a 15% increase.

Total annual West of Hudson ridership is projected to be approximately 620,000, approximately 40,000 higher than the 2020 ridership, a 6% increase.

### **December 2021 vs. 2020**

East of Hudson ridership increased 122.1% vs. December 2020 and was 1.8% below the forecast.

- East of Hudson Commutation ridership increased by 66.1%.
- East of Hudson Non-Commutation ridership increased by 153.9%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 115.9%.
- Harlem Line Ridership increased by 107.7%.
- New Haven Line Ridership increased by 136.2%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 108.3%.
- Pascack Valley Line Ridership increased by 83.4%.

## **December 2021 vs. 2019**

Total Rail Ridership decreased by 55.0%.

- East of Hudson ridership decreased by 55.3%.
- West of Hudson ridership decreased by 34.1%.

### **Note:**

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

## **Ben Cornelius**

Director

Operations Planning & Analysis

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

**RIDERSHIP SUMMARY**

**December Ridership and Revenue (millions)**

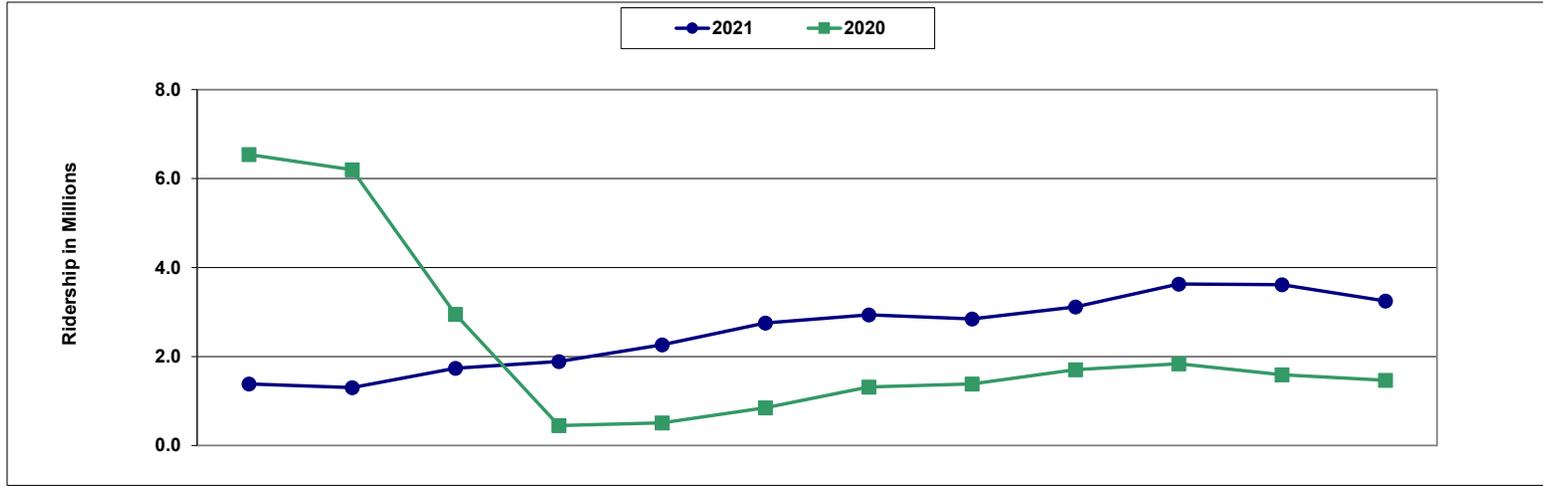
	December 2021	% Change vs. 2020
Total Rail Ridership	3.247	▲ 121.63%
Commutation Ridership	0.878	▲ 66.67%
Non-Commutation Ridership	2.369	▲ 152.49%
Connecting Service Ridership	0.013	▲ 199.71%
Total MNR System Ridership	3.261	▲ 121.87%
Rail Revenue	\$27.81	▲ 151.84%

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

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	30.722	▲ 14.67%	▲ 11.86%
Commutation Ridership	8.136	▼ -37.10%	▼ -17.20%
Non-Commutation Ridership	22.586	▲ 62.97%	▲ 28.05%
Connecting Service Ridership	0.106	▼ -25.70%	▲ 9.86%
Total MNR System Ridership	30.828	▲ 14.45%	▲ 11.85%
Rail Revenue	\$262.63	▲ 7.90%	▼ -8.93%

DECEMBER 2021 RAIL RIDERSHIP (1)

- December's Total Rail Ridership was 121.6% above 2020 and -1.5% below forecast.

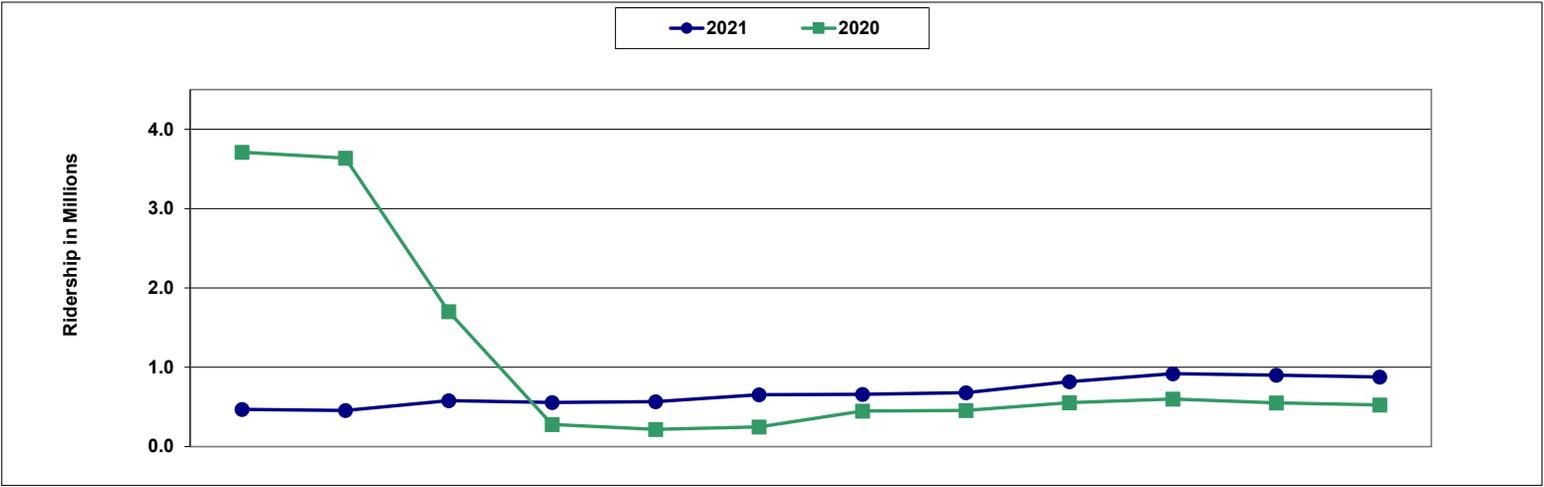


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.8	3.1	3.6	3.6	3.2	30.7
<b>2020</b>	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	26.8
<b>PCT CHG.</b>	-78.8%	-79.0%	-41.1%	320.5%	345.3%	225.0%	123.3%	105.8%	82.4%	97.6%	127.1%	121.6%	14.7%

1) Includes East and West of Hudson.

DECEMBER 2021 RAIL COMMUTATION RIDERSHIP (1)

- December's Rail Commutation Ridership was 66.7% above 2020 and 3.0% above forecast.

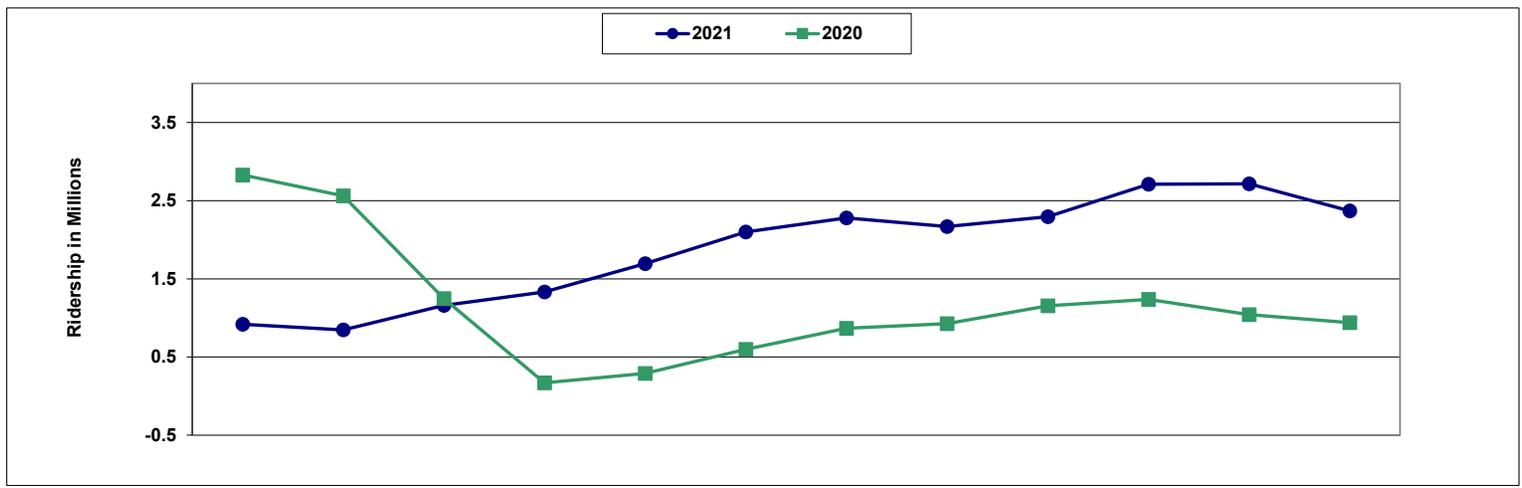


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9	0.9	0.9	8.1
<b>2020</b>	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	12.9
<b>PCT CHG.</b>	-87.4%	-87.5%	-66.0%	98.8%	160.3%	162.0%	46.8%	48.9%	48.3%	53.0%	63.5%	66.7%	-37.1%

1) Includes East and West of Hudson.

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

- December's Rail Non-Commutation Ridership was 152.5% above 2020 and -3.0% below forecast.

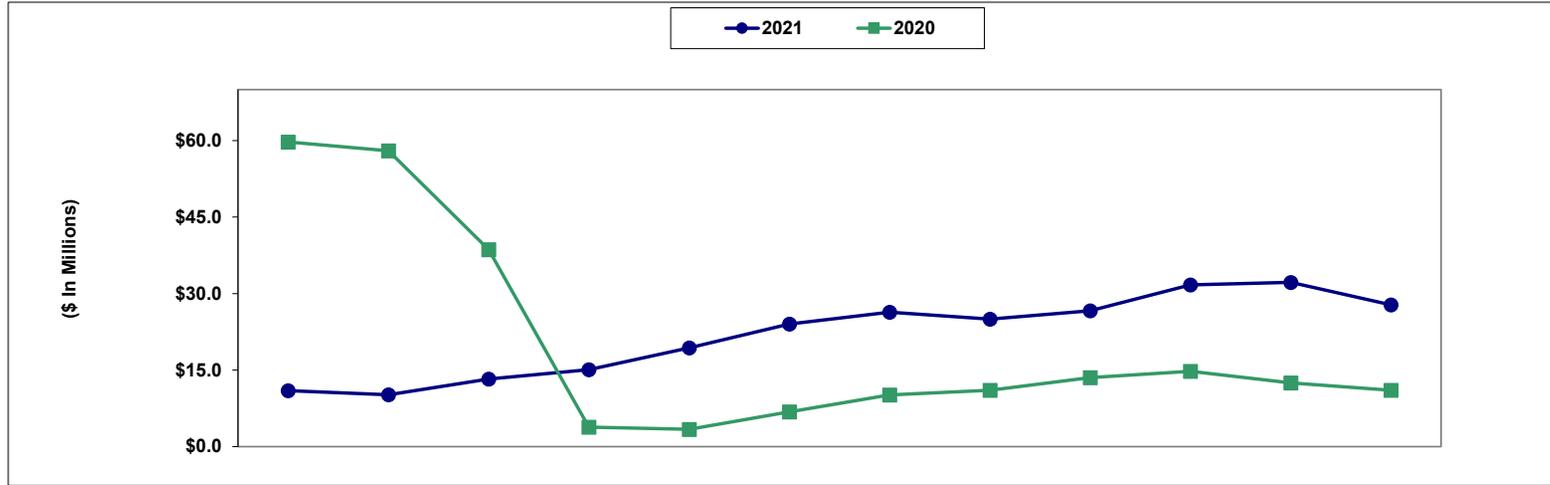


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.9	0.8	1.2	1.3	1.7	2.1	2.3	2.2	2.3	2.7	2.7	2.4	22.6
<b>2020</b>	2.8	2.6	1.2	0.2	0.3	0.6	0.9	0.9	1.2	1.2	1.0	0.9	13.9
<b>PCT CHG.</b>	-67.6%	-66.9%	-7.1%	686.9%	484.1%	251.3%	162.9%	133.7%	98.7%	119.3%	160.7%	152.5%	63.0%

1) Includes East and West of Hudson.

DECEMBER 2021 RAIL REVENUE (1)

- December's Total Rail Revenue was 151.8% above 2020 and -8.9% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$11.0	\$10.2	\$13.3	\$15.1	\$19.4	\$24.1	\$26.4	\$25.0	\$26.6	\$31.7	\$32.2	\$27.8	\$262.6
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$243.4
PCT CHG.	-81.6%	-82.5%	-65.7%	294.2%	469.9%	253.4%	160.5%	125.8%	96.6%	114.6%	158.0%	151.8%	7.9%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
DECEMBER 2021

TICKET TYPE/SERVICE	DECEMBER 2021	DECEMBER 2021	VARIANCE VS. FORECAST		DECEMBER 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	863,091	839,795	23,296	2.8%	519,685	343,406	66.1%
West of Hudson	15,010	12,420	2,590	20.9%	7,168	7,842	109.4%
<b>Total Rail Commutation Ridership</b>	<b>878,101</b>	<b>852,215</b>	<b>25,886</b>	<b>3.0%</b>	<b>526,853</b>	<b>351,248</b>	<b>66.7%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,323,668	2,404,556	(80,888)	-3.4%	915,117	1,408,551	153.9%
West of Hudson	45,571	38,485	7,086	18.4%	23,220	22,351	96.3%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,369,239</b>	<b>2,443,040</b>	<b>(73,801)</b>	<b>-3.0%</b>	<b>938,337</b>	<b>1,430,902</b>	<b>152.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	3,186,759	3,244,351	(57,592)	-1.78%	1,434,802	1,751,957	122.1%
West of Hudson (2)	60,581	50,904	9,677	19.0%	30,388	30,193	99.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>3,247,340</b>	<b>3,295,255</b>	<b>(47,915)</b>	<b>-1.5%</b>	<b>1,465,190</b>	<b>1,782,150</b>	<b>121.6%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>13,262</b>	<b>10,614</b>	<b>2,648</b>	<b>24.9%</b>	<b>4,425</b>	<b>8,837</b>	<b>199.7%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>3,260,602</b>	<b>3,305,869</b>	<b>(45,267)</b>	<b>-1.4%</b>	<b>1,469,615</b>	<b>1,790,987</b>	<b>121.9%</b>

**Notes:**

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

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

TICKET TYPE/SERVICE	2021 YTD ACTUAL	2021 YTD FORECAST	VARIANCE VS. FORECAST		2020 YTD RESTATE (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	7,999,433	9,661,998	(1,662,565)	-17.2%	12,667,060	(4,667,627)	-36.8%
West of Hudson	136,149	164,111	(27,962)	-17.0%	266,543	(130,394)	-48.9%
<b>Total Rail Commutation Ridership</b>	<b>8,135,582</b>	<b>9,826,109</b>	<b>(1,690,527)</b>	<b>-17.2%</b>	<b>12,933,603</b>	<b>(4,798,021)</b>	<b>-37.1%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	22,102,648	17,344,026	4,758,621	27.4%	13,543,568	8,559,080	63.2%
West of Hudson	483,779	294,110	189,669	64.5%	315,647	168,132	53.3%
<b>Total Rail Non-Commutation Ridership</b>	<b>22,586,427</b>	<b>17,638,137</b>	<b>4,948,290</b>	<b>28.1%</b>	<b>13,859,215</b>	<b>8,727,212</b>	<b>63.0%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	30,102,080	27,006,024	3,096,056	11.5%	26,210,628	3,891,452	14.8%
West of Hudson	619,928	458,221	161,707	35.3%	582,190	37,738	6.5%
<b>TOTAL RAIL RIDERSHIP</b>	<b>30,722,008</b>	<b>27,464,245</b>	<b>3,257,763</b>	<b>11.9%</b>	<b>26,792,818</b>	<b>3,929,190</b>	<b>14.7%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>106,375</b>	<b>96,825</b>	<b>9,550</b>	<b>9.9%</b>	<b>143,165</b>	<b>(36,790)</b>	<b>-25.7%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>30,828,383</b>	<b>27,561,070</b>	<b>3,267,313</b>	<b>11.9%</b>	<b>26,935,983</b>	<b>3,892,400</b>	<b>14.5%</b>

**Notes:**

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

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

LINE	DECEMBER 2021	DECEMBER 2020	CHANGE FROM 2020	
	ACTUAL	RESTATED (1)	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	1,024,878	493,512	531,366	107.7%
Hudson Line	649,113	300,724	348,389	115.9%
New Haven Line	1,512,769	640,566	872,203	136.2%
<b>Total East of Hudson</b>	<b>3,186,759</b>	<b>1,434,802</b>	<b>1,751,957</b>	<b>122.1%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	40,571	19,475	21,096	108.3%
Pascack Valley Line	20,010	10,913	9,097	83.4%
<b>Total West of Hudson (2)</b>	<b>60,581</b>	<b>30,388</b>	<b>30,193</b>	<b>99.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>3,247,340</b>	<b>1,465,190</b>	<b>1,782,150</b>	<b>121.6%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	9,897	4,425	5,472	123.7%
Haverstraw-Ossining Ferry	2,239	NA	2,239	NA
Newburgh-Beacon Ferry	1,126	NA	1,126	NA
<b>Total Connecting Services</b>	<b>13,262</b>	<b>4,425</b>	<b>8,837</b>	<b>199.7%</b>
<b>TOTAL MNR SYSTEM</b>	<b>3,260,602</b>	<b>1,469,615</b>	<b>1,790,987</b>	<b>121.9%</b>

**Notes:**

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

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

TICKET TYPE/SERVICE	2021	2020	CHANGE FROM 2020	
	YTD ACTUAL	YTD RESTATE <sup>(1)</sup>	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	9,556,349	8,690,401	865,948	10.0%
Hudson Line	6,385,136	5,504,577	880,559	16.0%
New Haven Line	14,160,595	12,015,650	2,144,945	17.9%
<b>Total East of Hudson</b>	<b>30,102,080</b>	<b>26,210,628</b>	<b>3,891,452</b>	<b>14.8%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	393,557	354,061	39,496	11.2%
Pascack Valley Line	226,371	228,129	(1,758)	-0.8%
<b>Total West of Hudson</b>	<b>619,928</b>	<b>582,190</b>	<b>37,738</b>	<b>6.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>30,722,008</b>	<b>26,792,818</b>	<b>3,929,190</b>	<b>14.7%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	90,178	108,650	(18,472)	-17.0%
Haverstraw-Ossining Ferry	10,014	23,309	(13,295)	-57.0%
Newburgh-Beacon Ferry	6,183	11,206	(5,023)	-44.8%
<b>Total Connecting Services</b>	<b>106,375</b>	<b>143,165</b>	<b>(36,790)</b>	<b>-25.7%</b>
<b>TOTAL MNR SYSTEM</b>	<b>30,828,383</b>	<b>26,935,983</b>	<b>3,892,400</b>	<b>14.5%</b>

**Notes:**

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

# Monthly Ridership Report

**Ben Cornelius**

Director – Operations Planning & Analysis



## November 2021

Upper Hudson Train and USS Slater

*Photo provided by Linda Morris*





# Metro-North Railroad

## **November 2021 Highlights: Ridership Report**

**(Note: November West of Hudson ridership is preliminary)**

The substantial month-to-month ridership increases noted in October 2021 compared to October 2020 extended into November 2021 as the impact of return-to-work policies, vaccinations, and testing regimes continued to foster the gradual return of normal commutation patterns and discretionary travel, as compared to conditions before these strategies were implemented.

### **November 2021 vs. 2020**

East of Hudson ridership increased 128.3% vs. November 2020 and was 12.9% above the forecast.

- East of Hudson Commutation ridership increased by 63.1%.
- East of Hudson Non-Commutation ridership increased by 163.1%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 121.8%.
- Harlem Line Ridership increased by 107.4%.
- New Haven Line Ridership increased by 147.8%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 75.6%.
- Pascack Valley Line Ridership increased by 74%.

### **November 2021 vs. 2019**

Total Rail Ridership decreased by 47.9%.

- East of Hudson ridership decreased by 47.9%.
- West of Hudson ridership decreased by 49.9%.

**Note:**

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

**Ben Cornelius**

Director

Operations Planning & Analysis

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

**RIDERSHIP SUMMARY**

**November Ridership and Revenue (millions)**

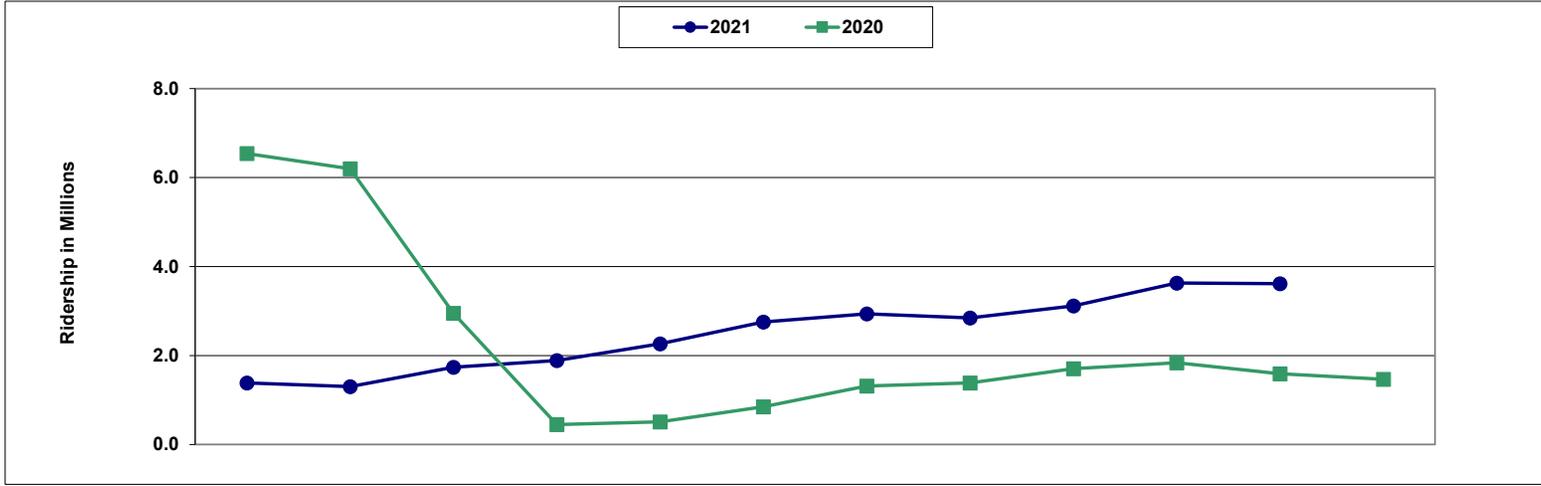
	November 2021	% Change vs. 2020
Total Rail Ridership	3.616	▲ 127.10%
Commutation Ridership	0.900	▲ 63.51%
Non-Commutation Ridership	2.715	▲ 160.72%
Connecting Service Ridership	0.016	▲ 249.17%
Total MNR System Ridership	3.631	▲ 127.44%
Rail Revenue	\$32.21	▲ 158.04%

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

	YTD 2021	% Change vs. 2020	Comparison to Forecast
Total Rail Ridership	27.475	▲ 8.48%	▲ 13.68%
Commutation Ridership	7.257	▼ -41.50%	▼ -19.13%
Non-Commutation Ridership	20.217	▲ 56.47%	▲ 33.05%
Connecting Service Ridership	0.093	▼ -32.89%	▲ 8.00%
Total MNR System Ridership	27.568	▲ 8.25%	▲ 13.66%
Rail Revenue	\$234.82	▲ 1.05%	▲ 6.83%

NOVEMBER 2021 RAIL RIDERSHIP (1)

- November's Total Rail Ridership was 127.1% above 2020 and 13.0% above forecast.

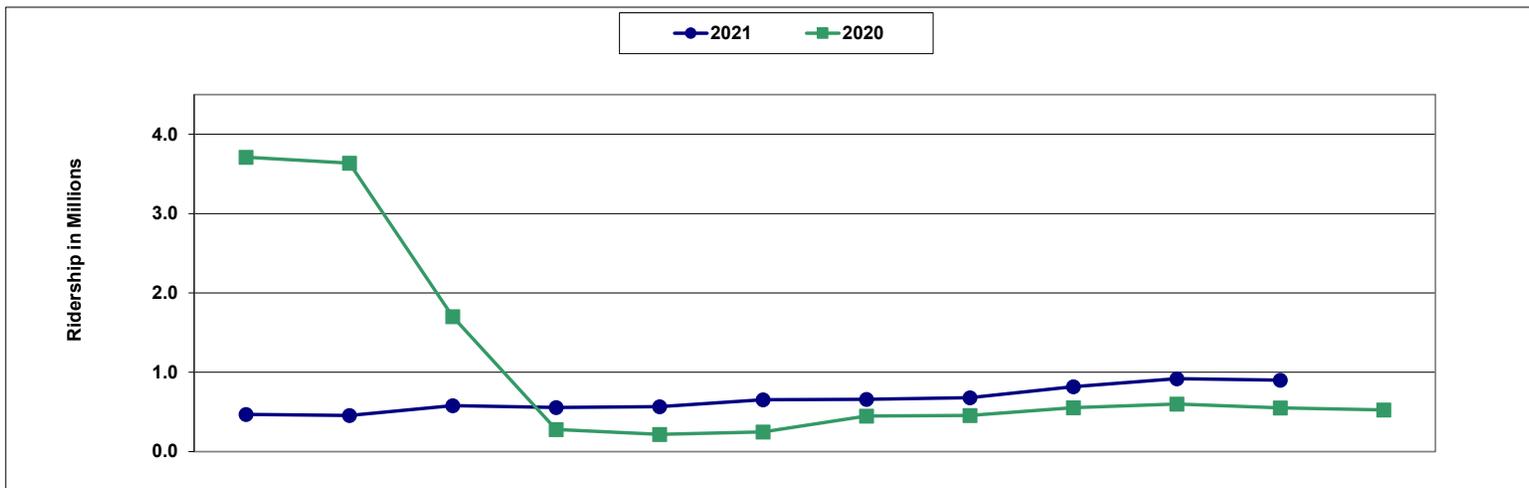


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.8	3.1	3.6	3.6		27.5
<b>2020</b>	6.5	6.2	3.0	0.4	0.5	0.8	1.3	1.4	1.7	1.8	1.6	1.5	25.3
<b>PCT CHG.</b>	-78.8%	-79.0%	-41.1%	320.5%	345.3%	225.0%	123.3%	105.8%	82.4%	97.6%	127.1%		8.5%

1) Includes East and West of Hudson.

NOVEMBER 2021 RAIL COMMUTATION RIDERSHIP (1)

- November's Rail Commutation Ridership was 63.5% above 2020 and 8.8% above forecast.

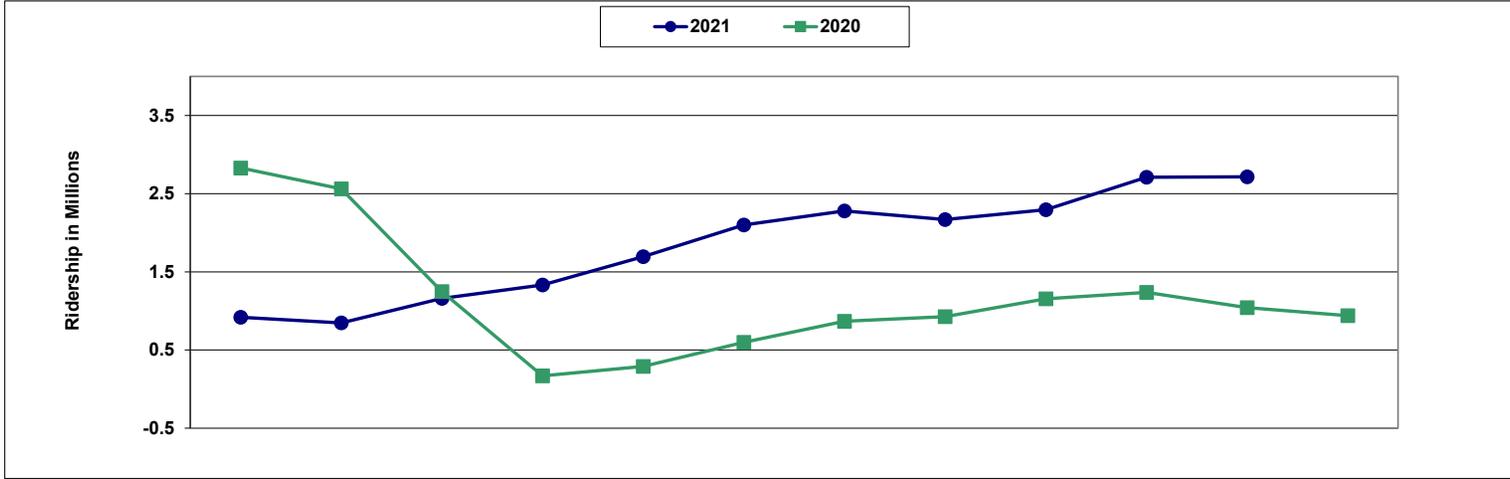


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9	0.9		7.3
<b>2020</b>	3.7	3.6	1.7	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.6	0.5	12.4
<b>PCT CHG.</b>	-87.4%	-87.5%	-66.0%	98.8%	160.3%	162.0%	46.8%	48.9%	48.3%	53.0%	63.5%		-41.5%

1) Includes East and West of Hudson.

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

- November's Rail Non-Commutation Ridership was 160.7% above 2020 and 14.5% above forecast.

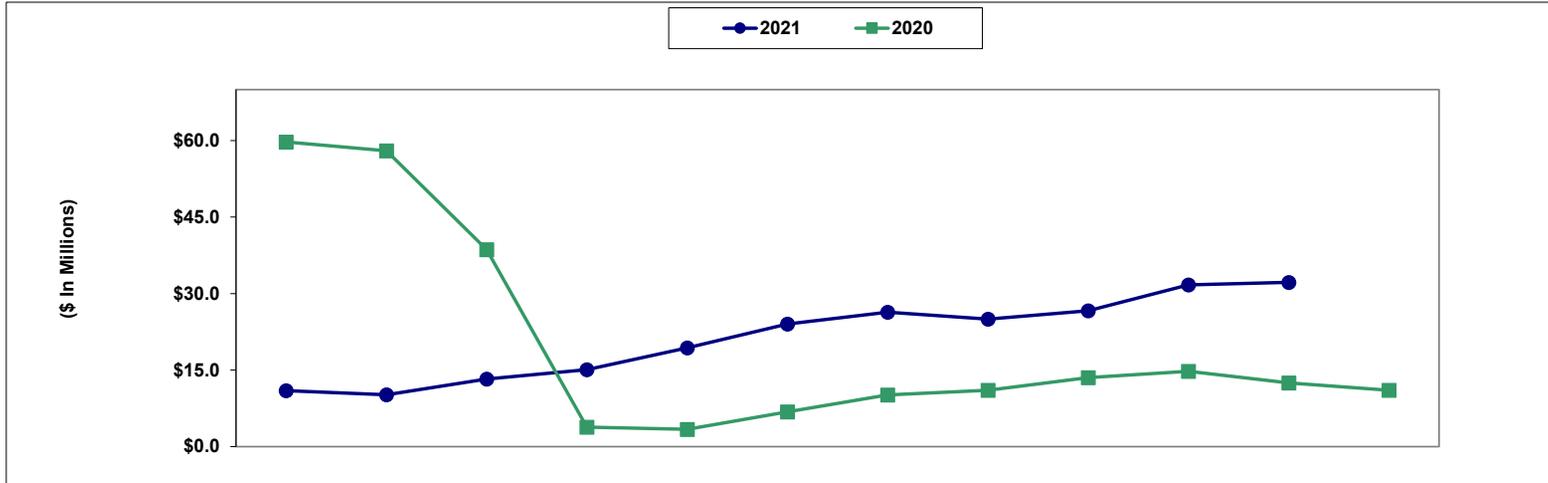


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2021</b>	0.9	0.8	1.2	1.3	1.7	2.1	2.3	2.2	2.3	2.7	2.7		20.2
<b>2020</b>	2.8	2.6	1.2	0.2	0.3	0.6	0.9	0.9	1.2	1.2	1.0	0.9	12.9
<b>PCT CHG.</b>	-67.6%	-66.9%	-7.1%	686.9%	484.1%	251.3%	162.9%	133.7%	98.7%	119.3%	160.7%		56.5%

1) Includes East and West of Hudson.

NOVEMBER 2021 RAIL REVENUE (1)

- November's Total Rail Revenue was 158.0% above 2020 and 6.8% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2021	\$11.0	\$10.2	\$13.3	\$15.1	\$19.4	\$24.1	\$26.4	\$25.0	\$26.6	\$31.7	\$32.2		\$234.8
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8	\$12.5	\$11.0	\$232.4
PCT CHG.	-81.6%	-82.5%	-65.7%	294.2%	469.9%	253.4%	160.5%	125.8%	96.6%	114.6%	158.0%		1.1%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	NOVEMBER 2021	NOVEMBER 2021	VARIANCE VS. FORECAST		NOVEMBER 2020	CHANGE FROM 2020	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	885,945	815,234	70,710	8.7%	543,049	342,896	63.1%
West of Hudson	14,548	12,056	2,492	20.7%	7,680	6,868	89.4%
<b>Total Rail Commutation Ridership</b>	<b>900,493</b>	<b>827,291</b>	<b>73,202</b>	<b>8.8%</b>	<b>550,729</b>	<b>349,764</b>	<b>63.5%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,668,355	2,334,231	334,124	14.3%	1,014,006	1,654,349	163.1%
West of Hudson	46,935	37,359	9,576	25.6%	27,442	19,493	71.0%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,715,290</b>	<b>2,371,590</b>	<b>343,700</b>	<b>14.5%</b>	<b>1,041,448</b>	<b>1,673,842</b>	<b>160.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	3,554,300	3,149,466	404,834	12.85%	1,557,055	1,997,245	128.3%
West of Hudson (2)	61,483	49,415	12,068	24.4%	35,122	26,361	75.1%
<b>TOTAL RAIL RIDERSHIP</b>	<b>3,615,783</b>	<b>3,198,881</b>	<b>416,902</b>	<b>13.0%</b>	<b>1,592,177</b>	<b>2,023,606</b>	<b>127.1%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>15,545</b>	<b>11,486</b>	<b>4,059</b>	<b>35.3%</b>	<b>4,452</b>	<b>11,093</b>	<b>249.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>3,631,328</b>	<b>3,210,367</b>	<b>420,961</b>	<b>13.1%</b>	<b>1,596,629</b>	<b>2,034,699</b>	<b>127.4%</b>

**Notes:**

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

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

TICKET TYPE/SERVICE	2021 YTD ACTUAL	2021 YTD FORECAST	VARIANCE VS. FORECAST		2020 YTD RESTATE (1)	CHANGE FROM 2020	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	7,136,342	8,822,202	(1,685,861)	-19.1%	12,147,375	(5,011,033)	-41.3%
West of Hudson	121,139	151,691	(30,552)	-20.1%	259,375	(138,236)	-53.3%
<b>Total Rail Commutation Ridership</b>	<b>7,257,481</b>	<b>8,973,894</b>	<b>(1,716,413)</b>	<b>-19.1%</b>	<b>12,406,750</b>	<b>(5,149,269)</b>	<b>-41.5%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	19,778,980	14,939,471	4,839,509	32.4%	12,628,451	7,150,529	56.6%
West of Hudson	438,208	255,626	182,582	71.4%	292,427	145,781	49.9%
<b>Total Rail Non-Commutation Ridership</b>	<b>20,217,188</b>	<b>15,195,096</b>	<b>5,022,092</b>	<b>33.1%</b>	<b>12,920,878</b>	<b>7,296,310</b>	<b>56.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	26,915,321	23,761,673	3,153,648	13.3%	24,775,826	2,139,495	8.6%
West of Hudson	559,347	407,317	152,030	37.3%	551,802	7,545	1.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>27,474,668</b>	<b>24,168,990</b>	<b>3,305,678</b>	<b>13.7%</b>	<b>25,327,628</b>	<b>2,147,040</b>	<b>8.5%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>93,106</b>	<b>86,211</b>	<b>6,895</b>	<b>8.0%</b>	<b>138,740</b>	<b>(45,634)</b>	<b>-32.9%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>27,567,774</b>	<b>24,255,201</b>	<b>3,312,573</b>	<b>13.7%</b>	<b>25,466,368</b>	<b>2,101,406</b>	<b>8.3%</b>

**Notes:**

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

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

LINE	NOVEMBER 2021	NOVEMBER 2020	CHANGE FROM 2020	
	ACTUAL	RESTATE <sup>(1)</sup>	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	1,121,485	540,608	580,877	107.4%
Hudson Line	731,988	329,963	402,025	121.8%
New Haven Line	1,700,827	686,484	1,014,343	147.8%
<b>Total East of Hudson</b>	<b>3,554,300</b>	<b>1,557,055</b>	<b>1,997,245</b>	<b>128.3%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	40,504	23,064	17,440	75.6%
Pascack Valley Line	20,979	12,058	8,921	74.0%
<b>Total West of Hudson (2)</b>	<b>61,483</b>	<b>35,122</b>	<b>26,361</b>	<b>75.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>3,615,783</b>	<b>1,592,177</b>	<b>2,023,606</b>	<b>127.1%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	11,280	4,452	6,828	153.4%
Haverstraw-Ossining Ferry	2,779	NA	2,779	NA
Newburgh-Beacon Ferry	1,486	NA	1,486	NA
<b>Total Connecting Services</b>	<b>15,545</b>	<b>4,452</b>	<b>11,093</b>	<b>249.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>3,631,328</b>	<b>1,596,629</b>	<b>2,034,699</b>	<b>127.4%</b>

**Notes:**

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

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

TICKET TYPE/SERVICE	2021	2020	CHANGE FROM 2020	
	YTD ACTUAL	YTD RESTATE <sup>(1)</sup>	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	8,531,471	8,196,889	334,582	4.1%
Hudson Line	5,736,023	5,203,853	532,170	10.2%
New Haven Line	12,647,827	11,375,084	1,272,743	11.2%
<b>Total East of Hudson</b>	<b>26,915,321</b>	<b>24,775,826</b>	<b>2,139,495</b>	<b>8.6%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	352,986	334,586	18,400	5.5%
Pascack Valley Line	206,361	217,216	(10,855)	-5.0%
<b>Total West of Hudson</b>	<b>559,347</b>	<b>551,802</b>	<b>7,545</b>	<b>1.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>27,474,668</b>	<b>25,327,628</b>	<b>2,147,040</b>	<b>8.5%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	80,281	104,225	(23,944)	-23.0%
Haverstraw-Ossining Ferry	7,768	23,309	(15,541)	-66.7%
Newburgh-Beacon Ferry	5,057	11,206	(6,149)	-54.9%
<b>Total Connecting Services</b>	<b>93,106</b>	<b>138,740</b>	<b>(45,634)</b>	<b>-32.9%</b>
<b>TOTAL MNR SYSTEM</b>	<b>27,567,774</b>	<b>25,466,368</b>	<b>2,101,406</b>	<b>8.3%</b>

**Notes:**

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