



**Metropolitan Transportation Authority**

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

## **February 2022**

### **Members**

R. Herman (Co-Chair)

K. Law (Co-Chair)

F. Borelli

G. Bringmann

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

H. Porr, III

V. Tessitore

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Tuesday, 2/22/2022  
9:30 - 10:30 AM ET

## 1. Public Comments Period

## 2. Summary of Actions

### **MNR Summary of Actions**

*MNR Summary of Actions - Page 4*

### **LIRR Summary of Actions - None**

## 3. APPROVAL OF MINUTES - January 24, 2022

### **MNR Minutes**

*MNR Minutes - Page 5*

### **LIRR Minutes**

*LIRR Minutes - Page 13*

## 4. 2022 WORK PLANS

### **MNR Work Plan**

*MNR Work Plan - Page 20*

### **LIRR Work Plan**

*LIRR Work Plan - Page 25*

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

### **MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 30*

### **LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 33*

### **MTA Police Report**

*MTA Police Report - Page 36*

## 6. AGENCY INFORMATION ITEMS

### **MNR Information Items**

- **MNR Adopted Budget/Financial Plan 2022**

*MNR Adopted Budget/Financial Plan 2022 - Page 45*

- **MNR 2021 Annual Operating Results**  
*MNR 2021 Annual Operating Results - Page 66*
- **Lease of Pearl River Station Building**  
*Lease of Pearl River Station Building - Page 80*

#### **LIRR Information Items**

- **LIRR Adopted Budget/Financial Plan 2022**  
*LIRR Adopted Budget-Financial Plan 2022 - Page 81*
- **LIRR 2021 Annual Operating Results**  
*LIRR 2021 Annual Operating Results - Page 102*
- **March Timetable & Spring Trackwork Programs - In Progress**  
*March Timetable & Spring Trackwork Programs - Page 110*

### **7. PROCUREMENTS**

#### **MNR Procurements**

*MNR Procurements - Page 114*

- **Non-Competitive**  
*MNR Non-Competitive - Page 118*

#### **LIRR Procurements - None**

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

#### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 121*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 129*
- **MNR Finance Report**  
*MNR Finance Report - Page 132*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 152*

#### **LIRR Performance Summaries**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 163*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 173*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 176*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 197*

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
Metro-North Procurement	Wabtec Corporation	\$296,063,000 (Est.)	Metro-North Railroad (MNR) seeks MTA Board approval on behalf of itself, Long Island Rail Road ("LIRR") and New York City Transit for a purchase agreement to include various parts, components, and repair services for MNR's M-3, Shoreliner, M-7 and M-8 railcars and locomotives; LIRR's M-3, M-7, and M-9 railcars, C-3 coach cars, and diesel-electric/dual mode locomotives; and all NYC Transit subway cars.

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, January 24, 2022

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. Kevin Law, Co-Chair  
Hon. Frank Borelli, Jr.  
Hon. Norman Brown  
Hon. Robert Linn  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

The following Board members were present via video conference:

Hon. Gerard Bringmann  
Hon. Michael Fleischer  
Hon. Randolph Glucksman  
Hon. David Mack  
Hon. Harold Porr

The following Board members were not present: Hon. Rhonda Herman

Also present in person or via video conference:

Catherine Rinaldi – President  
Justin Vonashek – Senior Vice President, Operations  
Shelley Prettyman – Acting Vice President, System Safety  
David Melillo – Chief Engineer  
Mark Mannix – Senior Director, Corporate and Public Affairs  
Anthony Gardner – Senior Director, Procurement and Material Management  
Ziona Rubin – Deputy Director, Special Projects  
Susan Sarch – Vice President and General Counsel  
Nathan Gilbertson – Vice President, Operations Support & Organizational Resiliency  
Yvonne Hill-Donald – Vice President, Human Resources  
Steven Weiss – Financial Liaison

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 January 24, 2022 should be consulted for matters addressed at the joint meeting relating to LIRR.

Co-Chair Law called the joint meeting to order.

## **PUBLIC COMMENTS:**

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

Christopher D. Greif (via video) from PCAC and NYCT's Advisory Committee on Passenger Accessibility stated that Metro-North needs to increase Freedom Ticket, not only on LIRR but on Metro-North as well. This will make it easier for everyone, including seniors and people with disabilities.

Kara Gurl (in person), PCAC Research and Communications Associate, stated that as the meaning of rush hour continues to evolve and riders take the train during non-traditional commuting hours, Metro-North should meet their needs. This includes expanding safe options support teams announced by Governor Hochul to the commuter rails to provide mental health services and resources so that people have better options than using waiting rooms as shelter. The most important thing that MTA can do to get Metro-North riders back is to listen to their concerns. She stated that riders want to see open waiting rooms at their stations.

Jason Anthony from Amazon Labor Union stated that Metro-North started the new year with a positive note with a 95% on time performance ("OTP") and hoped that the trend continues into the winter months. He asked that CityTicket be expanded to Metro-North's Hudson Line between Grand Central Terminal and Riverdale because it lacks subway service.

Murray Bodin from Concerned Grandparents stated that the law requires that the box at the Roaring Brook Road railroad crossing be black and white. Bodin stated that he spent two years asking Metro-North to convert it from a red box to black and white, that Metro-North is not following the law, and that it is the responsibility of the Committee to replace Metro-North's President with someone who will obey the law.

Additional details of the comments made by the public speakers are contained in the minutes of the Metro-North Committee for the meeting of January 24, 2022. 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 December 13, 2021 Metro-North Committee Meeting.

## **METRO-NORTH 2022 WORK PLAN:**

President Rinaldi reported no changes to the 2022 Work Plan. The 2022 Work Plan is filed with the records of this meeting.

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

President Rinaldi began with a moment of silence for Matt Chirico, a Metro-North employee who died from COVID. Matt was hired in 1989 as a communication lineman and advanced into positions of assistant cable splicer and lead cable splicer, ultimately serving as a communication supervisor in the signal department. One of his recent accomplishments was being an integral part of the team installing fiber optic cable for Metro-North to successfully implement its positive train control system. He was highly respected by his colleagues for his knowledge and commitment to the railroad and took great pride in his work – no matter the time of day or weather conditions, one could also count on him to troubleshoot, fix a problem, or finish a job that needed to be completed. He came from a railroad family, as his father Mike was a structures manager for 30 years and his sister Melanie currently works as an assistant director for Maintenance of Way. President Rinaldi expressed Metro-North's deepest condolences to the Chirico family.

President Rinaldi next said that in June, Metro-North launched Way Ahead Moving Forward. This is Metro-North's updated strategy for a strong regional recovery and a continued commitment to safety, reliability, and innovation in the delivery of excellent customer service. In addition to welcoming customers back and developing strategies to attract new customers, Metro-North is accelerating maintenance and major rehabilitation projects that are fundamental in providing safe and reliable train service. Metro-North's strong performance in 2021 was the result of a lot of hard work by Metro-North employees in all departments.

Turning to the agenda, Metro-North's crews were busy last year throughout the system maintaining the infrastructure in a state of good repair. Highlights in the report covering 2021 include the following:

- Replacing 54,583 railroad ties, including almost 5,000 ties West of Hudson, installing 8.2 miles of new rail, and welding 990 rail joints.
- Performing 2,785 miles of ultrasonic rail testing, over 1,500 miles of track geometry testing, and 139 miles of rail grinding to restore rail profile.
- Resurfacing 130 miles of track to ensure a smooth ride throughout the system.
- Replacing 28 track switches, including 4 at one of the critical interlockings near Hartsdale Station on the Harlem Line.
- Repairing several overhead vehicular bridges and under grade bridges, replacing almost 1,900 deck ties on these bridges, and sprucing up stations with repairs and painting.
- Installing a new signal system to enable PTC to be operational on the Waterbury branch.
- Developing, testing, and deploying updated onboard software for the M8 fleet to improve PTC operations and service reliability on the New Haven line.
- Completing the installation of delineators at all 106 crossings in New York and Connecticut. These high visibility reflective posts alert drivers to the tracks.
- Enhancing crossings to make them safer and more visible with LED lights, electronic bells, additional flashers, replacement of gate mechanisms, and new concrete surfaces. In partnership with Metro-North's and MTA's Safety Departments, Metro-North is actively working with NYSDOT, localities, and MTA's grade crossing

consultant, Benesch, on future improvements to many grade crossings across Metro-North's operating territory.

- Undercutting 3 miles of track between Larchmont and Harrison on the New Haven Line.
- Restoring infrastructure impacted by weather events, including Tropical Storm Henri and the remnants of Hurricane IDA. This included working with partners at C&D on replacing a culvert at Dobbs Ferry, which is now 75% complete with work finished on three of the four tracks. Metro-North anticipates completing the final track work by March.

These incredible efforts are due to the hard work of our Maintenance of Way personnel. President Rinaldi thanked them for all their efforts in maintaining the infrastructure and told them to keep up the good work. Keeping Metro-North's network of infrastructure assets well maintained is fundamental to providing riders with safe and reliable train service and is one of the priorities under Metro-North's Way Ahead Moving Forward strategic plan.

These proactive maintenance measures are paying dividends with overall service delivery of 97.1% in 2021, which is the second consecutive year Metro-North finished with on-time performance above 97%. For the month of December, East of Hudson service operated above goal at 97.7%. The Hudson Line operated at 97.9% and the Harlem Line at 97.3%. This was accomplished despite train delays and cancellations due to two major incidents: (a) on December 11, high wind conditions resulted in a tree falling on a transmission pole near Goldens Bridge, which resulted in 38 train delays and (b) on December 18, a vehicle was stuck on the tracks at Green Lane grade crossing, which led to 14 train delays. New Haven Line trains performed at 97.9% in December. West of Hudson service operated above goal at 96.4% on-time during December, and the performance for 2021 was slightly below goal at 93.4%.

The high performance last year is a direct result of the hard work of the entire Metro-North team, who came together during the second year of the pandemic to ensure that its customers receive the safe and reliable train service that they deserve. Moving forward into 2022, the goal is to keep the strong progress going. It is Metro-North's unwavering commitment to the safety of its customers and the reliability of its service that will bring riders back to the railroad as the region continues to rebound from the COVID-19 pandemic.

Last year's high on-time performance was accomplished as service levels increased from 63% of pre-COVID service at the beginning of last year to 82% of pre-COVID service, which began last August. The increase in service paralleled a growth in ridership from 18.6% of pre-COVID ridership in mid-February 2021 to the peak of 50.6% of pre-COVID ridership in the first half of December. The rapid spread of the Omicron variant significantly dampened weekday ridership after the second week of December, driving overall ridership down when compared to 2019 and compared to November - the peak month for 2021. Fortunately, this month Metro-North appears to have bottomed out on ridership during Omicron and ridership has resumed an upward trend. Ridership last week - during the week of January 17 - was up 9.4% over the week of January 10, and was up 18.9% from the first week of January. Through last Thursday, Metro-North is at 36.1% of its pre-COVID average weekday ridership. Metro-North is happy to see that people are coming back to ride its trains.

In response to a question from Board Member Glucksman regarding whether, with the anticipated completion of work at Dobbs Ferry, there will be new schedules adding back express service, President Rinaldi said that Metro-North was looking at its next schedule increase.

In response to a question from Board Member Zuckerman regarding differential ridership by stations or zones, President Rinaldi noted that Fordham is a very busy station. With a lot of essential workers living in that community and traveling in both directions, there was a lot of activity on the early morning construction trains on the Hudson Line. Metro-North is trying to figure out how to obtain more granular data for station by station.

In response to a question from Board Member Linn whether we could do anything with data showing certain stations were more heavily used and others less heavily used, President Rinaldi said that could inform service delivery decisions and operations planning coming out of the pandemic.

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

Acting Vice President System Safety Shelley Prettyman stated that Metro-North's Safety report can be found starting on page 34 of the Committee Book.

Acting Vice President Prettyman reported that the FRA reportable customer injury rate per million customers was 1.76 for the 12 month reporting period ending November 2021. The top category of incidents was slips, trips, and falls. Metro-North has worked with MTA Customer Communications to refresh its seasonal customer safety campaign to remind customers of safe behavior during winter weather.

The FRA reportable employee lost time injury rate was 2.01 per 200,000 hours worked for the 12 month reporting period ending November 2021. Slips, trips, and falls were also the top category of incidents for employee injuries. Metro-North has refreshed its safety notices for employees and continues to review all incidents for causes.

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 ("MTAPD") Assistant Chief Gary Beahan discussed items in the police report, noting the following:

There was an uptick in felony assaults, with Metro-North having 15 in 2021 vs. 11 in 2020. MTAPD made 13 arrests for those assaults. Of the 15 felony assaults, four were against conductors, six were against police officers, and five were against other victims. Weapons were used in five cases – two with a knife and one each with a pipe, bottle, and gourd. Seven of the assaults were on trains and three were on platforms. Assistant Chief Beahan said that their Train Patrol Initiative was the answer to help lower these numbers. MTAPD just ramped this initiative up at the

beginning of the year, using grant funding, and is increasing police presence on trains and in stations.

The number of grand larcenies is also troubling, with Metro-North having 38 in 2021 vs. 30 in 2020. The common thread is sleeping people – with 14 of the grand larcenies involving such people. MTAPD used to promote a “safeguard your stuff” initiative, where it printed flyers and handed them out, and plans to do this again. There has also been an uptick in parking lot grand larcenies, such as taking catalytic converters.

Burglaries were up, with 20 in 2021 vs. 9 in 2020. Ten of those were by two people at Grand Central Terminal. Assistant Chief Beahan noted that when someone receives a “barring notice” from Rite Aid drug store at Grand Central Terminal, but comes back and commits a misdemeanor, the District Attorney wants felony burglary charges brought against those individuals.

Robberies were down, with five arrests. Most of the robberies were on trains.

In response to a question from Co-Chair Law regarding information sharing and collaboration with local police for non-train crimes, Assistant Chief Beahan said MTAPD shares statistics with counties and that 911 calls go to the local police. This prompts a dialogue between MTAPD and those agencies, and that if there were a pattern or serious event, they would all be involved.

In response to a question from Board Member Linn as to whether an incident at Grand Central Terminal would appear both in MTAPD data and NYC data, Assistant Chief Beahan said that it would not appear in the NYC statistics.

Board Member Tessitore noted his tremendous concern regarding assaults against conductors and police officers, mentioned that Train Patrols are the key component, and that the MTA Board needs to back police resources and use its political connections so that prosecutors do the right thing when employees are assaulted.

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.

#### **METRO-NORTH ACTION ITEMS:**

President Rinaldi reported that, as it does every year, Metro-North is seeking MTA Board approval to enter into a contract to accept up to \$365,000 from a congestion mitigation/air quality (“CMAQ”) grant to defray some of the expenses associated with the ferries operated by Metro-North.

Upon motion duly made and seconded, the Committee recommended the action item for approval.

**JOINT INFORMATION ITEMS:**

There were no joint information items.

**METRO-NORTH INFORMATION ITEMS:**

Metro-North President Rinaldi reported that the track program quarterly update is in the Book.

**PROCUREMENTS:**

Metro-North Senior Director of Procurement Anthony Gardner presented one Metro-North procurement on behalf of both Metro-North and LIRR to award a five year competitively solicited miscellaneous service contract conducted through the request for proposal process to Nouveau Elevator Industries, LLC in the estimated amount of \$31,768,434. The contract includes ongoing maintenance, inspection, and repair services for 53 escalators located in Grand Central Terminal, Metro-North's White Plains station, Penn Station, and other LIRR stations in Nassau, Suffolk, and Queens Counties.

In response to a question from Board Member Zuckerman regarding inclusion of repair costs within Nouveau's bid, which was much lower than the other bids, Senior Director Gardner stated that the selected firm is the incumbent and therefore has inherent knowledge on what it takes to provide the service, and that the other firms were risk averse, which was reflected in their bids.

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

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

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

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

**ADJOURNMENT:**

Prior to adjournment, Co-Chairman Law mentioned that Governor Hochul nominated him to become the next Chairman of the Empire State Development Corporation, that his confirmation hearing may be as early as next week, and that this could be his last meeting of the LIRR/Metro-North Committee. He stated that he was impressed with President Rinaldi's and President Eng's leadership and the professionalism of all the teams on both sides.

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

Respectfully submitted,



Susan Sarch  
Vice President, General Counsel & Secretary

Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, January 24, 2022

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. Kevin Law, Co-Chair  
Hon. Frank Borelli, Jr.  
Hon. Norman Brown  
Hon. Robert Linn  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

The following Board members were present via video conference:

Hon. Gerard Bringmann  
Hon. Michael Fleischer  
Hon. Randolph Glucksman  
Hon. David Mack  
Hon. Harold Porr

The following Board members were not present: Hon. Rhonda Herman

**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 January 24, 2022 should be consulted for matters addressed at the joint meeting relating to Metro-North.

Co-Chair Law called the joint meeting to order.

**PUBLIC COMMENTS:**

The following public speakers commented on matters related to LIRR:

Charlton D’Souza (via video) from Passengers United stated that LIRR needs to extend the Atlantic Ticket overnight so that people can use it to and from Penn Station, that waiting rooms should be kept open – especially when it is cold, that gaps in Hempstead branch schedules should step up mask enforcement, that some train crews are not wearing masks, and that security at Penn

Station needs to be increased - with a special passenger waiting area where passengers can show their tickets so homeless individuals are not going on platforms and stairs.

Christopher D. Greif (via video) from PCAC and NYCT's Advisory Committee on Passenger Accessibility stated that LIRR needs to increase Freedom Ticket, which will make it easier for everyone - including seniors and people with disabilities - that homeless individuals at Penn Station are blocking walkways, that he is glad that there is a lot of police presence at Atlantic Terminal, that there needs to be more announcements, signage and use of MTA Police to remind everyone that they need to wear masks on trains.

Kara Gurl (in person), PCAC Research and Communications Associate, congratulated LIRR for its best on time performance ("OTP") in modern history but noted that it is hard to use OTP as a metric for good service when ridership and frequency are both at low points. She hoped LIRR could use the OTP to entice riders back and could retain such good metrics when ridership bounces back, that the best way to show riders who return that they made the right decision is to offer a safe, fast, reliable, and pleasant ride, that waiting rooms and restrooms should be open for many more hours, that safe options support teams announced by Governor Hochul and that provide mental health services and resources should be expanded so that people have better options than using waiting rooms as shelter, and that the most important thing that MTA could do to get LIRR riders back is to listen to their concerns. She stated that riders want to see open waiting rooms at their stations.

Jason Anthony from Amazon Labor Union stated that LIRR started the new year with a positive note of 95% OTP and hoped that the trend continues into the winter months. He said that it should bring back riders, especially those who visit from out of town who could take advantage of traveling from Jamaica to Penn Station and Atlantic Terminal, by offering that ride – which takes 20 minutes - for five dollars on weekdays and \$4.50 on weekends.

Murray Bodin from Concerned Grandparents stated that President Eng has done a fantastic job.

Additional details of the comments made by the public speakers are contained in the minutes of the Metro-North Committee for the meeting of January 24, 2022. 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 December 13, 2021 LIRR Committee Meeting.

#### **LIRR 2022 WORK PLAN:**

President Eng reported no changes to the 2022 Work Plan. The Committee approved the Work Plan, which is filed with the records of this meeting.

## **LIRR PRESIDENT'S REPORT:**

President Eng began by acknowledging Glenn Greenberg, LIRR's Chief Engineer who retired this past Friday. Glenn started at LIRR as a summer engineer in 1986 and worked the next three summers until he was hired full time in 1990 as a junior engineer. He rose through the ranks over the course of more than three decades and, while President Eng only had the privilege of working with him for the last few years, Glenn's leadership has been instrumental in helping LIRR deliver improved and more resilient infrastructure for its customers – most notably LIRR's concrete tie replacement program and making Port Washington branch its first all concrete tie branch, along with Jamaica Capacity Improvements and LIRR Expansion Project. Glenn has been known to say, "The difficult we do immediately and the impossible takes a little longer." President Eng wished Glenn all the best in the next phase of his life and thanked him for his support and leadership. He also thanked Ed Koch for stepping up to fill the void as acting chief engineer.

President Eng next said that he was grateful for the strong engineering team because every year brings new challenges. There was a wicked curve ball from COVID at the end of 2021, but LIRR's workforce stepped up and continued to deliver on its commitment to the public. 2021 ended on a high note as LIRR set a modern day record for its OTP – the best annual OTP since it started recording this metric back in 1979. Its trains ran on time at a rate of 96.3%, exceeding 2020 by .4 percentage points – but more importantly, delivering consistent reliable service for its customers. This came as LIRR also saw a nearly 17% increase in ridership in 2021 at 35 million rides, compared to 2020 at 30 million rides. LIRR also had the best Fall OTP in modern records, despite an extended low adhesion season. October, November, and December 2021 – each of those months individually as well as the fourth quarter as a whole – set new OTP records. President Eng said that he was proud to work alongside 7000 plus strong LIRR employees as they truly demonstrated LIRR's motto – We Serve With Pride.

President Eng also thanked LIRR's labor partners for their continued support as it delivered record work and record service. It is teamwork between management, labor, and employees that has LIRR moving in the right direction. President Eng acknowledged his management team – Rob Free, Senior Vice President of Operations; Glenn Greenberg, Chief Engineer; Beth Sullivan, Chief Transportation Officer; Craig Daly, Chief Mechanical Officer; and Charlie McKiernan, General Manager of Service Planning. It is because of their leadership guiding the team that LIRR has been able to innovate and solve problems that for too long went unresolved.

Two years ago, LIRR launched an industry first laser train that zaps slippery pectin off the rails, tackles low adhesion, minimizes flat wheels which reduces the number of cars out of service – all of which allows LIRR to deliver better, safe, and reliable service. This not only saves customers time, but also saves LIRR money. In 2021, LIRR cleaned 116% more miles of track than it did in 2020. It partnered with the manufacturer Laser Precision Solutions to further improve the technology. First, it improved the laser train's cleaning efficiency by 25% while also increasing train speed. Second, it improved how and when it deployed these trains. President Eng said that the laser train is now a major tool in LIRR's tool box towards mitigating the effects of Fall weather and leaf season.

It is important to know that these performance records were made while LIRR was completing record amounts of state of good repair work to keep its infrastructure as strong as ever, tackling those elements within LIRR's control and mitigating things such as mother nature that it cannot control. For instance, one key metric that LIRR reduced was major incidents attributable to the railroad – things within its control – that caused delays. In 2018, there were 125 incidents; in 2021, LIRR significantly reduced that to 27 – a 78% reduction. These numbers demonstrate that LIRR's proactive actions are working. Things like switch failures and track circuit failures – things that LIRR can control – are happening less frequently because of its commitment to aggressive inspection, maintenance, and state of good repair. These accomplishments are the reason LIRR's OTP has continued to improve over the last few years.

President Eng showed a PowerPoint with the following 2021 highlights: (a) 52 days of 100% OTP for AM peak, 66 days of 100% OTP for PM peak, 13 days of 100% OTP for both AM peak and PM peak, and OTP records for the months of October, November, and December; (b) overall AM peak of 96.36%, overall PM peak of 97.71%, and consistency of reliable service; (c) 16.9% increase in total ridership compared to 2020, which was 1.7% above the mid-year forecast; (d) 61.6% decrease in total ridership compared to 2019; (e) 2021 YTD commutation ridership 30.7% below 2020 and 80.8% below 2019; (f) 2021 YTD non-commutation ridership 58.6% above 2020 and 37.5% below 2019. With the increases LIRR saw in ridership last year, it successfully added trains to its January schedule.

President Eng closed his presentation by saying that LIRR promised several years ago that it would improve and deliver safer and more reliable service. He is proud to say that LIRR is doing just that and that it is the best way to serve its existing customers and to encourage others to use mass transportation. LIRR has continued to improve, and customers should know that it is committed to meeting and exceeding their needs both for today and for the future. 2021 was undoubtedly a tough year. Not only did LIRR get through it, but it came out even better on the other side.

In response to a question from Co-Chair Law regarding ridership before Omicron started taking off, President Eng said that November 2021 trips were approximately 58% of its pre-COVID weekday ridership – which exceeded projections that were about 50%. In December 2021 and early January 2022, it dropped into the 40% range. During the prior week, the numbers started to tick up to approximately 45% to 48%, depending on the day.

In response to another question from Co-Chair Law regarding waiting rooms and whether they are open during severe weather, President Eng said that LIRR always opens the stations 24/7 when there are freezing/sub-freezing temperatures, that it has done that many times this winter. He also said that when the stations are open, they are going to be clean, convenient, and safe.

In response to a question from Board Member Linn regarding the McKinsey midpoint projection for 2022 ridership, Senior Vice President – Operations Rob Free said that – as of January – it was supposed to be approximately 60% and right now it is in the 40% range, with an increase over the last week. Executive Director – Management and Budget Francis Landers clarified that the 60% figure is for the first three months of 2022, growing slightly so that it gets close to 75%

by the end of the year. President Eng further stated that, up until the Omicron surge, it had exceeded the McKinsey average throughout the year.

Board Member Mack stated that LIRR needed to keep on top of its heating and ventilation systems.

In response to a question from Board Member Zuckerman regarding differential ridership by stations or zones, President Eng noted that the construction trade and those who could not work remotely continued to ride the train throughout the pandemic and, as last year started to evolve, strongest ridership was on the early AM peak trains and early PM peak trains, there was good consistent ridership during the off peak trains, discretionary travel was strong, ridership was coming back on the usual peak trains, and that the heaviest branches are seeing strong ridership.

In response to a question from Board Member Linn whether we could do anything with data showing certain stations were more heavily used and others less heavily used, President Eng stated that the efforts to have real time loading information is used to make adjustments to schedules, consist sizes, and public messaging.

### **LIRR SAFETY REPORT:**

Vice President – Corporate Safety Lori Ebbighausen stated that LIRR’s Safety Report begins on page 31 of the Committee Book, reporting on safety through the end of November 2021. She noted that LIRR continued to focus heavily on engagement with its customers, employees, and the public to understand how they are experiencing safety in LIRR’s environment.

LIRR’s average reportable customer injury rate was 2.7 per million customers. During this reporting period, the employee lost time injury rate was 3.96 per 200,000 hours worked.

Vice President Ebbighausen thanked the social media team – Angelo Cannella, Amanda Cunningham, and Kara Meyers – because as LIRR pivoted due to COVID, its social media presence has skyrocketed as a new and innovative way of reaching out to customers and the public.

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 discussed items in the police report, noting the following:

There was an uptick in felony assaults, with LIRR having 21 in 2021 vs. 10 in 2020. MTAPD made 18 arrests for those assaults. Of the 21 felony assaults, seven were against conductors, six were against police officers, seven involved stranger victims, and one was against an employee other than a conductor or police officer. Four involved use of knives, and each one involved used of a laptop, skateboard, and hammer. Ten of the assaults were on trains and four

were on platforms. Assistant Chief Beahan said that their Train Patrol Initiative was the answer to help lower these numbers. MTAPD just ramped it up at the beginning of the year, using grant funding, and is increasing the presence of police on trains and in stations.

The number of grand larcenies is also troubling, with LIRR having 30 in 2021 vs. 29 in 2020. Although that is a relatively small uptick, the common thread is sleeping unattended people – with 17 of the grand larcenies involving such people. MTAPD used to promote a “safeguard your stuff” initiative, where it printed flyers and handed them out, and plans to do this again. There has also been an uptick in parking lot grand larcenies – such as taking catalytic converters.

Robberies were down, with 8 in 2021 vs. 20 in 2020.

Burglaries were up, with 12 in 2021 vs. 7 in 2020, with an uptick in yards and locker rooms. Those are difficult to combat, as they involve employee areas.

In response to a question from Co-Chair Law regarding information sharing and collaboration with local police for non-train crimes, Assistant Chief Beahan said MTAPD shares statistics with the counties, that 911 calls go to the local police – causing a dialogue between MTAPD and those agencies – and that if there was a pattern or serious event, they would all be involved.

In response to a question from Board Member Linn as to whether an incident at Penn Station would appear both in MTAPD data and NYC data, Assistant Chief Beahan said that it would not appear in the NYC statistics.

Board Member Tessitore noted his tremendous concern regarding assaults against conductors and police officers, mentioned that the Train Patrols are the key component and that the MTA Board needs to back police resources and use its political connections so that prosecutors do the right thing when employees are assaulted.

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 presentation, comments, and questions from Board Members.

#### **JOINT INFORMATION ITEMS:**

There were no joint information items.

#### **LIRR INFORMATION ITEMS:**

LIRR President Eng reported that, in support of the Main Line Expansion Project, LIRR will have signal testing on the weekends of January 29-30 and February 5-6.

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

**PROCUREMENTS:**

Metro-North Senior Director of Procurement Anthony Gardner presented one procurement to award a five year competitively solicited miscellaneous service contract conducted through the request for proposal (“RFP”) process to Nouveau Elevator Industries, LLC in the estimated amount of \$31,768,434. The contract includes ongoing maintenance, inspection, and repair services for 53 escalators located in Grand Central Terminal, White Plains, Penn Station, and various LIRR stations located in Nassau, Suffolk, and Queens Counties.

In response to a question from Board Member Zuckerman regarding inclusion of repair costs within the bid, which was much lower than the other bids, Senior Director Gardner stated that the selected firm is the incumbent and therefore have inherent knowledge on what it takes to provide the service.

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, AND FINANCIAL 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:**

Prior to adjournment, Co-Chairman Law mentioned that Governor Hochul nominated him to become the next Chairman of the Empire State Development Corporation, that his confirmation hearing may be as early as next week, and that this could be his last meeting of the LIRR/Metro-North Committee. He stated that he was impressed with President Rinaldi’s and President Eng’s leadership and the professionalism of all the teams on both sides.

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

## 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>February 2022</u>	
Adopted Budget/Financial Plan 2022	Finance
2021 Annual Operating Results	Operations
<u>March 2022</u>	
Annual Elevator & Escalator Report	Engineering
Diversity/EEO Report – 4th Quarter 2021	Diversity and EEO
<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
<u>July 2022</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
<u>September 2022</u>	
2023 Preliminary Budget (Public Comment)	Finance

2022 Mid-Year Forecast Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2022	Finance Diversity and EEO
<u>October 2022</u>	
2023 Preliminary Budget (Public Comment) LIRR/MNR PTC Implementation Update Track Program Quarterly Update	Finance Presidents Engineering
<u>November 2022</u>	
Progress on Way Ahead Strategic Plan	Operations Support & Organizational Resiliency
<u>December 2022</u>	
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
<u>January 2023</u>	
Approval of 2023 Committee Work Plan Track Program Quarterly Update	Committee Chairs & Members Engineering

## 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**

### **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.

### **MARCH 2022**

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

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

#### **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.

### **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.

## **JANUARY 2023**

### Approval of 2023 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2023 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.

## 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>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 Spring 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
<u>July 2022</u>	
September Timetable Change & Trackwork Programs	Service Planning
<u>September 2022</u>	
2023 Preliminary Budget (Public Comment)	
2022 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning

October 2022

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

November 2022

East Side Access Support Projects Update	President/Sr. Staff
Thanksgiving & Event Service	Service Planning

December 2022

2023 Final Proposed Budget	Management & Budget
2023 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 <sup>rd</sup> Q 2022	Administration/Diversity
Winter Trackwork Program	Service Planning
Review of Committee Charter	Committee Chair & Members

January 2023

Approval of 2023 Committee Work Plan	Committee Chairs & Members
Winter Trackwork Schedules	Service Planning

## LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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### DETAILED SUMMARY

#### I. RECURRING AGENDA ITEMS

##### Approval of Minutes

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

##### 2022 Work Plan

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

##### President's Report

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

##### Safety Report

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

##### Police Report

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

##### Action Items (if any)

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

##### Information Items (if any)

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

### **Procurements**

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

### **Police Activity Report**

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

## **PERFORMANCE SUMMARIES**

### **Operations Report**

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

### **Financial Report**

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

### **Ridership Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **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.

## **JANUARY 2023**

### Approval of 2023 Committee Work Plan

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2023 that will address initiatives to be reported on throughout the year.



## Winter 2021 Seasonal Safety Poster Campaign

Shelley Prettyman  
Acting Vice President  
Office of System Safety

## **Safety Highlights**

For the current 12-month reporting period (January through December 2021), the reportable employee lost time injury rate decreased from 2.17 to 1.97 per 200,000 working hours compared to the prior reporting period (January through December 2020). The reportable customer injury rate increased from 1.39 to 1.79 per one million customers compared to the prior reporting period.

The increase in the customer injury rate is primarily attributable to an increase in the number of slips, trips, and falls compared to the prior period; this also continues to be the most frequent type of customer injury overall. A new Winter Safety poster campaign was released to highlight important seasonal safety tips. The poster reminds customers to watch for icy conditions on station platforms and stairwells, to use handrails for safety, to use caution when boarding and detraining to avoid slippery conditions, and to allow for extra travel time during bad weather. The poster is displayed electronically on MNR station platforms and posted on MTA social media platforms.

Shelley Prettyman  
Acting Vice President  
Office of System Safety

## December 2021 Safety Report

Performance					
Performance Indicator	12-Month Average				
	January 2019 - December 2019	January 2020 - December 2020	January 2021 - December 2021		
FRA Reportable Customer Injury Rate per Million Customers	0.99	1.39	1.79		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours <sup>1</sup>	1.96	2.17	1.97		
	2020		2021		
	December	Year to Date	December	Year to Date	
Grade Crossing Incidents <sup>2</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> Due to a global issue impacting the MTA's timekeeping system, employee hours of work were estimated for December 2021. The MTA is working to correct the problem and will update the affected employee injury rates after it is resolved.

<sup>2</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	
	December	Year to Date	December	Year to Date
First Responders Trained	52	1,238	85	1,571
Employee Safety Training Courses	102	317	147	338
Employees Trained	2,090	5,994	1,574	5,772
Employee Safety Training Hours	11,216	217,136	29,045	221,343
Customer and Community: Focus on Grade Crossings	2020		2021	
	December	Year to Date	December	Year to Date
Broken Gates	0	20	3	14
MTA Police Details	11	227	26	391
Summonses	23	630	58	922
Warnings	11	204	30	346
Community Education and Outreach	80	53,166	27,437	233,940

### 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.

**Summonses** - 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 contacts through in-person TRACKS events, virtual presentations, the TRACKS website, or social media.



## Safety Report Highlights



### **SAFETY SUPER HERO CONTEST**

**Help us to create our new Safety Super Hero.**

**The LIRR Safety Super Hero needs a Name, a Look and a Slogan or Lyrics.**



**Safety Sam**



# Long Island Rail Road

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The Annual Long Island Rail Road community education and outreach T.R.A.C.K.S. program 2021-2022 School Safety Contest benefited from the award of a \$20,000 Federal Transit Administration Grant/Operation Lifesaver (OLI) grant. The contest expanded this year to include the creation of a new safety super hero. Elementary school students (K - 5th) were asked to name the new super hero and middle school students (6th - 8th) were asked to design the super hero's costume. The grant money will be used to design and purchase the new super hero costume as well as launch the new campaign. Our new Safety Super Hero, Safety Sam, will be featured on posters, the MTA.info website, social media, and during our T.R.A.C.K.S. community education and outreach events.

We received 107 elementary school submissions and 70 middle school submissions. We thank all our partners in education for promoting safety in your communities and on the Long Island Rail Road system. Congratulations to:

**Elementary School Winner**

Iysiah Bachan  
Sacred Heart Catholic Academy, Queens  
3rd grade  
Teacher Mrs. Staco

**Middle School Winner**

Genaro Perez  
Oregon Middle School, Patchogue/Medford School District  
7th grade  
Teacher Mrs. Poulis

For the reporting period ending December 2021, the average Reportable Customer Injury Rate was down thirty percent from 3.1 injuries per million customers to 2.17 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 eighteen percent from 3.4 injuries per 200,000 hours worked to 4 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.

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

# December Safety Report

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

<b>Performance</b>					
<b>Performance Indicator</b>	<b>12-Month Average</b>				
	January 2019 - December 2019	January 2020 - December 2020	January 2021 - December 2021		
FRA Reportable Customer Accident Rate per Million Customers	2.34	3.1	2.17		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.25	3.4	4		
		<b>2020</b>		<b>2021</b>	
		December	Year to Date	December	Year to Date
Grade Crossing Incidents <sup>1</sup>	1	6	0	8	
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.

\* 02/26/2019 School Street is counted as one event, but was reported as two under FRA reporting requirements.

\*\* 05/25/2019 Speonk Collision is counted as one event, but was reported as two under FRA reporting requirements.

<b>Leading Indicators</b>				
<b>Focus on Safety Training</b>	<b>2020</b>		<b>2021</b>	
	December	Year to Date	December	Year to Date
First Responders Trained	0	508	31	568
Employee Safety Training Courses	64	804	84	822
Employees Trained	358	7,589	1,204	11,198
Employee Safety Training Hours	7,643	155,750	13,516	140,856
<b>Customer and Community:</b>	December	Year to Date	December	Year to Date
Broken Gates	8	78	6	88
MTA Police Details	91	720	30	654
Summons	303	2,744	162	2,442
Warnings	103	956	23	868
Arrests	0	0	0	1
Community Education and Outreach	2,883	33,014	3,441	36,058
Community Education and Outreach via Social Media	67,419	269,886	51,978	795,617

**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

**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.



# Police Report



# Metro-North Railroad

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## January 2022 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (5 vs 7) for the month of January compared to the same period last year.
- Year to date Metro-North Railroad is down 2 crimes (5 vs 7).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of January.

**Gary J. Beahan**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### January 2022 vs. 2021

	2022	2021	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	1	-1	-100%
<b>Felony Assault</b>	2	1	1	100%
<b>Burglary</b>	0	3	-3	-100%
<b>Grand Larceny</b>	3	1	2	200%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	5	7	-2	-29%

### Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	1	-1	-100%
<b>Felony Assault</b>	2	1	1	100%
<b>Burglary</b>	0	3	-3	-100%
<b>Grand Larceny</b>	3	1	2	200%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	5	7	-2	-29%



# Long Island Rail Road

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## January 2022 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (8 vs 4) for the month of January compared to the same period last year.
- Year to date Long Island Rail Road is up 4 crimes (8 vs 4).
- There were two (2) Hate Crimes on Long Island Rail Road for the month of January.

**Gary J. Beahan**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### January 2022 vs. 2021

	2022	2021	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	2	1	1	100%
<b>Felony Assault</b>	2	2	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	4	1	3	300%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	8	4	4	100%

### Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	2	1	1	100%
<b>Felony Assault</b>	2	2	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	4	1	3	300%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	8	4	4	100%



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

**January 2022 vs. 2021**

	<b>2022</b>	<b>2021</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>2</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>33%</b>
<b>Burglary</b>	<b>0</b>	<b>3</b>	<b>-3</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>250%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>18%</b>

**Year to Date 2022 vs. 2021**

	<b>2022</b>	<b>2021</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>2</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>33%</b>
<b>Burglary</b>	<b>0</b>	<b>3</b>	<b>-3</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>250%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>18%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**January 2022**

	<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	2	0	0
<b>Fel. Assault</b>	4	2	2	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	7	4	3	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.42</b>	<b>0.26</b>	<b>0.16</b>	<b>0.00</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2022 to 1/31/2022

Arrest Classification	Total Arrests	
	2022	2021
Robbery	1	2
Felony Assault	5	2
Burglary	0	3
Grand Larceny	4	7
Aggravated Unlicensed Operator	0	1
Assault-Misdemeanor	10	10
Child Endangerment	2	0
Criminal Contempt	0	1
Criminal Impersonation	0	1
Criminal Mischief	10	6
Criminal Tampering	1	0
Criminal Trespass	9	0
Drug Offenses	1	3
Falsely Reporting an Incident	0	1
Forgery	1	0
Graffiti	7	11
Harassment	0	1
Menacing	3	0
Petit Larceny	8	3
Public Lewdness	0	3
Reckless Endangerment	2	0
Resisting Arrest	3	0
Theft of Services	3	2
Warrant Arrest	3	1
<b>Total Arrests</b>	<b>73</b>	<b>58</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - January 2022)

Motivation	2022	2021	Diff	% Change
Asian	0	0	0	0 %
Black	0	1	-1	-100 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	0	0	0 %
Muslim	0	0	0	0 %
Other	1	0	1	0 %
Anti-Semitic	1	1	0	0 %
Sexual Orientation	0	0	0	0 %
White	0	0	0	0 %
<b>Motivation Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0 %</b>

Crime Name	2022	2021	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	1	0	1	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	1	2	-1	-50 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0 %</b>



**Metro-North Railroad**

# **Information Items**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2022-2025  
2021 FINAL ESTIMATE AND 2022 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's (MNR) 2021 Final Estimate, 2022 Adopted Budget, and the Financial Plan for 2022-2025. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2021, as well as other technical adjustments.

Technical adjustments include:

- Transfer the M-3A Fleet Life Extension Program from Non-Reimbursable to Operating Capital with no bottom-line financial impact.
- Adjust position levels between functional/occupational groups and departments with no change to the overall number of total positions.

MTA Plan adjustments include:

- Reflect the MNR share of the Federal Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) funding in 2021/2022.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, and headcount and utilization data based on the 2022 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2022-2025**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
 (\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2021 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,219</b>	<b>(\$1,423.302)</b>	<b>6,334</b>	<b>(\$1,254.326)</b>	<b>6,305</b>	<b>(\$1,183.739)</b>	<b>6,302</b>	<b>(\$1,187.286)</b>	<b>6,325</b>	<b>(\$1,254.534)</b>
<b>Technical Adjustments:</b>										
Transfer of M-3A Fleet Life Extension Program from Non-Reimbursable to Operating Capital				6.412		4.413		4.522		
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$6.412</b>	<b>0</b>	<b>\$4.413</b>	<b>0</b>	<b>\$4.522</b>	<b>0</b>	<b>\$0.000</b>
<b>MTA Plan Adjustments:</b>										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
CRRSAA Federal Aid		357.309								
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$357.309</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2022 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,219</b>	<b>(\$1,065.993)</b>	<b>6,334</b>	<b>(\$1,247.914)</b>	<b>6,305</b>	<b>(\$1,179.326)</b>	<b>6,302</b>	<b>(\$1,182.764)</b>	<b>6,325</b>	<b>(\$1,254.534)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2022-2025**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2021 November Financial Plan: Net Surplus/(Deficit)</b>	<b>635</b>	<b>\$0.000</b>	<b>713</b>	<b>\$0.000</b>	<b>754</b>	<b>\$0.000</b>	<b>757</b>	<b>\$0.000</b>	<b>734</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2022 February Financial Plan: Net Surplus/(Deficit)</b>	<b>635</b>	<b>\$0.000</b>	<b>713</b>	<b>\$0.000</b>	<b>754</b>	<b>\$0.000</b>	<b>757</b>	<b>\$0.000</b>	<b>734</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2022-2025**  
**Reconciliation to the November Plan - (Cash)**  
 (\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2021 November Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>6,854</b>	<b>(\$1,173.198)</b>	<b>7,047</b>	<b>(\$945.412)</b>	<b>7,059</b>	<b>(\$825.589)</b>	<b>7,059</b>	<b>(\$854.085)</b>	<b>7,059</b>	<b>(\$919.122)</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
CRRSAA Federal Aid		298.739		58.570						
Sub-Total MTA Plan Adjustments	0	\$298.739	0	\$58.570	0	\$0.000	0	\$0.000	0	\$0.000
<b>2022 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>6,854</b>	<b>(\$874.459)</b>	<b>7,047</b>	<b>(\$886.842)</b>	<b>7,059</b>	<b>(\$825.589)</b>	<b>7,059</b>	<b>(\$854.085)</b>	<b>7,059</b>	<b>(\$919.122)</b>

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

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>Non-Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$260.522	\$514.836	\$581.011	\$584.210	\$590.143
Other Operating Revenue	384.547	28.636	59.772	61.439	63.316
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$645.069</b>	<b>\$543.472</b>	<b>\$640.783</b>	<b>\$645.649</b>	<b>\$653.460</b>
<b>Operating Expense</b>					
<b>Labor:</b>					
Payroll	\$536.460	\$549.101	\$566.016	\$586.642	\$606.642
Overtime	86.613	90.951	92.771	94.699	96.632
Health and Welfare	111.506	110.017	114.593	120.143	125.376
OPEB Current Payments	40.000	40.000	40.000	40.000	40.000
Pension	125.945	124.914	126.230	125.400	129.717
Other Fringe Benefits	129.647	132.938	136.492	140.866	145.167
Reimbursable Overhead	(60.117)	(63.366)	(68.237)	(68.636)	(66.145)
<b>Total Labor Expenses</b>	<b>\$970.054</b>	<b>\$984.555</b>	<b>\$1,007.865</b>	<b>\$1,039.114</b>	<b>\$1,077.390</b>
<b>Non-Labor:</b>					
Electric Power	\$59.301	\$63.755	\$61.699	\$61.980	\$63.169
Fuel	19.531	20.474	17.354	17.820	19.097
Insurance	17.586	21.747	26.869	32.374	39.134
Claims	1.500	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	119.876	122.577	117.737	117.952	120.244
Professional Services Contracts	34.639	43.915	35.877	37.636	38.241
Materials and Supplies	98.473	138.985	141.652	140.810	150.267
Other Business Expenses	20.107	24.528	26.208	25.357	25.193
<b>Total Non-Labor Expenses</b>	<b>\$371.014</b>	<b>\$436.981</b>	<b>\$428.395</b>	<b>\$434.929</b>	<b>\$456.344</b>
<b>Other Expense Adjustments:</b>					
Other Expense Adjustments	\$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>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,341.068</b>	<b>\$1,421.536</b>	<b>\$1,436.259</b>	<b>\$1,474.043</b>	<b>\$1,533.734</b>
Depreciation	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
GASB 75 OPEB Expense Adjustment	70.140	63.640	63.540	66.140	68.940
GASB 68 Pension Expense Adjustment	12.758	23.810	37.910	5.830	22.920
Environmental Remediation	4.000	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,711.063</b>	<b>\$1,791.386</b>	<b>\$1,820.109</b>	<b>\$1,828.413</b>	<b>\$1,907.994</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,065.993)</b>	<b>(\$1,247.914)</b>	<b>(\$1,179.326)</b>	<b>(\$1,182.764)</b>	<b>(\$1,254.534)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
Operating/Capital	(43.320)	(65.820)	(34.493)	(21.934)	(23.619)
Other Cash Adjustments	(48.243)	148.491	109.830	72.213	80.631
<b>Total Cash Conversion Adjustments</b>	<b>\$191.534</b>	<b>\$361.071</b>	<b>\$353.737</b>	<b>\$328.679</b>	<b>\$335.411</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$874.459)</b>	<b>(\$886.843)</b>	<b>(\$825.589)</b>	<b>(\$854.085)</b>	<b>(\$919.123)</b>

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

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

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

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>Non-Reimbursable / Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$260.522	\$514.836	\$581.011	\$584.210	\$590.143
Other Operating Revenue	384.547	28.636	59.772	61.439	63.316
MNR - MTA	135.700	168.307	197.125	212.822	190.781
MNR - CDOT	159.335	110.105	97.795	113.756	97.210
MNR - Other	<u>11.623</u>	<u>10.359</u>	<u>12.556</u>	<u>8.016</u>	<u>7.624</u>
Capital and Other Reimbursements	306.658	288.770	307.477	334.594	295.614
<b>Total Revenues</b>	<b>\$951.727</b>	<b>\$832.242</b>	<b>\$948.259</b>	<b>\$980.243</b>	<b>\$949.074</b>
<b>Operating Expense</b>					
<b>Labor:</b>					
Payroll	\$585.584	\$605.911	\$627.804	\$650.335	\$670.106
Overtime	121.716	129.021	140.526	149.750	141.395
Health and Welfare	129.234	130.557	138.191	145.435	149.122
OPEB Current Payments	40.000	40.000	40.000	40.000	40.000
Pension	140.932	141.818	145.440	145.994	148.839
Other Fringe Benefits	143.979	149.328	155.253	160.999	163.878
Reimbursable Overhead	(0.702)	(2.589)	(0.545)	(0.313)	(0.240)
<b>Total Labor Expenses</b>	<b>\$1,160.742</b>	<b>\$1,194.046</b>	<b>\$1,246.669</b>	<b>\$1,292.200</b>	<b>\$1,313.100</b>
<b>Non-Labor:</b>					
Electric Power	\$59.562	\$63.755	\$61.699	\$61.980	\$63.169
Fuel	19.531	20.474	17.354	17.820	19.097
Insurance	19.808	24.448	29.947	35.924	42.228
Claims	1.500	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	146.334	138.798	137.531	150.752	135.721
Professional Services Contracts	69.810	63.483	39.712	41.721	42.519
Materials and Supplies	150.210	179.774	183.617	181.882	187.321
Other Business Expenses	20.229	24.528	26.208	25.357	25.193
<b>Total Non-Labor Expenses</b>	<b>\$486.984</b>	<b>\$516.260</b>	<b>\$497.067</b>	<b>\$516.437</b>	<b>\$516.248</b>
<b>Other Expense Adjustments:</b>					
Other Expense Adjustments	\$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>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,647.726</b>	<b>\$1,710.306</b>	<b>\$1,743.736</b>	<b>\$1,808.637</b>	<b>\$1,829.348</b>
Depreciation	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
GASB 75 OPEB Expense Adjustment	70.140	63.640	63.540	66.140	68.940
GASB 68 Pension Expense Adjustment	12.758	23.810	37.910	5.830	22.920
Environmental Remediation	4.000	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$2,017.720</b>	<b>\$2,080.156</b>	<b>\$2,127.586</b>	<b>\$2,163.007</b>	<b>\$2,203.608</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,065.993)</b>	<b>(\$1,247.914)</b>	<b>(\$1,179.326)</b>	<b>(\$1,182.764)</b>	<b>(\$1,254.534)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
Operating/Capital	(43.320)	(65.820)	(34.493)	(21.934)	(23.619)
Other Cash Adjustments	(48.243)	148.491	109.830	72.213	80.631
<b>Total Cash Conversion Adjustments</b>	<b>\$191.534</b>	<b>\$361.071</b>	<b>\$353.737</b>	<b>\$328.679</b>	<b>\$335.411</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$874.459)</b>	<b>(\$886.843)</b>	<b>(\$825.589)</b>	<b>(\$854.085)</b>	<b>(\$919.123)</b>

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

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$254.758	\$505.557	\$570.209	\$573.076	\$578.661
Other Operating Revenue	355.757	115.984	89.244	91.638	94.185
<i>MNR - MTA</i>	<i>135.700</i>	<i>168.307</i>	<i>197.125</i>	<i>212.822</i>	<i>190.781</i>
<i>MNR - CDOT</i>	<i>159.335</i>	<i>110.105</i>	<i>97.795</i>	<i>113.756</i>	<i>97.210</i>
<i>MNR - Other</i>	<i>11.623</i>	<i>10.359</i>	<i>12.556</i>	<i>8.016</i>	<i>7.624</i>
Capital and Other Reimbursements	306.658	288.770	307.477	334.594	295.614
<b>Total Receipts</b>	<b>\$917.172</b>	<b>\$910.312</b>	<b>\$966.930</b>	<b>\$999.308</b>	<b>\$968.461</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$587.907	\$609.233	\$620.719	\$637.652	\$659.563
Overtime	124.806	132.755	140.675	148.643	141.294
Health and Welfare	140.931	143.058	150.593	158.272	162.167
OPEB Current Payments	40.000	40.000	40.000	40.000	40.000
Pension	142.367	142.595	145.700	146.201	149.027
Other Fringe Benefits	202.095	159.908	150.346	154.780	158.365
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,238.105</b>	<b>\$1,227.549</b>	<b>\$1,248.032</b>	<b>\$1,285.547</b>	<b>\$1,310.416</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$62.788	\$66.783	\$64.358	\$64.355	\$65.537
Fuel	19.531	20.474	17.354	17.820	19.097
Insurance	21.377	27.558	31.929	38.431	46.404
Claims	2.568	1.146	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	156.183	158.716	157.165	154.933	143.348
Professional Services Contracts	75.208	75.174	43.579	42.124	46.648
Materials and Supplies	167.706	169.320	179.805	192.807	191.894
Other Business Expenses	48.166	50.434	49.150	56.230	63.094
<b>Total Non-Labor Expenditures</b>	<b>\$553.526</b>	<b>\$569.605</b>	<b>\$544.487</b>	<b>\$567.846</b>	<b>\$577.168</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,791.632</b>	<b>\$1,797.154</b>	<b>\$1,792.519</b>	<b>\$1,853.393</b>	<b>\$1,887.584</b>
<b>Net Cash Balance</b>	<b>(\$874.459)</b>	<b>(\$886.843)</b>	<b>(\$825.589)</b>	<b>(\$854.085)</b>	<b>(\$919.123)</b>
<b>Subsidies</b>					
MTA	\$566.444	\$660.393	\$624.928	\$655.640	\$708.140
CDOT	<u>308.015</u>	<u>226.450</u>	<u>200.661</u>	<u>198.445</u>	<u>210.983</u>
<b>Total Subsidies</b>	<b>\$874.459</b>	<b>\$886.843</b>	<b>\$825.589</b>	<b>\$854.085</b>	<b>\$919.123</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2022 - 2025**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	(\$5.764)	(\$9.279)	(\$10.802)	(\$11.133)	(\$11.482)
Other Operating Revenue	(28.790)	87.348	29.472	30.198	30.869
MNR - MTA	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - 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 Receipts</b>	<b>(\$34.555)</b>	<b>\$78.069</b>	<b>\$18.670</b>	<b>\$19.065</b>	<b>\$19.387</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	(\$2.323)	(\$3.322)	\$7.085	\$12.684	\$10.543
Overtime	(3.090)	(3.734)	(0.150)	1.107	0.101
Health and Welfare	(11.697)	(12.501)	(12.402)	(12.837)	(13.045)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	(1.435)	(0.777)	(0.260)	(0.207)	(0.188)
Other Fringe Benefits	(58.116)	(10.580)	4.908	6.219	5.513
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.702)	(2.589)	(0.545)	(0.313)	(0.240)
<b>Total Labor Expenditures</b>	<b>(\$77.363)</b>	<b>(\$33.503)</b>	<b>(\$1.364)</b>	<b>\$6.653</b>	<b>\$2.684</b>
<b>Non-Labor:</b>					
Electric Power	(\$3.226)	(3.028)	(\$2.659)	(\$2.375)	(\$2.368)
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	(1.570)	(3.110)	(1.983)	(2.507)	(4.177)
Claims	(1.068)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(9.849)	(19.918)	(19.635)	(4.181)	(7.627)
Professional Services Contracts	(5.398)	(11.691)	(3.867)	(0.403)	(4.128)
Materials and Supplies	(17.496)	10.454	3.812	(10.925)	(4.573)
Other Business Expenses	(27.937)	(25.906)	(22.942)	(30.872)	(37.901)
<b>Total Non-Labor Expenditures</b>	<b>(\$66.543)</b>	<b>(\$53.345)</b>	<b>(\$47.420)</b>	<b>(\$51.409)</b>	<b>(\$60.920)</b>
<b>Other Expenditure Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$143.906)</b>	<b>(\$86.848)</b>	<b>(\$48.783)</b>	<b>(\$44.756)</b>	<b>(\$58.235)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$178.461)</b>	<b>(\$8.779)</b>	<b>(\$30.113)</b>	<b>(\$25.691)</b>	<b>(\$38.848)</b>
Depreciation	\$283.097	\$278.400	\$278.400	\$278.400	\$278.400
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	70.140	63.640	63.540	66.140	68.940
GASB 68 Pension Expense Adjustment	12.758	23.810	37.910	5.830	22.920
Environmental Remediation	4.000	4.000	4.000	4.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$191.534</b>	<b>\$361.071</b>	<b>\$353.737</b>	<b>\$328.679</b>	<b>\$335.411</b>

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

Final Estimate	Adopted Budget			
2021	2022	2023	2024	2025

**RIDERSHIP**

<i>Harlem Line Ridership - Commutation</i>	2.870	11.027	12.495	12.562	12.690
<i>Harlem Line Ridership - Non-Commutation</i>	<u>6.380</u>	<u>7.429</u>	<u>8.355</u>	<u>8.400</u>	<u>8.486</u>
Harlem Line	9.250	18.457	20.850	20.962	21.175
<i>Hudson Line Ridership - Commutation</i>	1.548	6.300	7.156	7.210	7.283
<i>Hudson Line Ridership - Non-Commutation</i>	<u>4.844</u>	<u>5.347</u>	<u>6.010</u>	<u>6.055</u>	<u>6.117</u>
Hudson Line	6.392	11.646	13.166	13.265	13.400
<i>New Haven Line Ridership - Commutation</i>	3.388	14.501	16.438	16.552	16.720
<i>New Haven Line Ridership - Non-Commutation</i>	<u>10.337</u>	<u>12.236</u>	<u>13.778</u>	<u>13.873</u>	<u>14.014</u>
New Haven Line	13.724	26.737	30.216	30.425	30.734
<b>Total Commutation Ridership</b>	<b>7.805</b>	<b>31.828</b>	<b>36.089</b>	<b>36.324</b>	<b>36.693</b>
<b>Total Non-Commutation Ridership</b>	<b><u>21.561</u></b>	<b><u>25.012</u></b>	<b><u>28.143</u></b>	<b><u>28.329</u></b>	<b><u>28.617</u></b>
<b>Total East of Hudson Ridership</b>	<b>29.366</b>	<b>56.840</b>	<b>64.232</b>	<b>64.653</b>	<b>65.309</b>
<b>West of Hudson Ridership</b>	<b>0.547</b>	<b>1.088</b>	<b>1.237</b>	<b>1.245</b>	<b>1.257</b>
<b>Total Ridership</b>	<b>29.913</b>	<b>57.928</b>	<b>65.469</b>	<b>65.897</b>	<b>66.567</b>

**FAREBOX REVENUE**

<i>Harlem Line - Commutation Revenue</i>	17.126	76.889	87.116	87.444	88.333
<i>Harlem Line - Non-Commutation Revenue</i>	<u>53.997</u>	<u>71.761</u>	<u>80.554</u>	<u>80.858</u>	<u>81.679</u>
Harlem Line	\$71.123	\$148.650	\$167.670	\$168.302	\$170.012
<i>Hudson Line - Commutation Revenue</i>	12.289	51.222	58.183	58.569	59.164
<i>Hudson Line - Non-Commutation Revenue</i>	<u>52.422</u>	<u>63.274</u>	<u>71.002</u>	<u>71.473</u>	<u>72.199</u>
Hudson Line	\$64.711	\$114.496	\$129.186	\$130.042	\$131.362
<i>New Haven Line - Commutation Revenue</i>	19.698	107.100	121.372	122.104	123.344
<i>New Haven Line - Non-Commutation Revenue</i>	<u>99.049</u>	<u>134.718</u>	<u>151.572</u>	<u>152.486</u>	<u>154.035</u>
New Haven Line	\$118.746	\$241.818	\$272.943	\$274.590	\$277.379
<b>Total Commutation Revenue</b>	<b>\$49.113</b>	<b>\$235.212</b>	<b>\$266.671</b>	<b>\$268.117</b>	<b>\$270.840</b>
<b>Total Non-Commutation Revenue</b>	<b><u>205.468</u></b>	<b><u>269.752</u></b>	<b><u>303.128</u></b>	<b><u>304.817</u></b>	<b><u>307.913</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$254.580</b>	<b>\$504.964</b>	<b>\$569.799</b>	<b>\$572.934</b>	<b>\$578.753</b>
<b>West of Hudson Revenue</b>	<b>\$5.941</b>	<b>\$9.871</b>	<b>\$11.212</b>	<b>\$11.276</b>	<b>\$11.390</b>
<b>Total Farebox Revenue</b>	<b>\$260.522</b>	<b>\$514.836</b>	<b>\$581.011</b>	<b>\$584.210</b>	<b>\$590.143</b>

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

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

FUNCTION/DEPARTMENT	2021 Final Estimate	2022 Adopted Budget	2023	2024	2025
<b>Administration</b>					
President	2	3	3	3	3
Labor Relations	10	10	10	10	10
Safety	85	91	91	91	91
Security	22	23	23	23	23
VP Ops Support and Org Res	30	27	27	27	27
Corporate & Public Affairs	13	13	13	13	13
Customer Service	45	46	46	46	46
Legal	9	9	9	9	9
Claims	5	5	5	5	5
VP Human Resources	35	35	35	35	35
Training	94	95	95	95	95
Employee Relations & Diversity	4	4	4	4	4
Capital Planning & Programming	10	10	10	10	10
Long Range Planning	5	4	4	4	4
Controller	56	55	55	55	55
Budget	16	15	15	15	15
Procurement & Material Management	28	17	17	17	17
Corporate	(12)	0	0	0	0
<b>Total Administration</b>	<b>457</b>	<b>462</b>	<b>462</b>	<b>462</b>	<b>462</b>
<b>Operations</b>					
Operations Support	54	52	52	52	52
Rolling Stock & EAM	28	28	28	28	28
Transportation	1,673	1,760	1,760	1,760	1,760
Customer Service	402	408	408	408	408
Metro-North West	35	33	33	33	33
Corporate	(68)	(28)	(28)	(28)	(28)
<b>Total Operations</b>	<b>2,124</b>	<b>2,253</b>	<b>2,253</b>	<b>2,253</b>	<b>2,253</b>
<b>Maintenance</b>					
Maintenance of Equipment	1,821	1,751	1,751	1,751	1,751
Maintenance of Way	2,356	2,366	2,378	2,378	2,378
Procurement & Material Management	134	116	116	116	116
Corporate	(137)	0	0	0	0
<b>Total Maintenance</b>	<b>4,174</b>	<b>4,233</b>	<b>4,245</b>	<b>4,245</b>	<b>4,245</b>
<b>Engineering/Capital</b>					
Construction Management	29	29	29	29	29
Engineering & Design	70	70	70	70	70
<b>Total Engineering/Capital</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>99</b>
<b>Total Positions</b>	<b>6,854</b>	<b>7,047</b>	<b>7,059</b>	<b>7,059</b>	<b>7,059</b>
<i>Non-Reimbursable</i>	6,219	6,334	6,305	6,302	6,325
<i>Reimbursable</i>	635	713	754	757	734
<i>Total Full-Time</i>	6,853	7,046	7,058	7,058	7,058
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2022 - 2025**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	153	149	149	149	149
Professional/Technical/Clerical	304	313	313	313	313
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>457</b>	<b>462</b>	<b>462</b>	<b>462</b>	<b>462</b>
<b>Operations</b>					
Managers/Supervisors	260	262	262	262	262
Professional/Technical/Clerical	256	253	253	253	253
Operational Hourlies	1,608	1,738	1,738	1,738	1,738
<b>Total Operations Headcount</b>	<b>2,124</b>	<b>2,253</b>	<b>2,253</b>	<b>2,253</b>	<b>2,253</b>
<b>Maintenance</b>					
Managers/Supervisors	711	703	703	703	703
Professional/Technical/Clerical	603	587	587	587	587
Operational Hourlies	2,860	2,943	2,955	2,955	2,955
<b>Total Maintenance Headcount</b>	<b>4,174</b>	<b>4,233</b>	<b>4,245</b>	<b>4,245</b>	<b>4,245</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	46	46	46	46	46
Professional/Technical/Clerical	53	53	53	53	53
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>99</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	1,170	1,160	1,160	1,160	1,160
Professional, Technical, Clerical	1,216	1,206	1,206	1,206	1,206
Operational Hourlies	4,468	4,681	4,693	4,693	4,693
<b>Total Positions</b>	<b>6,854</b>	<b>7,047</b>	<b>7,059</b>	<b>7,059</b>	<b>7,059</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$32,532	\$30,918	\$33,594	\$39,694	\$41,524	\$42,605	\$47,730	\$46,540	\$46,905	\$50,541	\$50,798	\$51,454	\$514,836
Other Operating Revenue	2,368	2,347	2,364	2,373	2,412	2,352	2,341	2,327	2,317	2,430	2,810	2,196	28,636
<b>Total Revenues</b>	<b>\$34,900</b>	<b>\$33,265</b>	<b>\$35,958</b>	<b>\$42,067</b>	<b>\$43,936</b>	<b>\$44,957</b>	<b>\$50,071</b>	<b>\$48,867</b>	<b>\$49,222</b>	<b>\$52,971</b>	<b>\$53,608</b>	<b>\$53,650</b>	<b>\$543,472</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$45,712	\$41,876	\$46,392	\$43,519	\$45,475	\$45,165	\$45,573	\$47,739	\$45,339	\$44,023	\$47,123	\$51,164	\$549,101
Overtime	9,041	7,465	7,107	7,284	7,344	6,771	8,036	7,393	7,437	6,905	8,020	8,148	90,951
Health and Welfare	9,339	8,180	9,299	8,527	9,038	8,918	9,119	9,639	9,098	8,631	9,579	10,649	110,017
OPEB Current Payments	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	40,000
Pension	10,604	9,589	10,467	9,913	10,324	10,172	10,450	10,796	10,297	9,961	10,753	11,589	124,914
Other Fringe Benefits	11,228	10,805	11,110	10,540	10,934	10,812	11,028	11,389	10,937	10,592	11,353	12,211	132,938
Reimbursable Overhead	(4,369)	(4,203)	(5,496)	(5,435)	(5,788)	(5,745)	(5,282)	(6,317)	(5,848)	(5,729)	(4,922)	(4,233)	(63,366)
<b>Total Labor Expenses</b>	<b>\$84,889</b>	<b>\$77,045</b>	<b>\$82,212</b>	<b>\$77,683</b>	<b>\$80,660</b>	<b>\$79,426</b>	<b>\$82,257</b>	<b>\$83,972</b>	<b>\$80,593</b>	<b>\$77,716</b>	<b>\$85,239</b>	<b>\$92,862</b>	<b>\$984,555</b>
<b>Non-Labor:</b>													
Electric Power	\$5,342	\$5,443	\$4,708	\$5,131	\$4,910	\$4,417	\$5,530	\$6,346	\$5,879	\$5,102	\$5,093	\$5,856	\$63,755
Fuel	1,916	1,659	1,661	1,734	1,574	1,655	1,857	1,766	1,694	1,754	1,553	1,650	20,474
Insurance	1,670	1,670	1,707	1,730	1,802	1,830	1,805	1,805	1,805	1,805	2,046	2,071	21,747
Claims	0,096	0,096	0,096	0,096	0,096	0,096	0,096	0,096	0,096	0,096	0,096	(0,050)	1,000
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	9,914	9,903	10,508	10,394	10,457	10,508	10,291	10,331	10,462	10,334	10,629	8,846	122,577
Professional Services Contracts	3,560	3,350	3,391	3,713	3,659	3,985	3,636	3,532	3,460	3,827	3,703	4,099	43,915
Materials and Supplies	11,141	11,132	11,294	11,530	11,683	11,562	11,758	11,809	11,834	11,718	11,809	11,714	138,985
Other Business Expenses	1,898	1,910	1,968	2,064	2,079	1,366	2,219	2,316	2,200	2,239	2,297	1,971	24,528
<b>Total Non-Labor Expenses</b>	<b>\$35,536</b>	<b>\$35,162</b>	<b>\$35,333</b>	<b>\$36,392</b>	<b>\$36,260</b>	<b>\$35,418</b>	<b>\$37,190</b>	<b>\$38,002</b>	<b>\$37,429</b>	<b>\$36,875</b>	<b>\$37,227</b>	<b>\$36,157</b>	<b>\$436,981</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$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>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses</b>	<b>\$120,425</b>	<b>\$112,208</b>	<b>\$117,545</b>	<b>\$114,075</b>	<b>\$116,920</b>	<b>\$114,844</b>	<b>\$119,447</b>	<b>\$121,973</b>	<b>\$118,022</b>	<b>\$114,591</b>	<b>\$122,466</b>	<b>\$129,019</b>	<b>\$1,421,536</b>
Depreciation	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$278,400
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	63,640	63,640
GASB 68 Pension Expense Adjustment	0,000	0,000	5,953	0,000	0,000	5,953	0,000	0,000	5,953	0,000	0,000	5,953	23,810
Environmental Remediation	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	4,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$143,958</b>	<b>\$135,741</b>	<b>\$147,031</b>	<b>\$137,608</b>	<b>\$140,453</b>	<b>\$144,330</b>	<b>\$142,981</b>	<b>\$145,507</b>	<b>\$147,508</b>	<b>\$138,124</b>	<b>\$145,999</b>	<b>\$222,145</b>	<b>\$1,791,386</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$109,058)</b>	<b>(\$102,476)</b>	<b>(\$111,073)</b>	<b>(\$95,541)</b>	<b>(\$96,518)</b>	<b>(\$99,373)</b>	<b>(\$92,910)</b>	<b>(\$96,640)</b>	<b>(\$98,286)</b>	<b>(\$85,153)</b>	<b>(\$92,392)</b>	<b>(\$168,494)</b>	<b>(\$1,247,914)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$278,400
Operating/Capital	(5,516)	(3,463)	(10,171)	(2,323)	(4,314)	(8,313)	(2,322)	(2,893)	(2,938)	(4,413)	(4,294)	(14,860)	(65,820)
Other Cash Adjustments	65,849	7,241	8,213	8,752	15,242	(2,719)	8,752	18,314	(2,089)	8,050	12,352	0,533	148,491
<b>Total Cash Conversion Adjustments</b>	<b>\$83,533</b>	<b>\$26,978</b>	<b>\$21,243</b>	<b>\$29,628</b>	<b>\$34,129</b>	<b>\$12,167</b>	<b>\$29,630</b>	<b>\$38,622</b>	<b>\$18,173</b>	<b>\$26,837</b>	<b>\$31,258</b>	<b>\$8,872</b>	<b>\$361,071</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$25,525)</b>	<b>(\$75,498)</b>	<b>(\$89,830)</b>	<b>(\$65,913)</b>	<b>(\$62,389)</b>	<b>(\$87,206)</b>	<b>(\$63,279)</b>	<b>(\$58,018)</b>	<b>(\$80,113)</b>	<b>(\$58,316)</b>	<b>(\$61,134)</b>	<b>(\$159,622)</b>	<b>(\$886,843)</b>

-- Differences are due to rounding

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	11.092	11.529	15.079	15.234	16.444	17.645	13.802	16.610	14.418	13.920	11.774	10.760	168.307
MNR - CDOT	7.139	8.057	9.920	7.984	9.922	9.102	9.709	13.213	9.686	8.850	8.811	7.713	110.105
MNR - Other	0.781	0.777	0.905	0.874	0.909	0.936	0.858	0.925	0.901	0.874	0.806	0.811	10.359
Capital and Other Reimbursements	19.012	20.363	25.904	24.091	27.275	27.683	24.370	30.749	25.005	23.643	21.391	19.285	288.770
<b>Total Revenues</b>	<b>\$19.012</b>	<b>\$20.363</b>	<b>\$25.904</b>	<b>\$24.091</b>	<b>\$27.275</b>	<b>\$27.683</b>	<b>\$24.370</b>	<b>\$30.749</b>	<b>\$25.005</b>	<b>\$23.643</b>	<b>\$21.391</b>	<b>\$19.285</b>	<b>\$288.770</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$4.177	\$3.992	\$4.989	\$4.908	\$5.194	\$5.172	\$4.689	\$5.558	\$5.179	\$5.038	\$4.243	\$3.670	\$56.810
Overtime	2.611	2.598	3.184	3.281	3.523	3.488	3.445	3.769	3.472	3.238	3.027	2.433	38.070
Health and Welfare	1.479	1.433	1.782	1.764	1.871	1.870	1.738	2.014	1.871	1.808	1.586	1.324	20.540
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	1.218	1.178	1.463	1.461	1.553	1.542	1.437	1.659	1.541	1.478	1.284	1.090	16.903
Other Fringe Benefits	1.178	1.139	1.417	1.413	1.501	1.494	1.394	1.613	1.496	1.440	1.255	1.050	16.390
Reimbursable Overhead	4.202	4.047	5.308	5.200	5.509	5.459	5.060	6.064	5.600	5.489	4.767	4.072	60.778
<b>Total Labor Expenses</b>	<b>\$14.865</b>	<b>\$14.387</b>	<b>\$18.142</b>	<b>\$18.027</b>	<b>\$19.152</b>	<b>\$19.025</b>	<b>\$17.764</b>	<b>\$20.677</b>	<b>\$19.159</b>	<b>\$18.491</b>	<b>\$16.163</b>	<b>\$13.640</b>	<b>\$209.492</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.203	0.195	0.255	0.221	0.241	0.238	0.231	0.268	0.243	0.226	0.207	0.173	2.701
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.732	0.732	1.054	0.732	0.732	1.054	1.633	1.846	2.178	1.533	1.742	2.254	16.221
Professional Services Contracts	1.782	1.782	1.803	1.785	1.803	1.803	1.803	1.562	1.376	1.340	1.357	1.373	19.568
Materials and Supplies	1.431	3.268	4.649	3.327	5.348	5.562	2.939	6.395	2.048	2.054	1.922	1.845	40.789
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$4.147</b>	<b>\$5.977</b>	<b>\$7.761</b>	<b>\$6.064</b>	<b>\$8.123</b>	<b>\$8.657</b>	<b>\$6.606</b>	<b>\$10.071</b>	<b>\$5.846</b>	<b>\$5.152</b>	<b>\$5.228</b>	<b>\$5.645</b>	<b>\$79.279</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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>Total Expenses</b>	<b>\$19.012</b>	<b>\$20.363</b>	<b>\$25.904</b>	<b>\$24.091</b>	<b>\$27.275</b>	<b>\$27.683</b>	<b>\$24.370</b>	<b>\$30.749</b>	<b>\$25.005</b>	<b>\$23.643</b>	<b>\$21.391</b>	<b>\$19.285</b>	<b>\$288.770</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>												

-- Differences are due to rounding

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$32,532	\$30,918	\$33,594	\$39,694	\$41,524	\$42,605	\$47,730	\$46,540	\$46,905	\$50,541	\$50,798	\$51,454	\$514,836
Other Operating Revenue	2,368	2,347	2,364	2,373	2,412	2,352	2,341	2,327	2,317	2,430	2,810	2,196	28,636
MNR - MTA	11,092	11,529	15,079	15,234	16,444	17,645	13,802	16,610	14,418	13,920	11,774	10,760	168,307
MNR - CDOT	7,139	8,057	9,920	7,984	9,922	9,102	9,709	13,213	9,686	8,850	8,811	7,713	110,105
MNR - Other	<u>0,781</u>	<u>0,777</u>	<u>0,905</u>	<u>0,874</u>	<u>0,909</u>	<u>0,936</u>	<u>0,858</u>	<u>0,925</u>	<u>0,901</u>	<u>0,874</u>	<u>0,806</u>	<u>0,811</u>	<u>10,359</u>
Capital and Other Reimbursements	19,012	20,363	25,904	24,091	27,275	27,683	24,370	30,749	25,005	23,643	21,391	19,285	288,770
<b>Total Revenues</b>	<b>\$53.912</b>	<b>\$53.628</b>	<b>\$61.862</b>	<b>\$66.159</b>	<b>\$71.211</b>	<b>\$72.639</b>	<b>\$74.441</b>	<b>\$79.616</b>	<b>\$74.228</b>	<b>\$76.614</b>	<b>\$74.998</b>	<b>\$72.935</b>	<b>\$832.242</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$49,888	\$45,868	\$51,381	\$48,427	\$50,669	\$50,337	\$50,262	\$53,297	\$50,518	\$49,062	\$51,366	\$54,834	\$605,911
Overtime	11,652	10,063	10,291	10,566	10,867	10,259	11,481	11,161	10,910	10,143	11,046	10,582	129,021
Health and Welfare	10,818	9,613	11,081	10,291	10,908	10,788	10,857	11,654	10,970	10,439	11,165	11,973	130,557
OPEB Current Payments	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	3,333	40,000
Pension	11,822	10,767	11,929	11,374	11,877	11,714	11,887	12,454	11,837	11,439	12,037	12,679	141,818
Other Fringe Benefits	12,406	11,944	12,527	11,954	12,435	12,306	12,422	13,001	12,433	12,032	12,608	13,261	149,328
Reimbursable Overhead	(0.166)	(0.156)	(0.188)	(0.235)	(0.278)	(0.287)	(0.221)	(0.253)	(0.248)	(0.240)	(0.155)	(0.161)	(2,589)
<b>Total Labor Expenses</b>	<b>\$99.754</b>	<b>\$91.432</b>	<b>\$100.355</b>	<b>\$95.710</b>	<b>\$99.812</b>	<b>\$98.451</b>	<b>\$100.021</b>	<b>\$104.649</b>	<b>\$99.753</b>	<b>\$96.207</b>	<b>\$101.402</b>	<b>\$106.501</b>	<b>\$1,194.046</b>
<b>Non-Labor:</b>													
Electric Power	\$5,342	\$5,443	\$4,708	\$5,131	\$4,910	\$4,417	\$5,530	\$6,346	\$5,879	\$5,102	\$5,093	\$5,856	\$63,755
Fuel	1,916	1,659	1,661	1,734	1,574	1,655	1,857	1,766	1,694	1,754	1,553	1,650	20,474
Insurance	1,873	1,865	1,963	1,950	2,042	2,067	2,037	2,073	2,049	2,031	2,253	2,245	24,448
Claims	0,096	0,096	0,096	0,096	0,096	0,096	0,096	0,096	0,096	0,096	0,096	(0,050)	1,000
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	10,645	10,635	11,562	11,126	11,189	11,562	11,924	12,177	12,640	11,867	12,371	11,100	138,798
Professional Services Contracts	5,342	5,131	5,195	5,498	5,462	5,788	5,438	5,094	4,836	5,167	5,061	5,472	63,483
Materials and Supplies	12,572	14,400	15,942	14,858	17,032	17,125	14,697	18,205	13,882	13,772	13,731	13,559	179,774
Other Business Expenses	1,898	1,910	1,968	2,064	2,079	1,366	2,219	2,316	2,200	2,239	2,297	1,971	24,528
<b>Total Non-Labor Expenses</b>	<b>\$39.683</b>	<b>\$41.139</b>	<b>\$43.095</b>	<b>\$42.456</b>	<b>\$44.383</b>	<b>\$44.075</b>	<b>\$43.797</b>	<b>\$48.073</b>	<b>\$43.275</b>	<b>\$42.027</b>	<b>\$42.454</b>	<b>\$41.803</b>	<b>\$516.260</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$139.437</b>	<b>\$132.571</b>	<b>\$143.449</b>	<b>\$138.166</b>	<b>\$144.195</b>	<b>\$142.527</b>	<b>\$143.817</b>	<b>\$152.722</b>	<b>\$143.028</b>	<b>\$138.234</b>	<b>\$143.857</b>	<b>\$148.304</b>	<b>\$1,710.306</b>
Depreciation	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$278,400
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	63,640	63,640
GASB 68 Pension Expense Adjustment	0,000	0,000	5,953	0,000	0,000	5,953	0,000	5,953	0,000	0,000	0,000	5,953	23,810
Environmental Remediation	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	0,333	4,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$162.970</b>	<b>\$156.104</b>	<b>\$172.935</b>	<b>\$161.700</b>	<b>\$167.728</b>	<b>\$172.012</b>	<b>\$167.351</b>	<b>\$176.255</b>	<b>\$172.514</b>	<b>\$161.767</b>	<b>\$167.390</b>	<b>\$241.430</b>	<b>\$2,080.156</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$109.058)</b>	<b>(\$102.476)</b>	<b>(\$111.073)</b>	<b>(\$95.541)</b>	<b>(\$96.518)</b>	<b>(\$99.373)</b>	<b>(\$92.910)</b>	<b>(\$96.640)</b>	<b>(\$98.286)</b>	<b>(\$85.153)</b>	<b>(\$92.392)</b>	<b>(\$168.494)</b>	<b>(\$1,247.914)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$23,200	\$278,400
Operating/Capital	(5,516)	(3,463)	(10,171)	(2,323)	(4,314)	(8,313)	(2,322)	(2,893)	(2,938)	(4,413)	(4,294)	(14,860)	(65,820)
Other Cash Adjustments	65,849	7,241	8,213	8,752	15,242	(2,719)	8,752	18,314	(2,089)	8,050	12,352	0,533	148,491
<b>Total Cash Conversion Adjustments</b>	<b>\$83.533</b>	<b>\$26.978</b>	<b>\$21.243</b>	<b>\$29.628</b>	<b>\$34.129</b>	<b>\$12.167</b>	<b>\$29.630</b>	<b>\$38.622</b>	<b>\$18.173</b>	<b>\$26.837</b>	<b>\$31.258</b>	<b>\$8.872</b>	<b>\$361.071</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$25.525)</b>	<b>(\$75.498)</b>	<b>(\$89.830)</b>	<b>(\$65.913)</b>	<b>(\$62.389)</b>	<b>(\$87.206)</b>	<b>(\$63.279)</b>	<b>(\$58.018)</b>	<b>(\$80.113)</b>	<b>(\$58.316)</b>	<b>(\$61.134)</b>	<b>(\$159.622)</b>	<b>(\$886.843)</b>

-- Differences are due to rounding

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$32.115	\$30.556	\$33.128	\$39.045	\$40.788	\$41.825	\$46.742	\$45.568	\$45.954	\$49.616	\$49.791	\$50.429	\$505.557
Other Operating Revenue	63.189	4.597	4.827	4.623	4.662	5.739	4.592	4.577	4.780	4.680	5.060	4.659	115.984
MNR - MTA	11.092	11.529	15.079	15.234	16.444	17.645	13.802	16.610	14.418	13.920	11.774	10.760	168.307
MNR - CDOT	7.139	8.057	9.920	7.984	9.922	9.102	9.709	13.213	9.686	8.850	8.811	7.713	110.105
MNR - Other	0.781	0.777	0.905	0.874	0.909	0.936	0.858	0.925	0.901	0.874	0.806	0.811	10.359
Capital and Other Reimbursements	19.012	20.363	25.904	24.091	27.275	27.683	24.370	30.749	25.005	23.643	21.391	19.285	288.770
<b>Total Receipts</b>	<b>\$114.315</b>	<b>\$55.517</b>	<b>\$63.859</b>	<b>\$67.759</b>	<b>\$72.724</b>	<b>\$75.246</b>	<b>\$75.704</b>	<b>\$80.894</b>	<b>\$75.739</b>	<b>\$77.939</b>	<b>\$76.241</b>	<b>\$74.373</b>	<b>\$910.312</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$47.023	\$45.997	\$55.384	\$45.744	\$45.677	\$56.840	\$47.432	\$45.897	\$56.992	\$46.338	\$46.203	\$69.706	\$609.233
Overtime	11.177	10.145	11.309	10.248	10.073	11.879	11.120	9.898	12.610	9.836	10.161	14.299	132.755
Health and Welfare	11.834	10.537	12.124	11.304	11.976	11.845	11.907	12.764	12.026	11.453	12.206	13.080	143.058
OPEB Current Payments	3.333	3.333	3.333	3.333	3.333	3.333	3.333	3.333	3.333	3.333	3.333	3.333	40.000
Pension	11.873	11.873	11.906	11.887	11.887	11.901	11.888	11.897	11.900	11.897	11.900	11.783	142.595
Other Fringe Benefits	11.466	11.065	13.319	11.065	10.979	13.733	11.503	10.955	13.873	11.141	11.108	29.702	159.908
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$96.707</b>	<b>\$92.951</b>	<b>\$107.375</b>	<b>\$93.581</b>	<b>\$93.925</b>	<b>\$109.531</b>	<b>\$97.184</b>	<b>\$94.746</b>	<b>\$110.736</b>	<b>\$93.999</b>	<b>\$94.912</b>	<b>\$141.903</b>	<b>\$1,227.549</b>
<b>Non-Labor:</b>													
Electric Power	\$5.607	\$5.708	\$4.972	\$5.395	\$5.175	\$4.682	\$5.778	\$6.595	\$6.127	\$5.333	\$5.324	\$6.087	\$66.783
Fuel	1.916	1.659	1.661	1.734	1.574	1.655	1.857	1.766	1.694	1.754	1.553	1.650	20.474
Insurance	0.075	0.073	0.056	2.646	0.084	1.282	2.991	0.987	0.495	2.965	3.452	12.450	27.558
Claims	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.096	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.226	9.330	12.869	9.273	11.249	18.218	10.043	10.853	17.607	12.173	12.678	20.198	158.716
Professional Services Contracts	5.893	4.378	6.980	3.696	3.719	5.357	4.084	3.397	3.072	3.927	3.426	27.246	75.174
Materials and Supplies	11.000	12.431	15.365	12.995	15.108	17.310	12.877	16.287	11.964	11.854	11.802	20.328	169.320
Other Business Expenses	4.323	4.390	4.316	4.256	4.184	4.322	4.073	4.186	4.061	4.155	4.132	4.038	50.434
<b>Total Non-Labor Expenditures</b>	<b>\$43.134</b>	<b>\$38.064</b>	<b>\$46.315</b>	<b>\$40.091</b>	<b>\$41.188</b>	<b>\$52.921</b>	<b>\$41.799</b>	<b>\$44.166</b>	<b>\$45.116</b>	<b>\$42.256</b>	<b>\$42.463</b>	<b>\$92.092</b>	<b>\$569.605</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>											
<b>Total Expenditures</b>	<b>\$139.840</b>	<b>\$131.015</b>	<b>\$153.689</b>	<b>\$133.672</b>	<b>\$135.113</b>	<b>\$162.451</b>	<b>\$138.983</b>	<b>\$138.912</b>	<b>\$155.852</b>	<b>\$136.255</b>	<b>\$137.376</b>	<b>\$233.995</b>	<b>\$1,797.154</b>
<b>Net Cash Balance</b>	<b>(\$25.525)</b>	<b>(\$75.498)</b>	<b>(\$89.830)</b>	<b>(\$65.913)</b>	<b>(\$62.389)</b>	<b>(\$87.206)</b>	<b>(\$63.279)</b>	<b>(\$58.018)</b>	<b>(\$80.113)</b>	<b>(\$58.316)</b>	<b>(\$61.134)</b>	<b>(\$159.622)</b>	<b>(\$886.843)</b>
<b>Subsidies</b>													
MTA Subsidy	\$3.454	\$54.944	\$67.208	\$47.815	\$44.051	\$68.182	\$46.133	\$39.823	\$61.403	\$43.297	\$44.540	\$139.543	\$660.393
CDOT Subsidy	22.071	20.554	22.622	18.098	18.338	19.023	17.147	18.195	18.709	15.019	16.595	20.079	226.450
<b>Total Subsidies</b>	<b>\$25.525</b>	<b>\$75.498</b>	<b>\$89.830</b>	<b>\$65.913</b>	<b>\$62.389</b>	<b>\$87.206</b>	<b>\$63.279</b>	<b>\$58.018</b>	<b>\$80.113</b>	<b>\$58.316</b>	<b>\$61.134</b>	<b>\$159.622</b>	<b>\$886.843</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	(\$0.417)	(\$0.361)	(\$0.466)	(\$0.650)	(\$0.737)	(\$0.780)	(\$0.987)	(\$0.972)	(\$0.952)	(\$0.926)	(\$1.007)	(\$1.025)	(\$9.279)
Other Operating Revenue	60.820	2.250	2.463	2.250	2.250	3.387	2.250	2.250	2.463	2.250	2.250	2.463	87.348
MNR - MTA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$60.403</b>	<b>\$1.889</b>	<b>\$1.997</b>	<b>\$1.601</b>	<b>\$1.514</b>	<b>\$2.606</b>	<b>\$1.263</b>	<b>\$1.279</b>	<b>\$1.511</b>	<b>\$1.325</b>	<b>\$1.243</b>	<b>\$1.438</b>	<b>\$78.069</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$2.866	(\$0.130)	(\$4.002)	\$2.683	\$4.992	(\$6.502)	\$2.830	\$7.400	(\$6.474)	\$2.724	\$5.163	(\$14.872)	(\$3.322)
Overtime	0.475	(0.082)	(1.018)	0.318	0.794	(1.620)	0.361	1.263	(1.701)	0.307	0.885	(3.717)	(3.734)
Health and Welfare	(1.016)	(0.924)	(1.043)	(1.012)	(1.068)	(1.058)	(1.050)	(1.111)	(1.056)	(1.014)	(1.041)	(1.107)	(12.501)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(0.052)	(1.106)	0.023	(0.513)	(0.010)	(0.186)	(0.002)	0.557	(0.063)	(0.459)	0.137	0.896	(0.777)
Other Fringe Benefits	0.940	0.879	(0.792)	0.889	1.456	(1.427)	0.919	2.046	(1.440)	0.890	1.500	(16.441)	(10.580)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.166)	(0.156)	(0.188)	(0.235)	(0.278)	(0.287)	(0.221)	(0.253)	(0.248)	(0.240)	(0.155)	(0.161)	(2.589)
<b>Total Labor Expenditures</b>	<b>\$3.047</b>	<b>(\$1.519)</b>	<b>(\$7.020)</b>	<b>\$2.129</b>	<b>\$5.886</b>	<b>(\$11.079)</b>	<b>\$2.837</b>	<b>\$9.903</b>	<b>(\$10.983)</b>	<b>\$2.208</b>	<b>\$6.490</b>	<b>(\$35.402)</b>	<b>(\$33.503)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.265)	(\$0.265)	(\$0.265)	(\$0.265)	(\$0.265)	(\$0.265)	(\$0.249)	(\$0.249)	(\$0.249)	(\$0.231)	(\$0.231)	(\$0.231)	(\$3.028)
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	1.797	1.792	1.906	(0.696)	1.958	0.785	(0.954)	1.087	1.554	(0.934)	(1.199)	(10.205)	(3.110)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(3.580)	1.305	(1.307)	1.853	(0.060)	(6.656)	1.880	1.324	(4.967)	(0.306)	(0.307)	(9.097)	(19.918)
Professional Services Contracts	(0.551)	0.754	(1.785)	1.802	1.743	0.431	1.355	1.697	1.764	1.240	1.634	(21.775)	(11.691)
Materials and Supplies	1.572	1.969	0.578	1.862	1.924	(0.185)	1.820	1.918	1.918	1.918	1.928	(6.769)	10.454
Other Business Expenses	(2.424)	(2.480)	(2.347)	(2.192)	(2.105)	(2.956)	(1.854)	(1.870)	(1.861)	(1.916)	(1.834)	(2.066)	(25.906)
<b>Total Non-Labor Expenditures</b>	<b>(\$3.450)</b>	<b>\$3.075</b>	<b>(\$3.220)</b>	<b>\$2.365</b>	<b>\$3.195</b>	<b>(\$8.846)</b>	<b>\$1.997</b>	<b>\$3.907</b>	<b>(\$1.841)</b>	<b>(\$0.229)</b>	<b>(\$0.009)</b>	<b>(\$50.290)</b>	<b>(\$53.345)</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$0.403)</b>	<b>\$1.556</b>	<b>(\$10.240)</b>	<b>\$4.494</b>	<b>\$9.082</b>	<b>(\$19.925)</b>	<b>\$4.834</b>	<b>\$13.810</b>	<b>(\$12.824)</b>	<b>\$1.979</b>	<b>\$6.481</b>	<b>(\$85.691)</b>	<b>(\$86.848)</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>\$60.000</b>	<b>\$3.445</b>	<b>(\$8.243)</b>	<b>\$6.095</b>	<b>\$10.595</b>	<b>(\$17.318)</b>	<b>\$6.097</b>	<b>\$15.088</b>	<b>(\$11.313)</b>	<b>\$3.304</b>	<b>\$7.724</b>	<b>(\$84.253)</b>	<b>(\$8.779)</b>
Depreciation	\$23.200	\$23.200	\$23.200	\$23.200	\$23.200	\$23.200	\$23.200	\$23.200	\$23.200	\$23.200	\$23.200	\$23.200	\$278.400
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	63.640	63.640
GASB 68 Pension Expense Adjustment	0.000	0.000	5.953	0.000	0.000	5.953	0.000	0.000	5.953	0.000	0.000	5.953	23.810
Environmental Remediation	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$83.533</b>	<b>\$26.978</b>	<b>\$21.243</b>	<b>\$29.628</b>	<b>\$34.129</b>	<b>\$12.167</b>	<b>\$29.630</b>	<b>\$38.622</b>	<b>\$18.173</b>	<b>\$26.837</b>	<b>\$31.258</b>	<b>\$8.872</b>	<b>\$361.071</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>RIDERSHIP</b>													
<i>Harlem Line Ridership - Commutation</i>	0.772	0.696	0.786	0.925	0.915	0.860	0.997	0.944	0.968	1.163	0.981	1.021	11.027
<i>Harlem Line Ridership - Non-Commutation</i>	<u>0.452</u>	<u>0.416</u>	<u>0.480</u>	<u>0.582</u>	<u>0.597</u>	<u>0.603</u>	<u>0.677</u>	<u>0.672</u>	<u>0.682</u>	<u>0.753</u>	<u>0.748</u>	<u>0.768</u>	<u>7.429</u>
Total Harlem Line	1.224	1.112	1.266	1.507	1.512	1.462	1.674	1.616	1.650	1.916	1.729	1.789	18.457
<i>Hudson Line Ridership - Commutation</i>	0.447	0.406	0.454	0.535	0.530	0.489	0.573	0.550	0.544	0.648	0.552	0.573	6.300
<i>Hudson Line Ridership - Non-Commutation</i>	<u>0.301</u>	<u>0.281</u>	<u>0.330</u>	<u>0.419</u>	<u>0.440</u>	<u>0.453</u>	<u>0.529</u>	<u>0.532</u>	<u>0.481</u>	<u>0.542</u>	<u>0.522</u>	<u>0.516</u>	<u>5.347</u>
Total Hudson Line	0.748	0.687	0.783	0.954	0.970	0.942	1.102	1.081	1.025	1.190	1.074	1.090	11.646
<i>New Haven Line Ridership - Commutation</i>	1.020	0.915	1.026	1.213	1.211	1.134	1.316	1.247	1.279	1.535	1.290	1.314	14.501
<i>New Haven Line Ridership - Non-Commutation</i>	<u>0.743</u>	<u>0.679</u>	<u>0.786</u>	<u>0.952</u>	<u>0.997</u>	<u>1.046</u>	<u>1.169</u>	<u>1.173</u>	<u>1.074</u>	<u>1.167</u>	<u>1.196</u>	<u>1.254</u>	<u>12.236</u>
Total New Haven Line	1.763	1.594	1.812	2.165	2.209	2.179	2.485	2.421	2.353	2.702	2.486	2.568	26.737
<b>Total Commutation (East of Hudson)</b>	<b>2.239</b>	<b>2.017</b>	<b>2.265</b>	<b>2.673</b>	<b>2.656</b>	<b>2.482</b>	<b>2.886</b>	<b>2.741</b>	<b>2.791</b>	<b>3.346</b>	<b>2.824</b>	<b>2.908</b>	<b>31.828</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>1.496</u></b>	<b><u>1.375</u></b>	<b><u>1.596</u></b>	<b><u>1.954</u></b>	<b><u>2.034</u></b>	<b><u>2.102</u></b>	<b><u>2.375</u></b>	<b><u>2.377</u></b>	<b><u>2.236</u></b>	<b><u>2.463</u></b>	<b><u>2.466</u></b>	<b><u>2.538</u></b>	<b><u>25.012</u></b>
<b>Total East of Hudson Ridership</b>	<b>3.735</b>	<b>3.392</b>	<b>3.861</b>	<b>4.627</b>	<b>4.690</b>	<b>4.584</b>	<b>5.261</b>	<b>5.118</b>	<b>5.027</b>	<b>5.808</b>	<b>5.290</b>	<b>5.447</b>	<b>56.840</b>
<b>West of Hudson Ridership</b>	0.073	0.067	0.078	0.092	0.093	0.091	0.106	0.105	0.098	0.093	0.093	0.099	1.088
<b>Total Ridership</b>	<b>3.808</b>	<b>3.459</b>	<b>3.939</b>	<b>4.718</b>	<b>4.783</b>	<b>4.674</b>	<b>5.367</b>	<b>5.223</b>	<b>5.125</b>	<b>5.902</b>	<b>5.383</b>	<b>5.545</b>	<b>57.928</b>
<b>FAREBOX REVENUE</b>													
<i>Harlem Line Revenue - Commutation</i>	5.238	5.172	5.288	6.024	6.173	6.329	6.880	6.518	7.094	7.535	7.485	7.153	76.889
<i>Harlem Line Revenue - Non Commutation</i>	<u>4.214</u>	<u>3.827</u>	<u>4.393</u>	<u>5.375</u>	<u>5.806</u>	<u>5.927</u>	<u>6.853</u>	<u>6.705</u>	<u>6.605</u>	<u>7.199</u>	<u>7.284</u>	<u>7.571</u>	<u>71.761</u>
Total Harlem Line Revenue	\$9.452	\$8.999	\$9.681	\$11.400	\$11.980	\$12.256	\$13.733	\$13.224	\$13.699	\$14.734	\$14.769	\$14.724	\$148.650
<i>Hudson Line Revenue - Commutation</i>	3.558	3.519	3.571	4.069	4.138	4.158	4.532	4.358	4.695	4.946	4.948	4.730	51.222
<i>Hudson Line Revenue - Non Commutation</i>	<u>3.458</u>	<u>3.220</u>	<u>3.771</u>	<u>4.753</u>	<u>5.184</u>	<u>5.297</u>	<u>6.261</u>	<u>6.271</u>	<u>5.793</u>	<u>6.605</u>	<u>6.359</u>	<u>6.303</u>	<u>63.274</u>
Total Hudson Line Revenue	\$7.015	\$6.740	\$7.342	\$8.822	\$9.322	\$9.455	\$10.793	\$10.628	\$10.488	\$11.552	\$11.307	\$11.033	\$114.496
<i>New Haven Line Revenue - Commutation</i>	7.360	7.226	7.354	8.413	8.498	8.638	9.425	8.937	9.947	10.578	10.472	10.254	107.100
<i>New Haven Line Revenue - Non Commutation</i>	<u>8.048</u>	<u>7.323</u>	<u>8.531</u>	<u>10.303</u>	<u>10.914</u>	<u>11.421</u>	<u>12.830</u>	<u>12.796</u>	<u>11.844</u>	<u>12.845</u>	<u>13.339</u>	<u>14.527</u>	<u>134.718</u>
Total New Haven Line Revenue	\$15.407	\$14.548	\$15.885	\$18.716	\$19.411	\$20.059	\$22.255	\$21.732	\$21.790	\$23.423	\$23.811	\$24.781	\$241.818
<b>Total Commutation Revenue</b>	<b>\$16.156</b>	<b>\$15.917</b>	<b>\$16.214</b>	<b>\$18.506</b>	<b>\$18.809</b>	<b>\$19.124</b>	<b>\$20.837</b>	<b>\$19.812</b>	<b>\$21.736</b>	<b>\$23.060</b>	<b>\$22.905</b>	<b>\$22.137</b>	<b>\$235.212</b>
<b>Total Non-Commutation Revenue</b>	<b><u>15.719</u></b>	<b><u>14.370</u></b>	<b><u>16.694</u></b>	<b><u>20.431</u></b>	<b><u>21.904</u></b>	<b><u>22.645</u></b>	<b><u>25.944</u></b>	<b><u>25.772</u></b>	<b><u>24.241</u></b>	<b><u>26.649</u></b>	<b><u>26.982</u></b>	<b><u>28.401</u></b>	<b><u>269.752</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$31.875</b>	<b>\$30.287</b>	<b>\$32.908</b>	<b>\$38.937</b>	<b>\$40.713</b>	<b>\$41.769</b>	<b>\$46.781</b>	<b>\$45.584</b>	<b>\$45.977</b>	<b>\$49.708</b>	<b>\$49.887</b>	<b>\$50.538</b>	<b>\$504.964</b>
<b>West of Hudson Revenue</b>	\$0.657	\$0.631	\$0.686	\$0.758	\$0.811	\$0.836	\$0.949	\$0.956	\$0.928	\$0.833	\$0.911	\$0.917	\$9.871
<b>Total Farebox Revenue</b>	<b>\$32.532</b>	<b>\$30.918</b>	<b>\$33.594</b>	<b>\$39.694</b>	<b>\$41.524</b>	<b>\$42.605</b>	<b>\$47.730</b>	<b>\$46.540</b>	<b>\$46.905</b>	<b>\$50.541</b>	<b>\$50.798</b>	<b>\$51.454</b>	<b>\$514.836</b>

\* Reflects East of Hudson Service

Note: West of Hudson total ridership reflects both Pascack Valley and Port Jervis lines.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
President	2	2	2	2	2	2	2	2	2	2	2	3
Labor Relations	10	10	10	10	10	10	10	10	10	10	10	10
Safety	87	87	87	87	87	87	87	87	87	87	87	91
Security	23	23	23	23	23	23	23	23	23	23	23	23
VP Ops Support and Org Res	23	23	23	23	23	23	23	23	23	23	23	27
Corporate & Public Affairs	13	13	13	13	13	13	13	13	13	13	13	13
Customer Service	45	45	45	45	45	45	45	45	45	45	45	46
Legal	9	9	9	9	9	9	9	9	9	9	9	9
Claims	5	5	5	5	5	5	5	5	5	5	5	5
VP Human Resources	35	35	35	35	35	35	35	35	35	35	35	35
Training	94	94	94	94	94	94	94	94	94	94	94	95
Employee Relations & Diversity	4	4	4	4	4	4	4	4	4	4	4	4
Capital Planning & Programming	10	10	10	10	10	10	10	10	10	10	10	10
Long Range Planning	4	4	4	4	4	4	4	4	4	4	4	4
Controller	56	56	56	56	56	56	56	56	56	56	56	55
Budget	16	16	16	16	16	16	16	16	16	16	16	15
Procurement & Material Management	17	17	17	17	17	17	17	17	17	17	17	17
<b>Total Administration</b>	<b>453</b>	<b>462</b>										
<b>Operations</b>												
Operations Support	52	52	52	52	52	52	52	52	52	52	52	52
Rolling Stock & EAM	17	17	17	17	17	17	17	17	17	17	17	28
Transportation	1,622	1,622	1,643	1,643	1,651	1,648	1,657	1,652	1,664	1,662	1,670	1,760
Customer Service	395	395	395	395	395	395	395	395	395	395	395	408
Metro-North West	32	32	32	32	32	32	32	32	32	32	32	33
Corporate	0	0	0	0	0	0	0	0	0	0	0	(28)
<b>Total Operations</b>	<b>2,118</b>	<b>2,118</b>	<b>2,139</b>	<b>2,139</b>	<b>2,147</b>	<b>2,144</b>	<b>2,153</b>	<b>2,148</b>	<b>2,160</b>	<b>2,158</b>	<b>2,166</b>	<b>2,253</b>
<b>Maintenance</b>												
Maintenance of Equipment	1,643	1,652	1,642	1,656	1,688	1,669	1,693	1,710	1,704	1,717	1,717	1,751
Maintenance of Way	2,077	2,096	2,132	2,140	2,158	2,168	2,191	2,206	2,209	2,210	2,219	2,366
Procurement & Material Management	108	108	108	108	108	108	108	108	108	108	108	116
<b>Total Maintenance</b>	<b>3,828</b>	<b>3,856</b>	<b>3,882</b>	<b>3,904</b>	<b>3,954</b>	<b>3,945</b>	<b>3,992</b>	<b>4,024</b>	<b>4,021</b>	<b>4,035</b>	<b>4,044</b>	<b>4,233</b>
<b>Engineering/Capital</b>												
Construction Management	18	18	18	18	18	18	18	18	18	18	18	29
Engineering & Design	54	54	54	54	54	54	54	54	54	54	54	70
<b>Total Engineering/Capital</b>	<b>72</b>	<b>99</b>										
<b>Total Positions</b>	<b>6,471</b>	<b>6,499</b>	<b>6,546</b>	<b>6,568</b>	<b>6,626</b>	<b>6,614</b>	<b>6,670</b>	<b>6,697</b>	<b>6,706</b>	<b>6,718</b>	<b>6,735</b>	<b>7,047</b>
<i>Non-Reimbursable</i>	5,826	5,843	5,878	5,820	5,847	5,873	5,903	5,896	5,942	5,977	6,083	6,334
<i>Reimbursable</i>	645	656	668	748	779	741	767	801	764	741	652	713
<i>Total Full-Time</i>	6,470	6,498	6,545	6,567	6,625	6,613	6,669	6,696	6,705	6,717	6,734	7,046
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION / OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	147	147	147	147	147	147	147	147	147	147	147	149
Professional/Technical/Clerical	306	306	306	306	306	306	306	306	306	306	306	313
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>453</b>	<b>462</b>										
<b>Operations</b>												
Managers/Supervisors	251	251	250	250	250	249	249	249	249	249	249	262
Professional/Technical/Clerical	254	254	254	254	254	254	254	254	254	254	254	253
Operational Hourlies	1,613	1,613	1,635	1,635	1,643	1,641	1,650	1,645	1,657	1,655	1,663	1,738
<b>Total Operations Headcount</b>	<b>2,118</b>	<b>2,118</b>	<b>2,139</b>	<b>2,139</b>	<b>2,147</b>	<b>2,144</b>	<b>2,153</b>	<b>2,148</b>	<b>2,160</b>	<b>2,158</b>	<b>2,166</b>	<b>2,253</b>
<b>Maintenance</b>												
Managers/Supervisors	673	676	678	678	679	681	682	682	680	681	681	703
Professional/Technical/Clerical	482	484	492	494	499	509	510	511	518	517	518	587
Operational Hourlies	2,673	2,696	2,712	2,732	2,776	2,755	2,800	2,831	2,823	2,837	2,845	2,943
<b>Total Maintenance Headcount</b>	<b>3,828</b>	<b>3,856</b>	<b>3,882</b>	<b>3,904</b>	<b>3,954</b>	<b>3,945</b>	<b>3,992</b>	<b>4,024</b>	<b>4,021</b>	<b>4,035</b>	<b>4,044</b>	<b>4,233</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	27	27	27	27	27	27	27	27	27	27	27	46
Professional/Technical/Clerical	45	45	45	45	45	45	45	45	45	45	45	53
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>72</b>	<b>99</b>										
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>											
<b>Total Positions</b>												
Managers/Supervisors	1,098	1,101	1,102	1,102	1,103	1,104	1,105	1,105	1,103	1,104	1,104	1,160
Professional, Technical, Clerical	1,087	1,089	1,097	1,099	1,104	1,114	1,115	1,116	1,123	1,122	1,123	1,206
Operational Hourlies	4,286	4,309	4,347	4,367	4,419	4,396	4,450	4,476	4,480	4,492	4,508	4,681
<b>Total Positions</b>	<b>6,471</b>	<b>6,499</b>	<b>6,546</b>	<b>6,568</b>	<b>6,626</b>	<b>6,614</b>	<b>6,670</b>	<b>6,697</b>	<b>6,706</b>	<b>6,718</b>	<b>6,735</b>	<b>7,047</b>



# ANNUAL OPERATING REPORT

2021

**2021 Annual Operating Report  
Performance Summary**

			2021 Data		2020 Data	
			Annual Goal	Year Ending	Year Ending	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.1%</b>	<b>97.9%</b>	
		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%	97.0%	97.7%	
		Weekend	94.0%	97.5%	98.4%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.4%</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%	97.6%	98.2%
			Weekend	94.0%	97.0%	98.5%
		<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.2%</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%	97.0%	97.5%
		Weekend	94.0%	97.8%	98.8%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>96.9%</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%	96.6%	97.7%	
		Weekend	94.0%	97.6%	98.2%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>167,333</b>	<b>163,116</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			14.6	14.3	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	1,200	844	
	<b>Trains Canceled</b>		230	111	230	
	<b>Trains Terminated</b>		230	158	167	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.8%	99.8%	
<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>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>100.0%</b>	<b>99.9%</b>	
		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%	
		Weekend	99.0%	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**

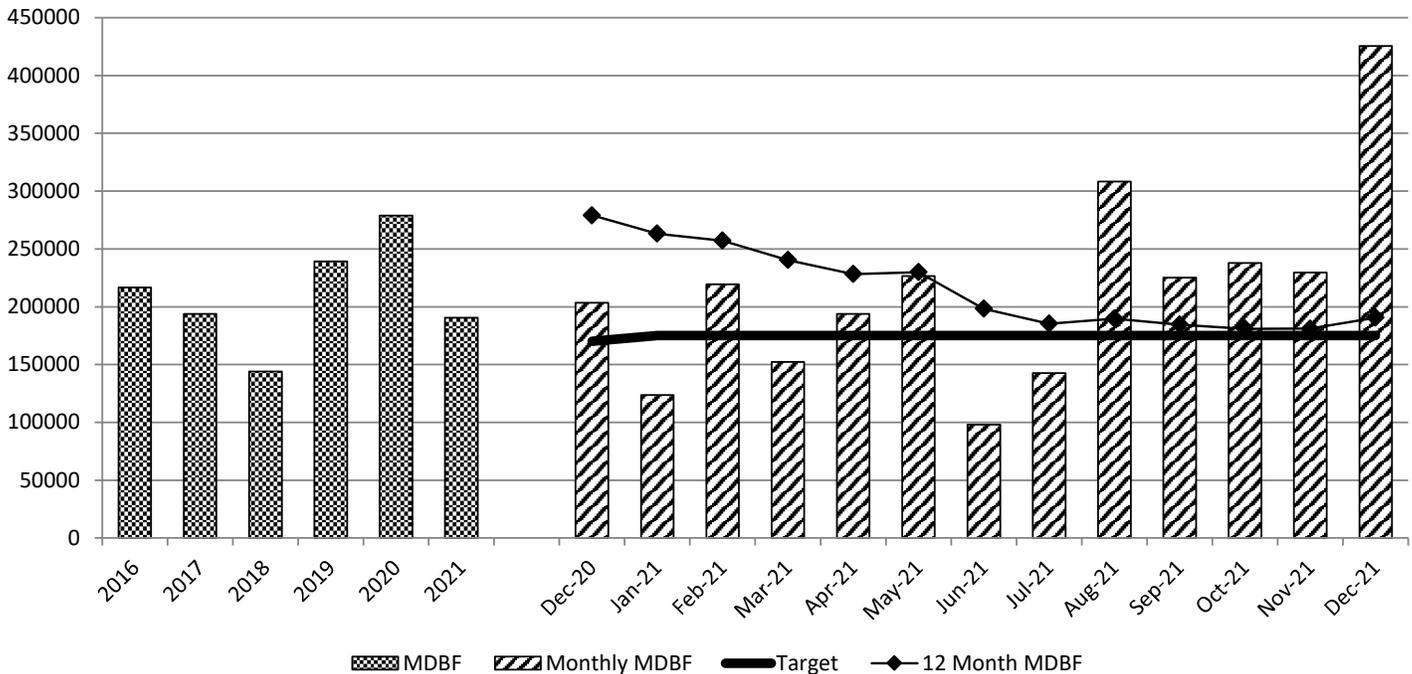
Delay Minutes / Delay Threshold	% Total	2021 Data Year Ending Dec 31	2020 Data Year Ending Dec 31	YTD 2021 Vs 2020
Engineering (Scheduled)	7.0%	848	382	466
Engineering (Unscheduled)	15.7%	1,899	1,664	235
Maintenance of Equipment	25.4%	3,065	1,537	1,528
Transportation	3.9%	470	294	176
Capital Projects	1.1%	135	200	-65
Weather and Environmental	19.0%	2,295	1,703	592
Police	17.5%	2,120	893	1,227
Customers	2.3%	279	156	123
Other	8.0%	964	641	323
3rd Party Operations	0.1%	8	5	3
<b>TOTAL</b>	<b>100.0%</b>	<b>12,083</b>	<b>7,475</b>	<b>4,608</b>

HUDSON LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2021 Vs 2020
Engineering (Scheduled)	6.7%	194	159	35
Engineering (Unscheduled)	14.1%	406	197	209
Maintenance of Equipment	26.3%	757	390	367
Transportation	2.8%	81	62	19
Capital Projects	2.8%	82	47	35
Weather and Environmental	25.5%	735	268	467
Police	14.3%	412	237	175
Customers	2.8%	82	48	34
Other	4.4%	126	152	-26
3rd Party Operations	0.2%	6	0	6
<b>TOTAL</b>	<b>100.0%</b>	<b>2,881</b>	<b>1,560</b>	<b>1,321</b>
HARLEM LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2021 Vs 2020
Engineering (Scheduled)	7.3%	265	132	133
Engineering (Unscheduled)	16.6%	606	565	41
Maintenance of Equipment	17.5%	639	452	187
Transportation	4.4%	159	86	73
Capital Projects	0.3%	10	88	-78
Weather and Environmental	24.0%	874	523	351
Police	19.3%	704	233	471
Customers	1.9%	69	41	28
Other	8.7%	318	209	109
3rd Party Operations	0.0%	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>3,644</b>	<b>2,329</b>	<b>1,315</b>
NEW HAVEN LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2021 Vs 2020
Engineering (Scheduled)	7.0%	390	90	300
Engineering (Unscheduled)	16.0%	888	902	-14
Maintenance of Equipment	30.0%	1,669	694	975
Transportation	4.1%	230	146	84
Capital Projects	0.8%	43	65	-22
Weather and Environmental	12.3%	686	912	-226
Police	18.0%	1,003	423	580
Customers	2.3%	128	67	61
Other	9.4%	520	280	240
3rd Party Operations	0.0%	2	4	-2
<b>TOTAL</b>	<b>100.0%</b>	<b>5,559</b>	<b>3,583</b>	<b>1,976</b>

	2021 Data								2020 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M8	405	290,000	1,153,557	5	2	179,435	179,435	405,209	4	543,760
	M3	138	80,000	154,396	2	2	122,387	122,387	198,856	1	134,037
	M7	334	340,000	1,705,043	5	1	499,452	499,452	275,878	5	501,212
	Coach	207	210,000	235,036	5	6	318,298	318,298	182,623	6	353,427
	P-32	31	21,000	95,341	6	2	31,618	31,618	23,128	6	35,101
	BL-20	12	13,000	36,668	3	1	17,585	17,585	42,916	0	15,190
	<b>Fleet</b>	<b>1127</b>	<b>175,000</b>	<b>425,608</b>	<b>26</b>	<b>14</b>	<b>190,518</b>	<b>190,518</b>	<b>203,478</b>	<b>22</b>	<b>278,951</b>
	M8		290,000	1,153,557	5	2	179,435	179,435	405,209	4	543,760
M3/7		235,000	671,278	7	3	353,918	353,918	263,041	6	386,020	
Diesel/Coach		85,000	181,952	14	9	128,178	128,178	106,452	12	137,830	

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



**ANNUAL 2021 STANDEE REPORT**
**East of Hudson**

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

**West of Hudson**

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

**Definitions**

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

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

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

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

Operations Planning and Analysis/jc

Elevator Availability	2021	2020
	Annual	Annual
Grand Central Terminal	99.52%	98.72%
Harlem	99.94%	99.70%
Hudson	99.92%	99.20%
New Haven	99.91%	99.07%
Overall Average	99.82%	99.17%

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

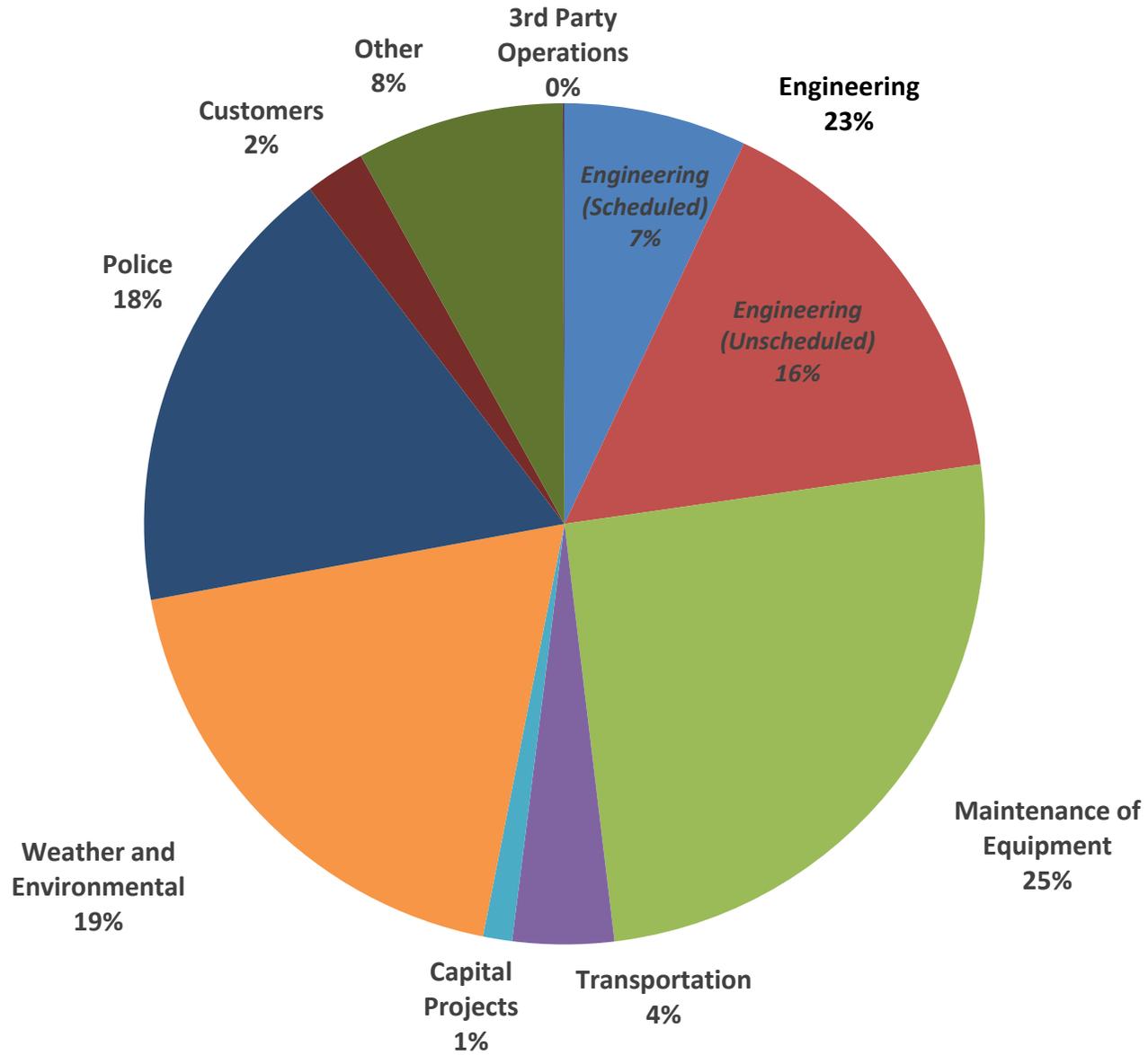
Escalator Availability	2021	2020
	Annual	Annual
Grand Central Terminal	99.86%	99.94%
White Plains	100.00%	100.00%
Overall Average	99.93%	99.97%

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

<b>West of Hudson Performance Summary</b>			<b>2021 Data</b>		<b>2020 Data</b>
			Annual Goal	Year Ending	Year Ending
<b>On Time Performance</b>	<b>West of Hudson</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.4%</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%	94.2%	93.6%
		PM Peak	94.0%	95.7%	94.7%
		<b>Total Peak</b>	<b>94.0%</b>	<b>94.9%</b>	<b>94.1%</b>
		Off Peak Weekday	94.0%	92.4%	94.4%
		Weekend	94.0%	93.0%	94.5%
	<b>Pascack Valley</b>	<b>Overall</b>	<b>94.0%</b>	<b>94.6%</b>	<b>95.7%</b>
	<b>Line</b>	AM Peak	94.0%	96.1%	95.9%
		PM Peak	94.0%	96.9%	95.3%
		<b>Total Peak</b>	<b>94.0%</b>	<b>96.5%</b>	<b>95.6%</b>
		Off Peak Weekday	94.0%	93.1%	95.6%
	Weekend	94.0%	94.8%	95.8%	
<b>Port Jervis</b>	<b>Overall</b>	<b>94.0%</b>	<b>91.7%</b>	<b>92.5%</b>	
<b>Line</b>	AM Peak	94.0%	91.6%	90.8%	
	PM Peak	94.0%	94.3%	93.9%	
	<b>Total Peak</b>	<b>94.0%</b>	<b>93.0%</b>	<b>92.4%</b>	
	Off Peak Weekday	94.0%	91.6%	92.8%	
	Weekend	94.0%	89.8%	92.2%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>19,701</b>	<b>18,152</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			21.6	21.2
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		300	553	407
	<b>Trains Canceled</b>		60	130	184
	<b>Trains Terminated</b>		60	65	61
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.0%	98.7%
<b>Consist Compliance*</b>	<b>System - AM</b>		<b>99.0%</b>	<b>93.0%</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%	92.8%	96.8%
	Port Jervis - AM		99.0%	91.1%	96.0%

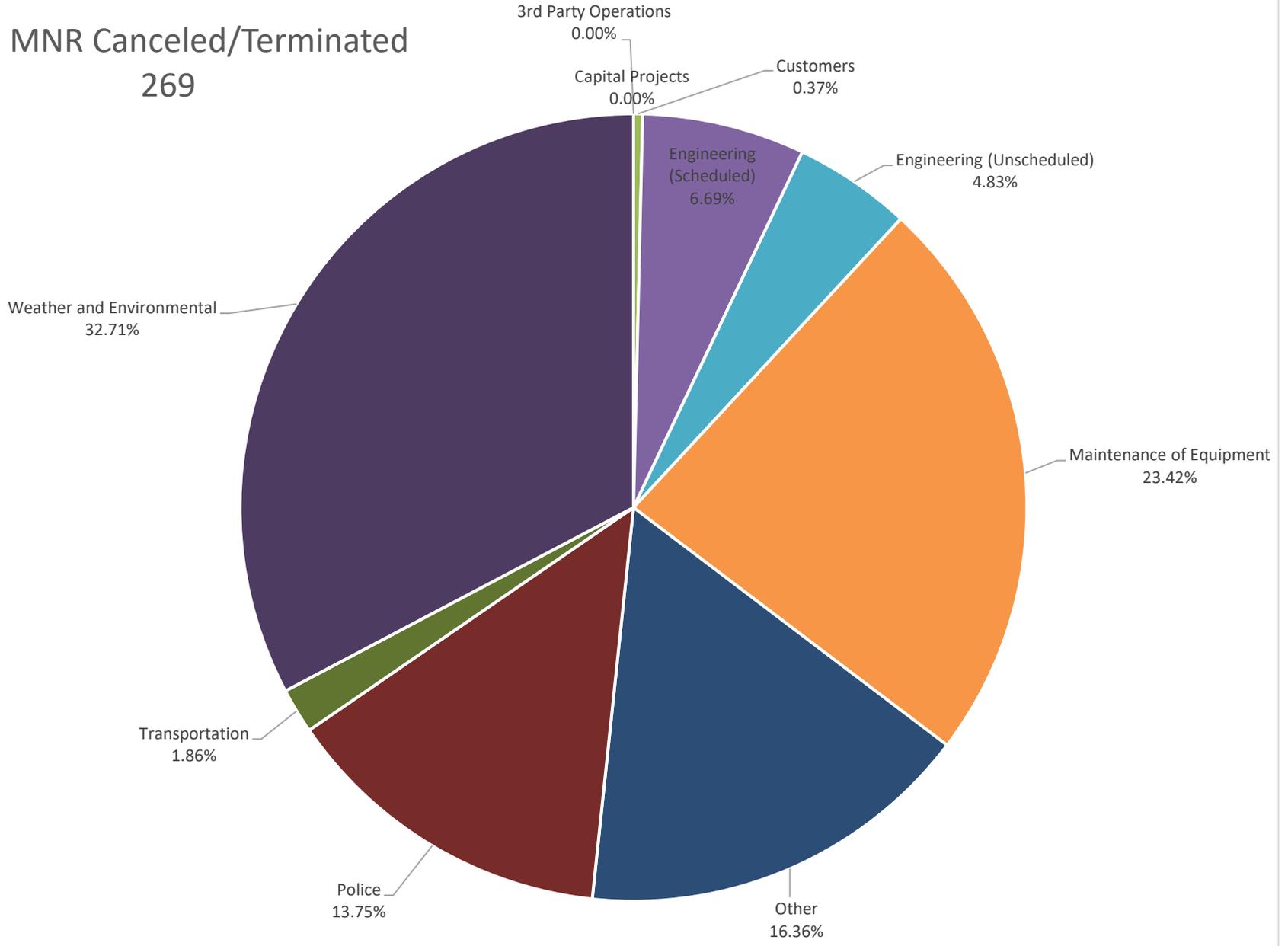
\*Consist Compliance Reporting for West of Hudson PM Peak trains is currently unavailable.

# 2021 MNR Delay Minutes 12,083

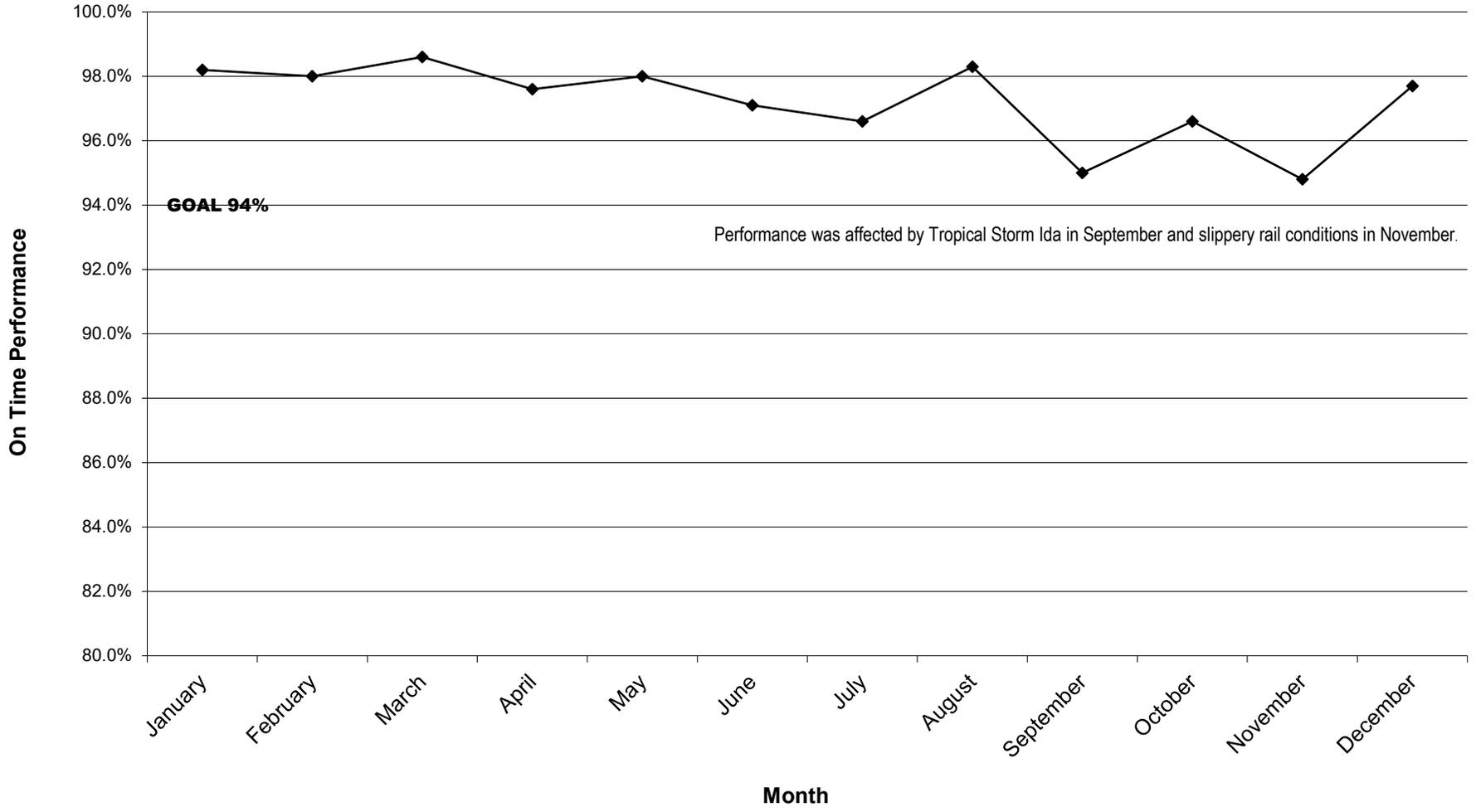


# 2021 MNR Canceled/Terminated

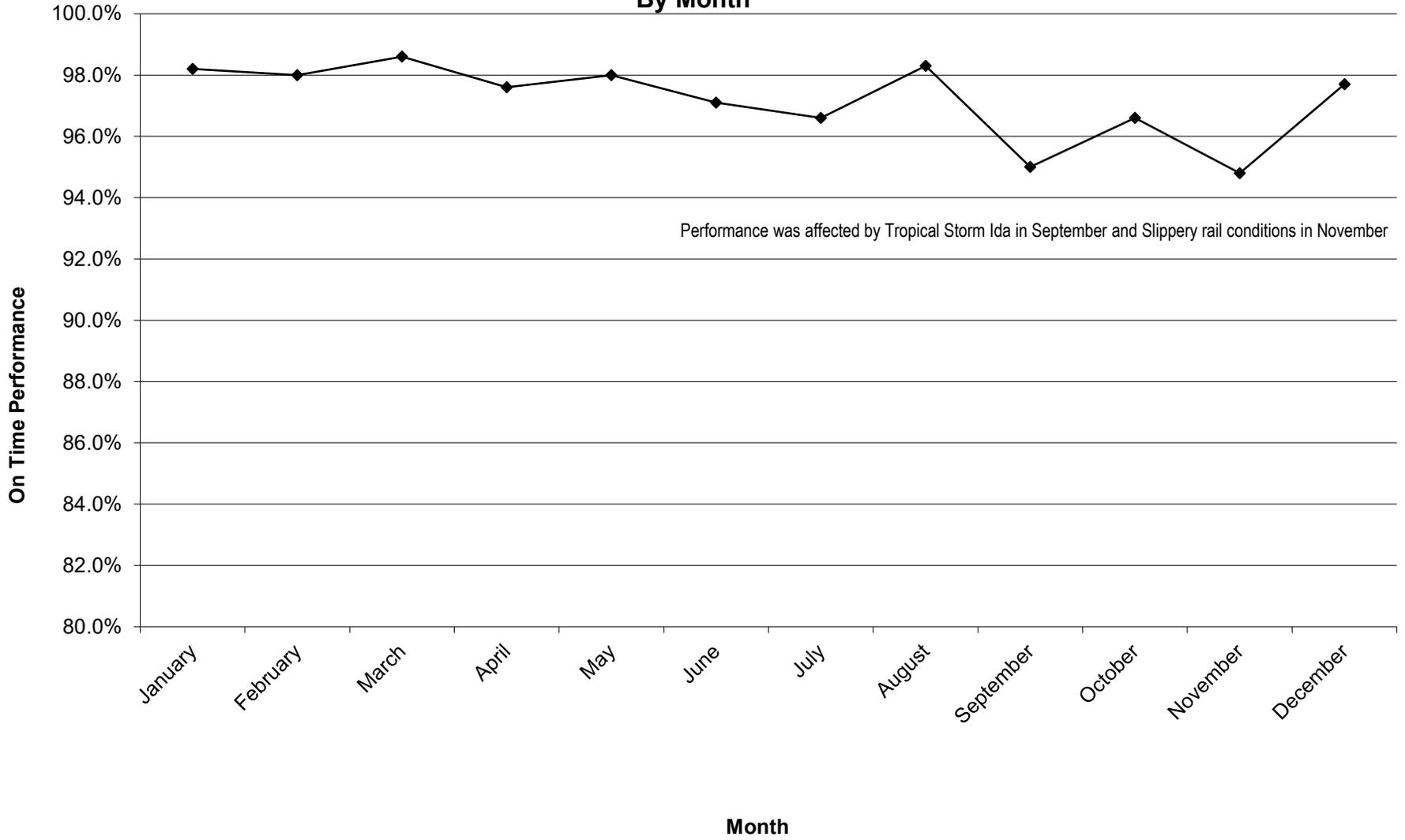
269



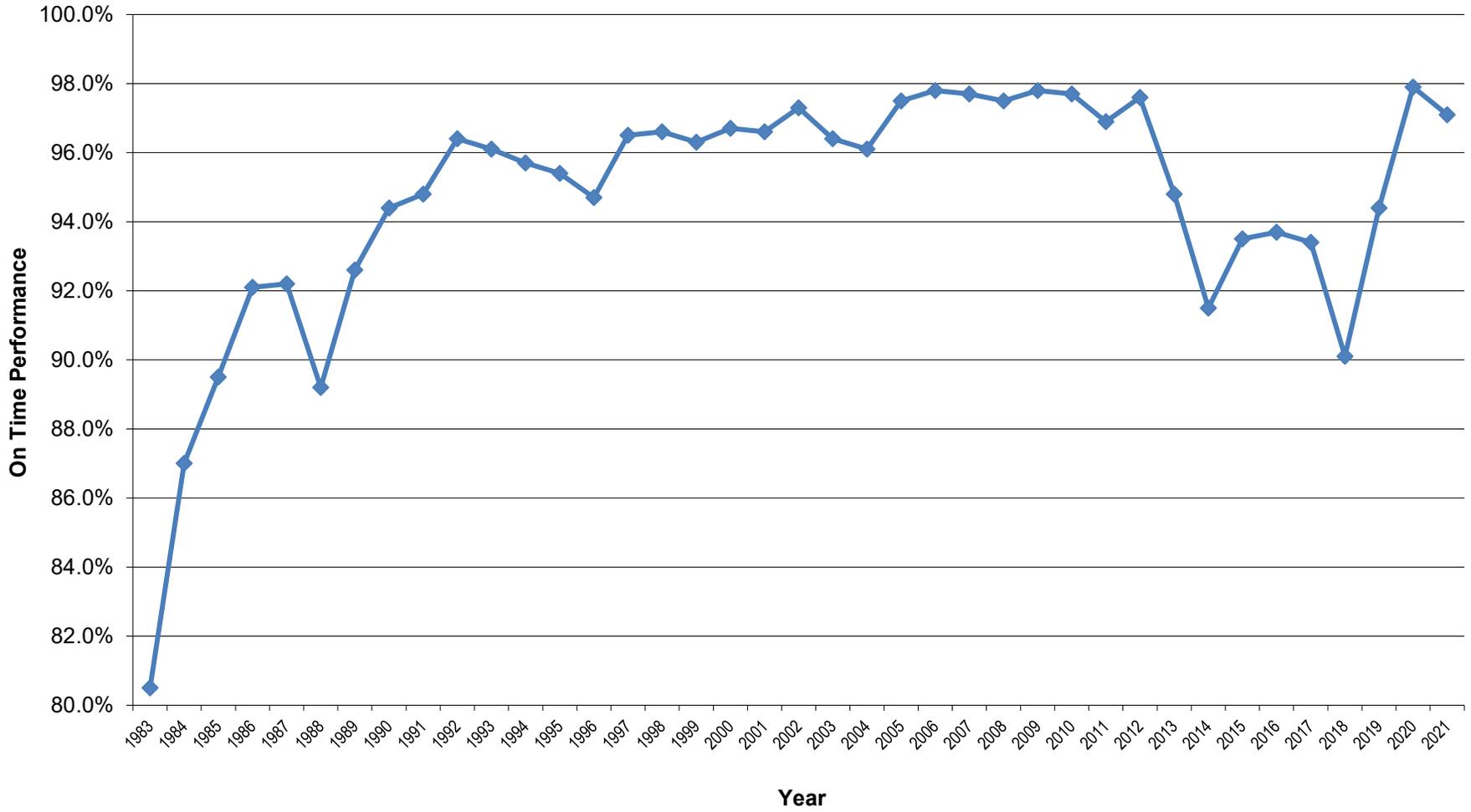
### 2021 On Time Performance and Major Events By Month



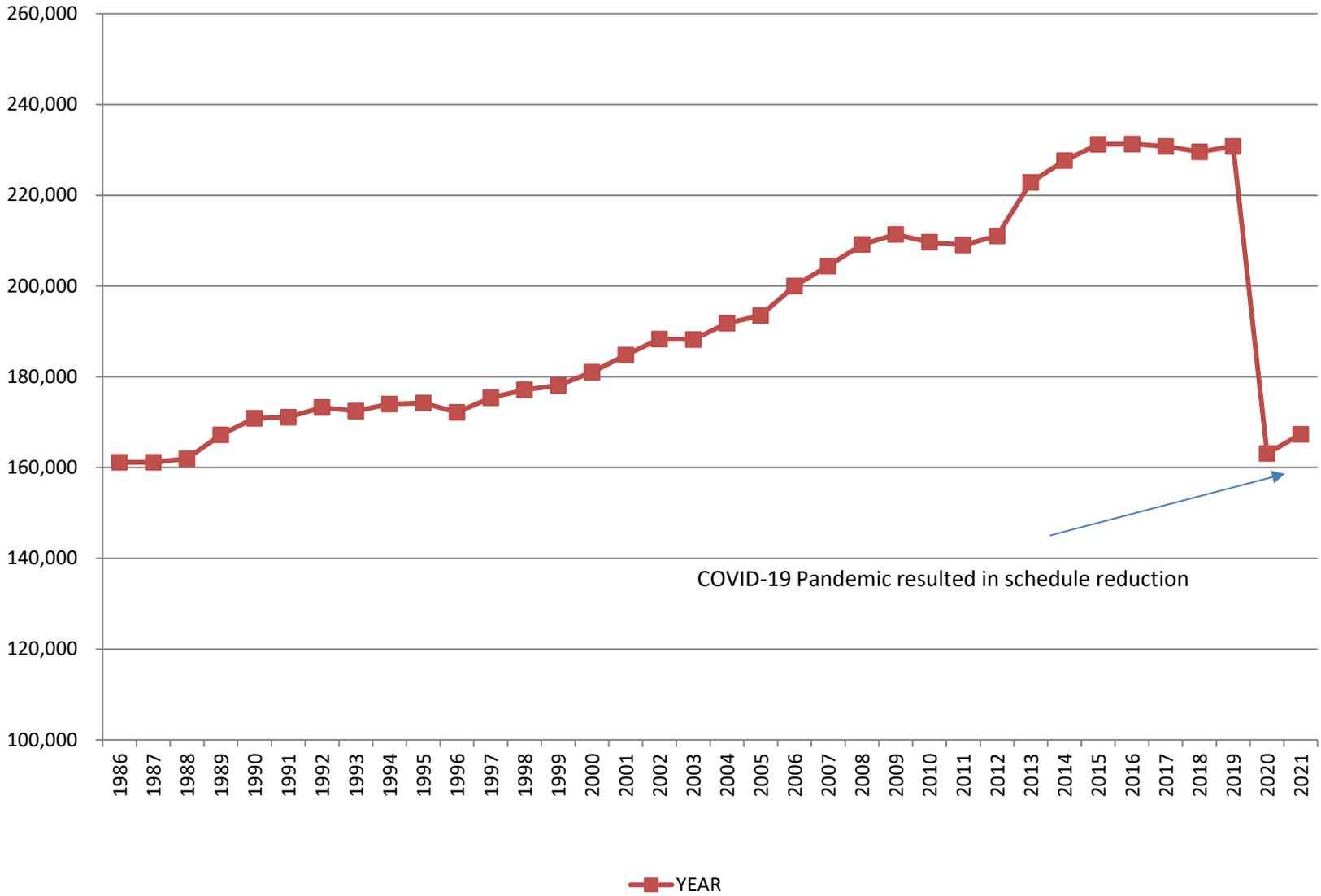
### 2021 On Time Performance By Month



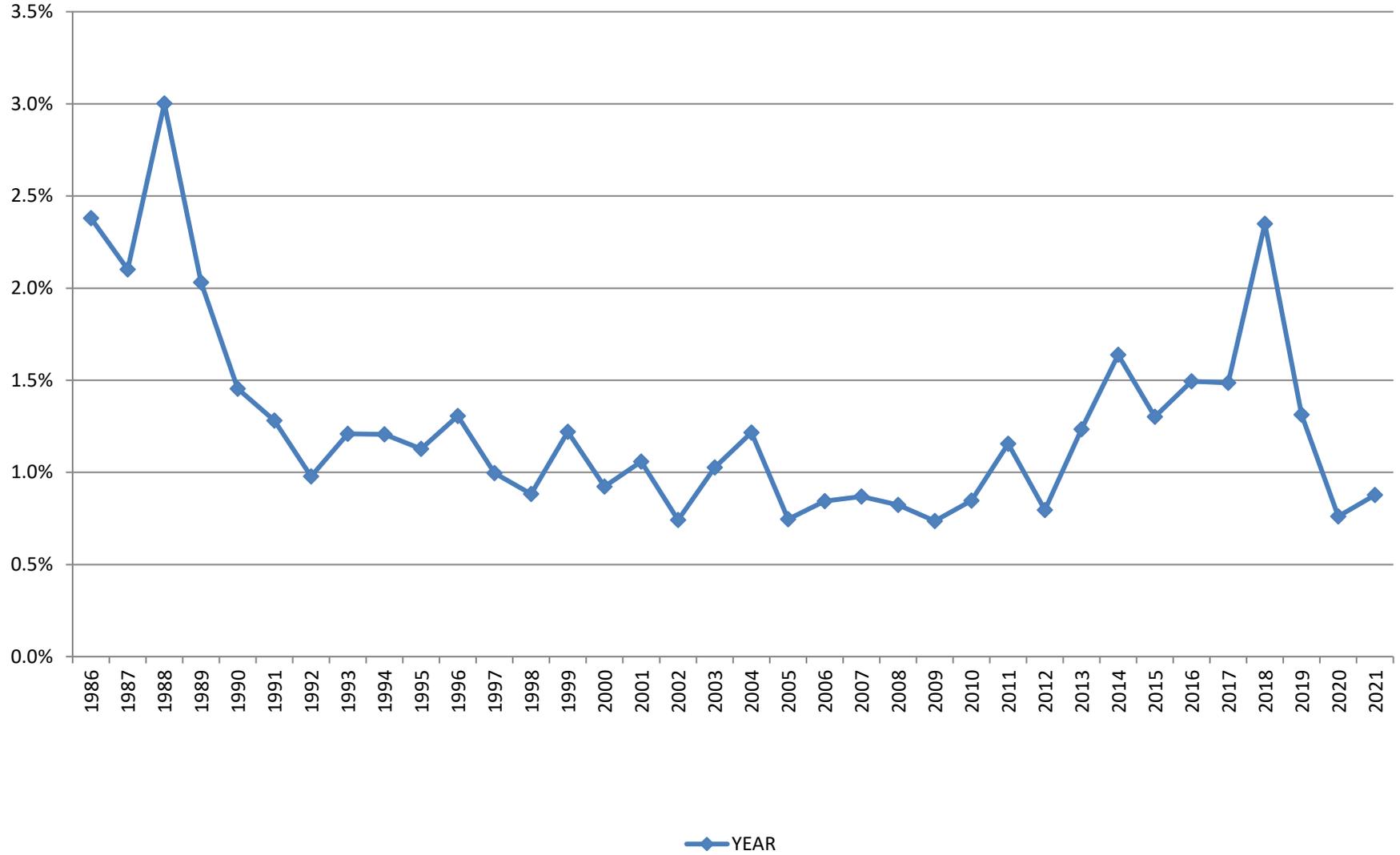
### On Time Performance By Year 1983 through 2021



### Scheduled Trains by Year



### Percentage of Adversely Impacted Trains (>15' Late, Cancelled, Terminated)



# Staff Summary

<b>Subject</b> <b>LEASE WITH BRU BREW LLC FOR PEARL RIVER STATION BUILDING</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>DAVID FLORIO</b>
<b>Department Head Signature</b>
<b>Project Manager Name</b> <b>ROBERT GOLDBERG</b>

<b>Date</b> <b>FEBRUARY 24, 2022</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	2/22/22		X	
2	Finance Committee	2/22/22	X		
3	Board	2/24/22	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

**AGENCY:** MTA Metro-North Railroad ("Metro-North")  
**LESSEE:** Bru Brew LLC  
**LOCATION:** Pearl River Station, Pearl River, Rockland County, NY  
**ACTIVITY:** Operation of a restaurant  
**ACTION REQUESTED:** Authorization to enter into lease agreement  
**TERM:** 10 Years  
**SPACE:** Approximately 1,250 s/f  
**COMPENSATION:** \$26,250.00, first lease year, with 3% annual increases

**COMMENTS:**

The Location was publicly offered pursuant to a Request for Proposals ("RFP") in October 2019 for lease of the Pearl River Station Building. Due to COVID-19, there was a delay in completing the transaction. Two proposals were received which are summarized below:

Proposer Name	Present Value at 6%
Bru Brew LLC	\$298,917
Tara Nash	\$247,490

The principals of Bru Brew LLC have successfully owned and operated the Brookside Tavern, a restaurant and bar located in Rockland County, for more than 12 years. Brookside Tavern was formerly an iconic restaurant called the Pie Man that had been in operation for 60 years in Valley Cottage. Bru Brew LLC will invest \$110,000 to improve the Location including new bathrooms, new exterior and interior lighting, flooring, remodeled kitchen, new walk-in refrigeration box and a completely new and expanded bar. The compensation offer is within the range of the independent valuation received by MTA Real Estate. Background and credit investigations were performed on Lessee's principals and both individuals have good credit and sufficient financial resources to pay the construction and compensation offered. Furthermore, a security deposit equal to three (3) months of the last lease year's Base Rent will be collected.

Based on the forgoing, it is recommended that MTA and Metro-North enter into a lease agreement with Bru Brew LLC on the above-described terms and conditions.



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN 2022-2025  
2021 FINAL ESTIMATE AND 2022 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2021 Final Estimate, 2022 Adopted Budget and the Financial Plan for 2022-2025. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2021, as well as other technical adjustments.

Technical adjustments include:

- Transfer funding to support the East Side Access opening day communication strategy from LIRR to MTA HQ.
- Shift a manager position previously captured at the LIRR to MTA HQ.
- Better align the budget to reflect actual expenditures between generic accounts with no bottom-line financial impact.
- Adjust position levels between functional/occupation groups and departments with no change to the overall number of total positions.

MTA Plan adjustments include:

- Transfer East Side Access operating expenses previously captured below the line on the MTA consolidated level to the LIRR Budget.
- Reflect the LIRR share of the Federal Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) funding in 2021/2022.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, and headcount, and utilization data based on the 2022 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2022 - 2025**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2021 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,391</b>	<b>(\$1,813.605)</b>	<b>6,577</b>	<b>(\$1,821.304)</b>	<b>6,685</b>	<b>(\$1,868.360)</b>	<b>6,726</b>	<b>(\$1,843.112)</b>	<b>6,788</b>	<b>(\$1,957.344)</b>
<b>Technical Adjustments:</b>										
Transfer funding from LIRR East Side Access budget to MTA HQ for opening day communication plan.				\$0.200						
Transfer position from LIRR now captured on MTA HQ payroll			0.5	\$0.157	0.5	\$0.161	0.5	\$0.165	0.5	\$0.169
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0.5</b>	<b>\$0.357</b>	<b>0.5</b>	<b>\$0.161</b>	<b>0.5</b>	<b>\$0.165</b>	<b>0.5</b>	<b>\$0.169</b>
<b>MTA Plan Adjustments:</b>										
MTA Policy Actions:										
MTA Re-estimates:										
East Side Access (formerly Below the Line at MTA level)	18	\$31.536	(53)	\$11.191	(127)	(\$26.204)	(127)	(\$43.240)	(127)	(\$27.317)
Other:										
CRRSAA Federal Aid		\$620.764								
<b>Sub-Total MTA Plan Adjustments</b>	<b>18</b>	<b>\$652.300</b>	<b>(53)</b>	<b>\$11.191</b>	<b>(127)</b>	<b>(\$26.204)</b>	<b>(127)</b>	<b>(\$43.240)</b>	<b>(127)</b>	<b>(\$27.317)</b>
<b>2022 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,373</b>	<b>(\$1,161.304)</b>	<b>6,630</b>	<b>(\$1,809.756)</b>	<b>6,811</b>	<b>(\$1,894.403)</b>	<b>6,852</b>	<b>(\$1,886.186)</b>	<b>6,914</b>	<b>(\$1,984.493)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2022 - 2025**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2021 November Financial Plan: Net Surplus/(Deficit)</b>	<b>1,231</b>	<b>\$0.000</b>	<b>1,152</b>	<b>\$0.000</b>	<b>964</b>	<b>\$0.000</b>	<b>964</b>	<b>\$0.000</b>	<b>962</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Transfer position from LIRR now captured on MTA HQ payroll			0.5		0.5		0.5		0.5	
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0.5</b>	<b>\$0.000</b>	<b>0.5</b>	<b>\$0.000</b>	<b>0.5</b>	<b>\$0.000</b>	<b>0.5</b>	<b>\$0.000</b>
<i>MTA Plan Adjustments:</i>										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2022 February Financial Plan: Net Surplus/(Deficit)</b>	<b>1,231</b>	<b>\$0.000</b>	<b>1,152</b>	<b>\$0.000</b>	<b>964</b>	<b>\$0.000</b>	<b>964</b>	<b>\$0.000</b>	<b>962</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2022 - 2025**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2021 November Financial Plan: Net Surplus/(Deficit)</b>	<b>7,622</b>	<b>(\$1,359.846)</b>	<b>7,729</b>	<b>(\$1,317.727)</b>	<b>7,649</b>	<b>(\$1,316.071)</b>	<b>7,690</b>	<b>(\$1,339.030)</b>	<b>7,750</b>	<b>(\$1,420.077)</b>
<i>Technical Adjustments:</i>										
Transfer funding from LIRR East Side Access budget to MTA HQ for opening day communication plan.				\$0.200						
Transfer position from LIRR now captured on MTA HQ payroll			1	\$0.157	1	\$0.161	1	\$0.165 #	1	\$0.169
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>1</b>	<b>\$0.357</b>	<b>1</b>	<b>\$0.161</b>	<b>1</b>	<b>\$0.165</b>	<b>1</b>	<b>\$0.169</b>
<i>MTA Plan Adjustments:</i>										
MTA Policy Actions:										
MTA Re-estimates:										
East Side Access (formerly Below the Line at MTA level)	18	\$31.536	(53)	\$11.191	(127)	(\$26.204)	(127.0)	(\$43.240)	(127)	(\$27.317)
Other:										
CRRSAA Federal Aid		\$521.177		\$99.587						
<b>Sub-Total MTA Plan Adjustments</b>	<b>18</b>	<b>\$552.713</b>	<b>(53)</b>	<b>\$110.778</b>	<b>(127)</b>	<b>(\$26.204)</b>	<b>(127)</b>	<b>(\$43.240)</b>	<b>(127)</b>	<b>(\$27.317)</b>
<b>2022 February Financial Plan: Net Surplus/(Deficit)</b>	<b>7,604</b>	<b>(\$807.133)</b>	<b>7,781</b>	<b>(\$1,206.592)</b>	<b>7,775</b>	<b>(\$1,342.114)</b>	<b>7,816</b>	<b>(\$1,382.104)</b>	<b>7,876</b>	<b>(\$1,447.225)</b>

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

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b><u>Non-Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$296.766	\$554.949	\$629.998	\$648.698	\$661.296
Other Operating Revenue	653.414	29.024	30.756	31.081	31.009
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$950.181</b>	<b>\$583.973</b>	<b>\$660.754</b>	<b>\$679.779</b>	<b>\$692.306</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$581.972	\$644.445	\$675.058	\$693.124	\$709.083
Overtime	131.481	159.181	161.621	154.904	163.189
Health and Welfare	116.692	129.233	148.652	156.500	166.252
OPEB Current Payments	68.367	80.401	85.307	90.462	95.946
Pension	175.227	166.376	193.814	195.763	202.241
Other Fringe Benefits	149.018	155.884	173.082	177.309	181.903
Reimbursable Overhead	(27.406)	(31.767)	(22.598)	(24.280)	(25.035)
<b>Total Labor Expenses</b>	<b>\$1,195.351</b>	<b>\$1,303.753</b>	<b>\$1,414.935</b>	<b>\$1,443.782</b>	<b>\$1,493.579</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$82.731	\$96.693	\$109.846	\$110.406	\$111.040
Fuel	20.597	21.916	21.562	21.213	21.359
Insurance	19.552	23.725	28.551	33.850	40.254
Claims	4.612	4.682	4.755	4.851	4.937
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	83.392	127.522	134.057	135.211	130.481
Professional Services Contracts	44.462	47.776	42.956	43.360	44.721
Materials and Supplies	102.950	206.482	224.487	247.438	259.351
Other Business Expenses	11.760	20.107	21.200	21.627	29.942
<b>Total Non-Labor Expenses</b>	<b>\$370.056</b>	<b>\$548.903</b>	<b>\$587.414</b>	<b>\$617.955</b>	<b>\$642.086</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$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>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,565.407</b>	<b>\$1,852.656</b>	<b>\$2,002.349</b>	<b>\$2,061.737</b>	<b>\$2,135.664</b>
Depreciation	\$443.278	\$415.234	\$419.385	\$423.579	\$427.814
GASB 75 OPEB Expense Adjustment	107.000	109.140	111.323	113.549	115.820
GASB 68 Pension Expense Adjustment	(6.200)	14.700	20.100	(34.900)	(4.500)
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$2,111.485</b>	<b>\$2,393.730</b>	<b>\$2,555.157</b>	<b>\$2,565.965</b>	<b>\$2,676.799</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,161.304)</b>	<b>(\$1,809.756)</b>	<b>(\$1,894.403)</b>	<b>(\$1,886.186)</b>	<b>(\$1,984.493)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$443.278	\$415.234	\$419.385	\$423.579	\$427.814
Operating/Capital	(8.149)	(25.576)	(9.274)	(8.748)	(9.036)
Other Cash Adjustments	(80.957)	213.506	142.178	89.251	118.490
<b>Total Cash Conversion Adjustments</b>	<b>\$354.172</b>	<b>\$603.164</b>	<b>\$552.289</b>	<b>\$504.082</b>	<b>\$537.268</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$807.133)</b>	<b>(\$1,206.592)</b>	<b>(\$1,342.114)</b>	<b>(\$1,382.104)</b>	<b>(\$1,447.225)</b>

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

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox 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	420.500	471.788	355.419	359.820	366.033
<b>Total Revenues</b>	<b>\$420.500</b>	<b>\$471.788</b>	<b>\$355.419</b>	<b>\$359.820</b>	<b>\$366.033</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$148.123	\$155.927	\$130.616	\$133.569	\$135.496
Overtime	55.388	62.372	41.448	39.339	40.138
Health and Welfare	34.828	40.928	29.049	29.449	29.894
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	48.373	66.497	47.197	47.848	48.570
Other Fringe Benefits	36.824	41.852	29.705	30.115	30.569
Reimbursable Overhead	27.406	31.767	22.598	24.280	25.035
<b>Total Labor Expenses</b>	<b>\$350.942</b>	<b>\$399.342</b>	<b>\$300.613</b>	<b>\$304.599</b>	<b>\$309.702</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.281	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	7.374	8.266	8.137	8.334	8.481
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	16.987	16.902	13.964	14.105	14.242
Professional Services Contracts	3.430	0.871	0.709	0.728	0.745
Materials and Supplies	40.853	45.571	31.326	31.377	32.181
Other Business Expenses	0.633	0.567	0.403	0.408	0.414
<b>Total Non-Labor Expenses</b>	<b>\$69.559</b>	<b>\$72.445</b>	<b>\$54.806</b>	<b>\$55.221</b>	<b>\$56.331</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$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>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$420.500</b>	<b>\$471.788</b>	<b>\$355.419</b>	<b>\$359.820</b>	<b>\$366.033</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$296.766	\$554.949	\$629.998	\$648.698	\$661.296
Other Operating Revenue	653.414	29.024	30.756	31.081	31.009
Capital and Other Reimbursements	420.500	471.788	355.419	359.820	366.033
<b>Total Revenues</b>	<b>\$1,370.681</b>	<b>\$1,055.761</b>	<b>\$1,016.173</b>	<b>\$1,039.600</b>	<b>\$1,058.338</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$730.095	\$800.372	\$805.674	\$826.693	\$844.578
Overtime	186.869	221.552	203.069	194.242	203.327
Health and Welfare	151.520	170.161	177.701	185.950	196.146
OPEB Current Payments	68.367	80.401	85.307	90.462	95.946
Pension	223.600	232.873	241.011	243.611	250.811
Other Fringe Benefits	185.842	197.736	202.787	207.424	212.472
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1,546.293</b>	<b>\$1,703.096</b>	<b>\$1,715.548</b>	<b>\$1,748.381</b>	<b>\$1,803.280</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$83.012	\$96.961	\$110.114	\$110.674	\$111.308
Fuel	20.597	21.916	21.562	21.213	21.359
Insurance	26.926	31.991	36.687	42.184	48.734
Claims	4.612	4.682	4.755	4.851	4.937
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	100.379	144.424	148.021	149.316	144.723
Professional Services Contracts	47.892	48.646	43.665	44.088	45.465
Materials and Supplies	143.802	252.053	255.813	278.815	291.532
Other Business Expenses	12.393	20.675	21.602	22.035	30.357
<b>Total Non-Labor Expenses</b>	<b>\$439.615</b>	<b>\$621.348</b>	<b>\$642.220</b>	<b>\$673.176</b>	<b>\$698.417</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$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>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,985.908</b>	<b>\$2,324.444</b>	<b>\$2,357.768</b>	<b>\$2,421.558</b>	<b>\$2,501.697</b>
Depreciation	\$443.278	\$415.234	\$419.385	\$423.579	\$427.814
GASB 75 OPEB Expense Adjustment	107.000	109.140	111.323	113.549	115.820
GASB 68 Pension Expense Adjustment	(6.200)	14.700	20.100	(34.900)	(4.500)
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$2,531.985</b>	<b>\$2,865.517</b>	<b>\$2,910.576</b>	<b>\$2,925.786</b>	<b>\$3,042.831</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,161.304)</b>	<b>(\$1,809.756)</b>	<b>(\$1,894.403)</b>	<b>(\$1,886.186)</b>	<b>(\$1,984.493)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$443.278	\$415.234	\$419.385	\$423.579	\$427.814
Operating/Capital	(8.149)	(25.576)	(9.274)	(8.748)	(9.036)
Other Cash Adjustments	(80.957)	213.506	142.178	89.251	118.490
<b>Total Cash Conversion Adjustments</b>	<b>\$354.172</b>	<b>\$603.164</b>	<b>\$552.289</b>	<b>\$504.082</b>	<b>\$537.268</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$807.133)</b>	<b>(\$1,206.592)</b>	<b>(\$1,342.114)</b>	<b>(\$1,382.104)</b>	<b>(\$1,447.225)</b>

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

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$296.229	\$564.509	\$641.364	\$660.220	\$672.818
Other Operating Revenue	545.517	119.808	21.785	21.941	21.692
Capital and Other Reimbursements	412.694	445.744	345.662	350.576	356.492
<b>Total Receipts</b>	<b>\$1,254.441</b>	<b>\$1,130.062</b>	<b>\$1,008.810</b>	<b>\$1,032.737</b>	<b>\$1,051.003</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$752.489	\$794.948	\$800.124	\$821.013	\$838.767
Overtime	196.801	221.552	203.069	194.242	203.327
Health and Welfare	137.059	170.161	177.701	185.950	196.146
OPEB Current Payments	64.006	80.401	85.307	90.462	95.946
Pension	222.262	232.873	241.011	243.611	250.811
Other Fringe Benefits	269.448	212.952	201.787	206.424	211.472
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,642.066</b>	<b>\$1,712.888</b>	<b>\$1,708.998</b>	<b>\$1,741.702</b>	<b>\$1,796.469</b>
<b>Non-Labor:</b>					
Electric Power	\$83.012	\$96.961	\$110.114	\$110.674	\$111.308
Fuel	20.597	21.916	21.562	21.213	21.359
Insurance	13.875	32.374	36.171	41.606	49.116
Claims	1.837	1.852	1.867	1.888	1.929
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	107.318	144.424	148.021	149.316	144.723
Professional Services Contracts	38.591	34.996	29.333	29.039	29.664
Materials and Supplies	134.972	258.503	259.161	283.060	298.944
Other Business Expenses	15.298	23.180	24.331	24.821	33.194
<b>Total Non-Labor Expenditures</b>	<b>\$415.501</b>	<b>\$614.206</b>	<b>\$630.560</b>	<b>\$661.618</b>	<b>\$690.237</b>
<b>Other Expenditure Adjustments:</b>					
Other	\$4.007	\$9.560	\$11.366	\$11.522	\$11.522
<b>Total Other Expenditure Adjustments</b>	<b>\$4.007</b>	<b>\$9.560</b>	<b>\$11.366</b>	<b>\$11.522</b>	<b>\$11.522</b>
<b>Total Expenditures</b>	<b>\$2,061.573</b>	<b>\$2,336.654</b>	<b>\$2,350.924</b>	<b>\$2,414.842</b>	<b>\$2,498.228</b>
<b>Net Cash Balance</b>	<b>(\$807.133)</b>	<b>(\$1,206.592)</b>	<b>(\$1,342.114)</b>	<b>(\$1,382.104)</b>	<b>(\$1,447.225)</b>
Cash Timing and Availability Adjustment	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$807.133)</b>	<b>(\$1,206.592)</b>	<b>(\$1,342.114)</b>	<b>(\$1,382.104)</b>	<b>(\$1,447.225)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2022 - 2025**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	(\$0.537)	\$9.560	\$11.366	\$11.522	\$11.522
Other Operating Revenue	(107.897)	90.784	(8.972)	(9.140)	(9.317)
Capital and Other Reimbursements	(7.806)	(26.043)	(9.757)	(9.245)	(9.541)
<b>Total Receipts</b>	<b>(\$116.240)</b>	<b>\$74.301</b>	<b>(\$7.363)</b>	<b>(\$6.862)</b>	<b>(\$7.336)</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	(\$22.395)	\$5.424	\$5.550	\$5.679	\$5.812
Overtime	(9.932)	0.000	0.000	0.000	0.000
Health and Welfare	14.461	0.000	0.000	0.000	0.000
OPEB Current Payments	4.361	0.000	0.000	0.000	0.000
Pension	1.338	0.000	0.000	0.000	0.000
Other Fringe Benefits	(83.606)	(15.216)	1.000	1.000	1.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$95.773)</b>	<b>(\$9.792)</b>	<b>\$6.550</b>	<b>\$6.679</b>	<b>\$6.812</b>
<b>Non-Labor:</b>					
Electric Power	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	13.051	(0.382)	0.517	0.578	(0.381)
Claims	2.775	2.831	2.887	2.963	3.008
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(6.939)	0.000	0.000	0.000	0.000
Professional Services Contracts	9.301	13.650	14.333	15.049	15.802
Materials and Supplies	8.830	(6.451)	(3.348)	(4.245)	(7.411)
Other Business Expenses	(2.904)	(2.505)	(2.729)	(2.786)	(2.837)
<b>Total Non-Labor Expenditures</b>	<b>\$24.114</b>	<b>\$7.142</b>	<b>\$11.660</b>	<b>\$11.559</b>	<b>\$8.179</b>
<b>Other Expenditure Adjustments:</b>					
Other Expense Adjustments	(\$4.007)	(\$9.560)	(\$11.366)	(\$11.522)	(\$11.522)
<b>Total Other Expenditure Adjustments</b>	<b>(\$4.007)</b>	<b>(\$9.560)</b>	<b>(\$11.366)</b>	<b>(\$11.522)</b>	<b>(\$11.522)</b>
<b>Total Expenditures</b>	<b>(\$75.666)</b>	<b>(\$12.210)</b>	<b>\$6.844</b>	<b>\$6.716</b>	<b>\$3.469</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$191.906)</b>	<b>\$62.091</b>	<b>(\$0.519)</b>	<b>(\$0.146)</b>	<b>(\$3.866)</b>
Depreciation	\$443.278	\$415.234	\$419.385	\$423.579	\$427.814
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	107.000	109.140	111.323	113.549	115.820
GASB 68 Pension Expense Adjustment	(6.200)	14.700	20.100	(34.900)	(4.500)
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$354.172</b>	<b>\$603.164</b>	<b>\$552.289</b>	<b>\$504.082</b>	<b>\$537.268</b>

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

<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>

**RIDERSHIP**

Monthly Ridership	8.545	34.081	38.830	40.363	41.073
Weekly Ridership	0.617	1.751	1.980	2.046	2.089

<b>Total Commutation</b>	<b>9.162</b>	<b>35.832</b>	<b>40.810</b>	<b>42.409</b>	<b>43.163</b>
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One-way Full Fare	2.413	7.168	8.136	8.401	8.582
One-way Off-Peak	14.254	13.767	15.603	16.111	16.457
All Other	9.016	8.399	9.541	9.846	10.053

<b>Total Non-Commutation</b>	<b>25.684</b>	<b>29.335</b>	<b>33.280</b>	<b>34.358</b>	<b>35.091</b>
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<b>Total Ridership</b>	<b>34.846</b>	<b>65.166</b>	<b>74.090</b>	<b>76.767</b>	<b>78.254</b>
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**FAREBOX REVENUE**

<b>Baseline Total Farebox Revenue</b>	<b>\$296.766</b>	<b>\$554.949</b>	<b>\$629.998</b>	<b>\$648.698</b>	<b>\$661.296</b>
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**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2022 - 2025**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>Final Estimate 2021</b>	<b>Adopted Budget 2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>Administration</b>					
Executive VP	0	0	0	0	0
Enterprise Asset Management	9	9	9	9	9
Sr Vice President - Engineering	2	1	7	7	7
Labor Relations	14	14	14	14	14
Procurement & Logistics (excl. Stores)	55	46	44	44	44
Human Resources	35	35	35	35	35
Sr VP Administration	2	2	2	2	2
Strategic Investments	12	25	25	25	25
President	8	8	8	8	8
VP & CFO	2	2	2	2	2
Controller	42	40	40	40	40
Management and Budget	16	13	13	13	13
BPM, Controls, & Compliance	4	4	4	4	4
Market Dev. & Public Affairs	65	63	63	63	63
Gen. Counsel & Secretary	29	29	29	29	29
Diversity Management	3	3	3	3	3
Security	15	15	15	15	15
System Safety	46	46	42	42	42
Training	68	68	68	68	68
Service Planning	28	28	22	22	22
Rolling Stock Programs	17	17	17	17	17
Sr Vice President - Operations	4	5	5	5	5
<b>Total Administration</b>	<b>476</b>	<b>473</b>	<b>467</b>	<b>467</b>	<b>467</b>
<b>Operations</b>					
Train Operations	2,283	2,330	2,245	2,245	2,245
Customer Service	477	477	477	477	477
<b>Total Operations</b>	<b>2,760</b>	<b>2,807</b>	<b>2,722</b>	<b>2,722</b>	<b>2,722</b>
<b>Maintenance</b>					
Engineering	1,978	1,953	2,017	2,017	2,017
Equipment	2,077	2,221	2,254	2,295	2,355
Procurement (Stores)	96	112	112	112	112
<b>Total Maintenance</b>	<b>4,151</b>	<b>4,286</b>	<b>4,383</b>	<b>4,424</b>	<b>4,484</b>
<b>Engineering/Capital</b>					
Department of Project Management	144	112	111	111	111
Special Projects	59	59	47	47	47
Positive Train Control	14	45	45	45	45
<b>Total Engineering/Capital</b>	<b>217</b>	<b>216</b>	<b>203</b>	<b>203</b>	<b>203</b>
<b>Total Positions</b>					
	<b>7,604</b>	<b>7,781</b>	<b>7,775</b>	<b>7,816</b>	<b>7,876</b>
Non-Reimbursable	6,373	6,630	6,811	6,852	6,914
Reimbursable	1,231	1,152	964	964	962
Total Full-Time	7,604	7,781	7,775	7,816	7,876
Total Full-Time Equivalents	-	-	-	-	-

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2022 - 2025**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	263	262	259	259	259
Professional/Technical/Clerical	190	188	185	185	185
Operational Hourlies	23	23	23	23	23
<b>Total Administration Headcount</b>	<b>476</b>	<b>473</b>	<b>467</b>	<b>467</b>	<b>467</b>
<b>Operations</b>					
Managers/Supervisors	354	354	342	342	342
Professional/Technical/Clerical	125	128	128	128	128
Operational Hourlies	2,281	2,325	2,252	2,252	2,252
<b>Total Operations Headcount</b>	<b>2,760</b>	<b>2,807</b>	<b>2,722</b>	<b>2,722</b>	<b>2,722</b>
<b>Maintenance</b>					
Managers/Supervisors	895	877	813	817	828
Professional/Technical/Clerical	262	273	274	284	285
Operational Hourlies	2,994	3,135	3,296	3,323	3,371
<b>Total Maintenance Headcount</b>	<b>4,151</b>	<b>4,286</b>	<b>4,383</b>	<b>4,424</b>	<b>4,484</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	152	151	138	138	138
Professional/Technical/Clerical	65	65	65	65	65
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>217</b>	<b>216</b>	<b>203</b>	<b>203</b>	<b>203</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	1,664	1,644	1,552	1,556	1,567
Professional, Technical, Clerical	642	654	652	662	663
Operational Hourlies	5,298	5,483	5,571	5,598	5,646
<b>Total Positions</b>	<b>7,604</b>	<b>7,781</b>	<b>7,775</b>	<b>7,816</b>	<b>7,876</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$36.502	\$35.693	\$38.542	\$41.440	\$44.833	\$46.776	\$52.433	\$51.474	\$50.124	\$52.277	\$51.743	\$53.110	\$554.949
Other Operating Revenue	1.852	2.102	2.604	2.135	2.233	2.512	2.702	2.569	2.318	2.554	2.217	3.227	29.024
<b>Total Revenues</b>	<b>\$38.354</b>	<b>\$37.795</b>	<b>\$41.146</b>	<b>\$43.576</b>	<b>\$47.066</b>	<b>\$49.288</b>	<b>\$55.135</b>	<b>\$54.043</b>	<b>\$52.442</b>	<b>\$54.831</b>	<b>\$53.960</b>	<b>\$56.336</b>	<b>\$583.973</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$55.833	\$47.127	\$48.686	\$51.220	\$48.674	\$52.654	\$53.957	\$53.479	\$56.538	\$54.790	\$50.893	\$70.596	\$644.445
Overtime	10.960	11.817	11.284	11.693	12.923	12.205	14.796	14.982	12.993	13.505	16.108	15.912	159.181
Health and Welfare	11.744	11.356	10.403	10.997	10.203	10.639	10.635	9.893	10.893	10.903	10.734	10.832	129.233
OPEB Current Payments	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	80.401
Pension	15.224	14.793	13.425	13.999	13.310	13.617	13.560	12.703	14.007	14.107	13.370	14.261	166.376
Other Fringe Benefits	13.271	13.610	14.961	13.915	15.289	14.055	14.189	14.821	12.141	9.705	10.027	9.899	155.884
Reimbursable Overhead	(2.071)	(2.301)	(2.662)	(2.461)	(2.638)	(2.848)	(2.896)	(3.245)	(2.607)	(2.584)	(2.877)	(2.579)	(31.767)
<b>Total Labor Expenses</b>	<b>\$111.661</b>	<b>\$103.102</b>	<b>\$102.798</b>	<b>\$106.063</b>	<b>\$104.462</b>	<b>\$107.022</b>	<b>\$110.941</b>	<b>\$109.334</b>	<b>\$110.665</b>	<b>\$107.127</b>	<b>\$104.955</b>	<b>\$125.623</b>	<b>\$1,303.753</b>
<b>Non-Labor:</b>													
Electric Power	\$5.813	\$7.125	\$6.843	\$6.825	\$6.560	\$7.893	\$10.270	\$9.301	\$9.692	\$8.467	\$7.892	\$10.013	\$96.693
Fuel	1.984	1.915	1.689	1.761	1.585	1.675	1.819	1.834	1.845	1.736	1.863	2.211	21.916
Insurance	1.827	1.827	1.878	1.878	2.008	2.011	2.012	2.012	2.012	2.012	2.168	2.082	23.725
Claims	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	4.682
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.463	6.457	6.965	8.186	7.247	8.640	12.069	12.019	12.307	13.496	14.755	17.918	127.522
Professional Services Contracts	4.504	3.238	3.393	3.282	3.409	3.589	5.553	3.934	3.795	3.520	3.567	5.991	47.776
Materials and Supplies	12.237	12.223	14.286	13.799	12.263	12.982	16.296	17.754	21.300	16.296	24.931	32.116	206.482
Other Business Expenses	1.126	1.100	1.448	1.173	1.287	1.695	1.721	1.529	1.952	1.634	2.428	3.015	20.107
<b>Total Non-Labor Expenses</b>	<b>\$35.343</b>	<b>\$34.275</b>	<b>\$36.892</b>	<b>\$37.294</b>	<b>\$34.748</b>	<b>\$38.876</b>	<b>\$50.130</b>	<b>\$48.773</b>	<b>\$53.293</b>	<b>\$47.550</b>	<b>\$57.994</b>	<b>\$73.735</b>	<b>\$548.903</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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>Total Expenses</b>	<b>\$147.004</b>	<b>\$137.378</b>	<b>\$139.690</b>	<b>\$143.357</b>	<b>\$139.210</b>	<b>\$145.898</b>	<b>\$161.071</b>	<b>\$158.107</b>	<b>\$163.958</b>	<b>\$154.677</b>	<b>\$162.948</b>	<b>\$199.358</b>	<b>\$1,852.656</b>
Depreciation	\$35.086	\$35.086	\$40.586	\$35.086	\$35.086	\$35.086	\$33.203	\$33.203	\$33.203	\$33.203	\$33.203	\$33.203	\$415.234
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	109.140	109.140
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	14.700	14.700
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$182.257</b>	<b>\$172.631</b>	<b>\$180.443</b>	<b>\$178.610</b>	<b>\$174.462</b>	<b>\$181.150</b>	<b>\$194.441</b>	<b>\$191.476</b>	<b>\$197.327</b>	<b>\$188.046</b>	<b>\$196.318</b>	<b>\$356.567</b>	<b>\$2,393.730</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$143.903)</b>	<b>(\$134.835)</b>	<b>(\$139.297)</b>	<b>(\$135.034)</b>	<b>(\$127.397)</b>	<b>(\$131.862)</b>	<b>(\$139.306)</b>	<b>(\$137.433)</b>	<b>(\$144.885)</b>	<b>(\$133.215)</b>	<b>(\$142.358)</b>	<b>(\$300.231)</b>	<b>(\$1,809.756)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$35.086	\$35.086	\$40.586	\$35.086	\$35.086	\$35.086	\$33.203	\$33.203	\$33.203	\$33.203	\$33.203	\$33.203	\$415.234
Operating/Capital	(0.394)	(0.394)	(0.394)	(0.546)	(0.612)	(0.719)	(0.719)	(0.727)	(0.719)	(0.719)	(0.719)	(18.916)	(25.576)
Other Cash Adjustments	79.417	(6.537)	(10.017)	(22.783)	7.732	(16.067)	(12.239)	23.501	(11.245)	2.816	35.128	143.800	213.506
<b>Total Cash Conversion Adjustments</b>	<b>\$114.109</b>	<b>\$28.156</b>	<b>\$30.176</b>	<b>\$11.757</b>	<b>\$42.206</b>	<b>\$18.300</b>	<b>\$20.245</b>	<b>\$55.977</b>	<b>\$21.239</b>	<b>\$35.301</b>	<b>\$67.612</b>	<b>\$158.086</b>	<b>\$603.164</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$29.793)</b>	<b>(\$106.679)</b>	<b>(\$109.121)</b>	<b>(\$123.277)</b>	<b>(\$85.191)</b>	<b>(\$113.562)</b>	<b>(\$119.061)</b>	<b>(\$81.457)</b>	<b>(\$123.646)</b>	<b>(\$97.915)</b>	<b>(\$74.746)</b>	<b>(\$142.144)</b>	<b>(\$1,206.592)</b>

-- Differences are due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	28.845	31.381	40.263	37.300	41.000	40.195	40.379	45.502	37.137	36.643	40.363	52.779	471.788
<b>Total Revenues</b>	<b>\$28.845</b>	<b>\$31.381</b>	<b>\$40.263</b>	<b>\$37.300</b>	<b>\$41.000</b>	<b>\$40.195</b>	<b>\$40.379</b>	<b>\$45.502</b>	<b>\$37.137</b>	<b>\$36.643</b>	<b>\$40.363</b>	<b>\$52.779</b>	<b>\$471.788</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$9.841	\$11.194	\$14.656	\$12.554	\$14.932	\$12.862	\$12.745	\$15.492	\$12.310	\$12.198	\$14.627	\$12.516	\$155.927
Overtime	3.873	3.762	4.645	5.292	4.782	6.513	6.932	6.589	5.597	5.320	4.930	4.136	62.372
Health and Welfare	2.574	2.839	3.681	3.328	3.752	3.563	3.598	4.126	3.323	3.261	3.715	3.167	40.928
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	4.182	4.613	5.981	5.407	6.096	5.790	5.846	6.703	5.399	5.299	6.036	5.145	66.497
Other Fringe Benefits	2.632	2.903	3.764	3.403	3.837	3.644	3.679	4.219	3.398	3.335	3.799	3.238	41.852
Reimbursable Overhead	2.071	2.301	2.662	2.461	2.638	2.848	2.896	3.245	2.607	2.584	2.877	2.579	31.767
<b>Total Labor Expenses</b>	<b>\$25.173</b>	<b>\$27.613</b>	<b>\$35.390</b>	<b>\$32.446</b>	<b>\$36.037</b>	<b>\$35.220</b>	<b>\$35.696</b>	<b>\$40.373</b>	<b>\$32.633</b>	<b>\$31.997</b>	<b>\$35.985</b>	<b>\$30.780</b>	<b>\$399.342</b>
<b>Non-Labor:</b>													
Electric Power	\$0.021	\$0.021	\$0.020	\$0.022	\$0.021	\$0.024	\$0.026	\$0.026	\$0.024	\$0.021	\$0.023	\$0.019	\$0.268
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.505	0.534	0.715	0.683	0.750	0.754	0.757	0.857	0.670	0.651	0.724	0.668	8.266
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.148	1.167	1.339	1.299	1.412	1.489	1.502	1.567	1.447	1.453	1.477	1.601	16.902
Professional Services Contracts	0.049	0.050	0.063	0.064	0.063	0.061	0.060	0.236	0.059	0.062	0.055	0.048	0.871
Materials and Supplies	1.914	1.957	2.685	2.740	2.665	2.596	2.289	2.385	2.259	2.414	2.047	19.619	45.571
Other Business Expenses	0.036	0.039	0.051	0.046	0.052	0.049	0.050	0.057	0.046	0.045	0.051	0.044	0.567
<b>Total Non-Labor Expenses</b>	<b>\$3.672</b>	<b>\$3.768</b>	<b>\$4.873</b>	<b>\$4.854</b>	<b>\$4.964</b>	<b>\$4.975</b>	<b>\$4.683</b>	<b>\$5.129</b>	<b>\$4.504</b>	<b>\$4.647</b>	<b>\$4.378</b>	<b>\$22.000</b>	<b>\$72.445</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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>Total Expenses</b>	<b>\$28.845</b>	<b>\$31.381</b>	<b>\$40.263</b>	<b>\$37.300</b>	<b>\$41.000</b>	<b>\$40.195</b>	<b>\$40.379</b>	<b>\$45.502</b>	<b>\$37.137</b>	<b>\$36.643</b>	<b>\$40.363</b>	<b>\$52.779</b>	<b>\$471.788</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>												

-- Differences are due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$36,502	\$35,693	\$38,542	\$41,440	\$44,833	\$46,776	\$52,433	\$51,474	\$50,124	\$52,277	\$51,743	\$53,110	\$554,949
Other Operating Revenue	1,852	2,102	2,604	2,135	2,233	2,512	2,702	2,569	2,318	2,554	2,217	3,227	29,024
Capital and Other Reimbursements	28,845	31,381	40,263	37,300	41,000	40,195	40,379	45,502	37,137	36,643	40,363	52,779	471,788
<b>Total Revenues</b>	<b>\$67,199</b>	<b>\$69,177</b>	<b>\$81,409</b>	<b>\$80,876</b>	<b>\$88,066</b>	<b>\$89,483</b>	<b>\$95,514</b>	<b>\$99,545</b>	<b>\$89,580</b>	<b>\$91,474</b>	<b>\$94,324</b>	<b>\$109,116</b>	<b>\$1,055,761</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$65,673	\$58,321	\$63,342	\$63,774	\$63,605	\$65,516	\$66,702	\$68,971	\$68,847	\$66,987	\$65,520	\$83,112	\$800,372
Overtime	14,833	15,579	15,930	16,986	17,705	18,718	21,728	21,571	18,590	18,825	21,038	20,048	221,552
Health and Welfare	14,318	14,195	14,085	14,325	13,955	14,203	14,233	14,018	14,216	14,165	14,449	13,999	170,161
OPEB Current Payments	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	80,401
Pension	19,406	19,406	19,406	19,406	19,406	19,406	19,406	19,406	19,406	19,406	19,406	19,406	232,873
Other Fringe Benefits	15,903	16,513	18,726	17,318	19,126	17,699	17,868	19,404	15,539	13,040	13,826	13,137	197,736
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$136,834</b>	<b>\$130,716</b>	<b>\$138,188</b>	<b>\$138,509</b>	<b>\$140,498</b>	<b>\$142,242</b>	<b>\$146,637</b>	<b>\$149,707</b>	<b>\$143,298</b>	<b>\$139,124</b>	<b>\$140,940</b>	<b>\$156,402</b>	<b>\$1,703,096</b>
<b>Non-Labor:</b>													
Electric Power	\$5,834	\$7,146	\$6,863	\$6,847	\$6,581	\$7,917	\$10,296	\$9,327	\$9,716	\$8,489	\$7,915	\$10,032	\$96,961
Fuel	1,984	1,915	1,689	1,761	1,585	1,675	1,819	1,834	1,845	1,736	1,863	2,211	21,916
Insurance	2,332	2,361	2,592	2,561	2,758	2,766	2,768	2,868	2,681	2,662	2,892	2,749	31,991
Claims	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	0.390	4,682
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8,610	7,624	8,304	9,485	8,659	10,128	13,571	13,587	13,754	14,949	16,232	19,520	144,424
Professional Services Contracts	4,553	3,288	3,456	3,346	3,472	3,650	5,613	4,170	3,854	3,582	3,623	6,039	48,646
Materials and Supplies	14,150	14,180	16,971	16,540	14,929	15,579	18,585	20,139	23,559	18,710	26,977	51,735	252,053
Other Business Expenses	1,161	1,140	1,499	1,219	1,339	1,744	1,771	1,586	1,999	1,679	2,479	3,059	20,675
<b>Total Non-Labor Expenses</b>	<b>\$39,015</b>	<b>\$38,044</b>	<b>\$41,764</b>	<b>\$42,149</b>	<b>\$39,712</b>	<b>\$43,850</b>	<b>\$54,813</b>	<b>\$53,902</b>	<b>\$57,797</b>	<b>\$52,196</b>	<b>\$62,372</b>	<b>\$95,735</b>	<b>\$621,348</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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>Total Expenses</b>	<b>\$175,849</b>	<b>\$168,759</b>	<b>\$179,953</b>	<b>\$180,657</b>	<b>\$180,210</b>	<b>\$186,092</b>	<b>\$201,450</b>	<b>\$203,608</b>	<b>\$201,095</b>	<b>\$191,320</b>	<b>\$203,312</b>	<b>\$252,137</b>	<b>\$2,324,444</b>
Depreciation	\$35,086	\$35,086	\$40,586	\$35,086	\$35,086	\$35,086	\$33,203	\$33,203	\$33,203	\$33,203	\$33,203	\$33,203	\$415,234
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	109,140	109,140
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	14,700	14,700
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$211,102</b>	<b>\$204,012</b>	<b>\$220,705</b>	<b>\$215,910</b>	<b>\$215,463</b>	<b>\$221,345</b>	<b>\$234,820</b>	<b>\$236,978</b>	<b>\$234,465</b>	<b>\$224,689</b>	<b>\$236,681</b>	<b>\$409,346</b>	<b>\$2,865,517</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$143,903)</b>	<b>(\$134,835)</b>	<b>(\$139,297)</b>	<b>(\$135,034)</b>	<b>(\$127,397)</b>	<b>(\$131,862)</b>	<b>(\$139,306)</b>	<b>(\$137,433)</b>	<b>(\$144,885)</b>	<b>(\$133,215)</b>	<b>(\$142,358)</b>	<b>(\$300,231)</b>	<b>(\$1,809,756)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$35,086	\$35,086	\$40,586	\$35,086	\$35,086	\$35,086	\$33,203	\$33,203	\$33,203	\$33,203	\$33,203	\$33,203	\$415,234
Operating/Capital	(0.394)	(0.394)	(0.394)	(0.546)	(0.612)	(0.719)	(0.719)	(0.727)	(0.719)	(0.719)	(0.719)	(18,916)	(25,576)
Other Cash Adjustments	79,417	(6,537)	(10,017)	(22,783)	7,732	(16,067)	(12,239)	23,501	(11,245)	2,816	35,128	143,800	213,506
<b>Total Cash Conversion Adjustments</b>	<b>\$114,109</b>	<b>\$28,156</b>	<b>\$30,176</b>	<b>\$11,757</b>	<b>\$42,206</b>	<b>\$18,300</b>	<b>\$20,245</b>	<b>\$55,977</b>	<b>\$21,239</b>	<b>\$35,301</b>	<b>\$67,612</b>	<b>\$158,086</b>	<b>\$603,164</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$29,793)</b>	<b>(\$106,679)</b>	<b>(\$109,121)</b>	<b>(\$123,277)</b>	<b>(\$85,191)</b>	<b>(\$113,562)</b>	<b>(\$119,061)</b>	<b>(\$81,457)</b>	<b>(\$123,646)</b>	<b>(\$97,915)</b>	<b>(\$74,746)</b>	<b>(\$142,144)</b>	<b>(\$1,206,592)</b>

-- Differences are due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$37.131	\$36.308	\$39.206	\$42.154	\$45.605	\$47.582	\$53.336	\$52.361	\$50.988	\$53.178	\$52.635	\$54.025	\$564.509
Other Operating Revenue	101.470	1.365	1.876	1.398	1.505	1.775	1.965	1.842	1.582	1.818	1.490	1.723	119.808
Capital and Other Reimbursements	30.382	23.997	25.737	26.758	28.235	44.677	41.766	44.115	45.974	46.874	42.366	44.864	445.744
<b>Total Receipts</b>	<b>\$168.983</b>	<b>\$61.670</b>	<b>\$66.819</b>	<b>\$70.310</b>	<b>\$75.345</b>	<b>\$94.034</b>	<b>\$97.067</b>	<b>\$98.318</b>	<b>\$98.543</b>	<b>\$101.869</b>	<b>\$96.491</b>	<b>\$100.612</b>	<b>\$1,130.062</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$71.434	\$58.068	\$59.116	\$67.582	\$48.317	\$76.208	\$70.574	\$54.511	\$82.821	\$66.734	\$51.063	\$88.519	\$794.948
Overtime	17.675	15.579	15.048	18.163	13.461	21.689	23.205	17.327	21.593	19.958	16.794	21.060	221.552
Health and Welfare	14.318	14.195	14.085	14.325	13.955	14.203	14.233	14.018	14.216	14.165	14.449	13.999	170.161
OPEB Current Payments	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	6.700	80.401
Pension	19.406	19.406	19.406	19.406	19.406	19.406	19.406	19.406	19.406	19.406	19.406	19.406	232.873
Other Fringe Benefits	21.242	17.514	16.189	22.909	16.340	18.700	23.302	16.409	16.539	17.352	12.320	14.139	212.952
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$150.776</b>	<b>\$131.463</b>	<b>\$130.543</b>	<b>\$149.086</b>	<b>\$118.179</b>	<b>\$156.906</b>	<b>\$157.420</b>	<b>\$128.371</b>	<b>\$161.275</b>	<b>\$144.315</b>	<b>\$120.732</b>	<b>\$163.823</b>	<b>\$1,712.888</b>
<b>Non-Labor:</b>													
Electric Power	\$5.834	\$7.146	\$6.863	\$6.847	\$6.581	\$7.917	\$10.296	\$9.327	\$9.716	\$8.489	\$7.915	\$10.032	\$96.961
Fuel	1.984	1.915	1.689	1.761	1.585	1.675	1.819	1.834	1.845	1.736	1.863	2.211	21.916
Insurance	11.013	0.000	0.000	4.586	0.021	2.624	4.478	1.090	2.073	4.414	0.000	2.073	32.374
Claims	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	1.852
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.610	7.624	8.304	9.485	8.659	10.128	13.571	13.587	13.754	14.949	16.232	19.520	144.424
Professional Services Contracts	2.529	1.264	4.091	1.322	1.448	4.285	3.589	2.147	4.489	1.558	1.599	6.674	34.996
Materials and Supplies	15.816	16.759	22.045	18.144	21.528	21.268	21.857	20.523	25.934	21.320	19.101	34.208	258.503
Other Business Expenses	1.431	1.409	1.586	1.488	1.608	1.832	2.040	1.856	2.086	1.948	2.749	3.146	23.180
<b>Total Non-Labor Expenditures</b>	<b>\$47.372</b>	<b>\$36.272</b>	<b>\$44.733</b>	<b>\$43.788</b>	<b>\$41.584</b>	<b>\$49.885</b>	<b>\$57.806</b>	<b>\$50.517</b>	<b>\$60.051</b>	<b>\$54.568</b>	<b>\$49.614</b>	<b>\$78.018</b>	<b>\$614.206</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.629	\$0.615	\$0.664	\$0.714	\$0.772	\$0.806	\$0.903	\$0.887	\$0.863	\$0.901	\$0.891	\$0.915	\$9.560
<b>Total Other Expenditure Adjustments</b>	<b>\$0.629</b>	<b>\$0.615</b>	<b>\$0.664</b>	<b>\$0.714</b>	<b>\$0.772</b>	<b>\$0.806</b>	<b>\$0.903</b>	<b>\$0.887</b>	<b>\$0.863</b>	<b>\$0.901</b>	<b>\$0.891</b>	<b>\$0.915</b>	<b>\$9.560</b>
<b>Total Expenditures</b>	<b>\$198.776</b>	<b>\$168.349</b>	<b>\$175.940</b>	<b>\$193.587</b>	<b>\$160.536</b>	<b>\$207.596</b>	<b>\$216.128</b>	<b>\$179.775</b>	<b>\$222.190</b>	<b>\$199.784</b>	<b>\$171.237</b>	<b>\$242.756</b>	<b>\$2,336.654</b>
<b>Net Cash Balance</b>	<b>(\$29.793)</b>	<b>(\$106.679)</b>	<b>(\$109.121)</b>	<b>(\$123.277)</b>	<b>(\$85.191)</b>	<b>(\$113.562)</b>	<b>(\$119.061)</b>	<b>(\$81.457)</b>	<b>(\$123.646)</b>	<b>(\$97.915)</b>	<b>(\$74.746)</b>	<b>(\$142.144)</b>	<b>(\$1,206.592)</b>
Cash Timing and Availability Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$29.793)</b>	<b>(\$106.679)</b>	<b>(\$109.121)</b>	<b>(\$123.277)</b>	<b>(\$85.191)</b>	<b>(\$113.562)</b>	<b>(\$119.061)</b>	<b>(\$81.457)</b>	<b>(\$123.646)</b>	<b>(\$97.915)</b>	<b>(\$74.746)</b>	<b>(\$142.144)</b>	<b>(\$1,206.592)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	\$0.629	\$0.615	\$0.664	\$0.714	\$0.772	\$0.806	\$0.903	\$0.887	\$0.863	\$0.901	\$0.891	\$0.915	\$9.560
Other Operating Revenue	99.618	(0.737)	(0.728)	(0.737)	(0.728)	(0.737)	(0.736)	(0.727)	(0.736)	(0.736)	(0.727)	(1.504)	90.784
Capital and Other Reimbursements	1.538	(7.385)	(14.526)	(10.543)	(12.765)	4.482	1.387	(1.387)	8.836	10.231	2.003	(7.915)	(26.043)
<b>Total Receipts</b>	<b>\$101.784</b>	<b>(\$7.507)</b>	<b>(\$14.590)</b>	<b>(\$10.566)</b>	<b>(\$12.721)</b>	<b>\$4.551</b>	<b>\$1.554</b>	<b>(\$1.227)</b>	<b>\$8.963</b>	<b>\$10.395</b>	<b>\$2.168</b>	<b>(\$8.504)</b>	<b>\$74.301</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$5.761)	\$0.253	\$4.226	(\$3.808)	\$15.288	(\$10.692)	(\$3.872)	\$14.460	(\$13.974)	\$0.253	\$14.457	(\$5.407)	\$5.424
Overtime	(2.842)	0.000	0.882	(1.178)	4.244	(2.971)	(1.476)	4.244	(3.003)	(1.133)	4.244	(1.012)	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	(5.339)	(1.000)	2.537	(5.591)	2.787	(1.001)	(5.434)	2.631	(1.001)	(4.311)	1.506	(1.001)	(15.216)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$13.942)</b>	<b>(\$0.747)</b>	<b>\$7.645</b>	<b>(\$10.577)</b>	<b>\$22.319</b>	<b>(\$14.663)</b>	<b>(\$10.782)</b>	<b>\$21.336</b>	<b>(\$17.977)</b>	<b>(\$5.192)</b>	<b>\$20.208</b>	<b>(\$7.420)</b>	<b>(\$9.792)</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(8.682)	2.361	2.592	(2.025)	2.737	0.142	(1.710)	1.778	0.608	(1.752)	2.892	0.676	(0.382)
Claims	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	2.831
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	2.024	2.024	(0.635)	2.024	2.024	(0.635)	2.024	2.024	(0.635)	2.024	2.024	(0.635)	13.650
Materials and Supplies	(1.665)	(2.579)	(5.074)	(1.604)	(6.600)	(5.690)	(3.273)	(0.383)	(2.376)	(2.610)	7.876	17.526	(6.451)
Other Business Expenses	(0.269)	(0.269)	(0.087)	(0.269)	(0.269)	(0.087)	(0.269)	(0.269)	(0.087)	(0.269)	(0.269)	(0.087)	(2.505)
<b>Total Non-Labor Expenditures</b>	<b>(\$8.357)</b>	<b>\$1.772</b>	<b>(\$2.968)</b>	<b>(\$1.639)</b>	<b>(\$1.872)</b>	<b>(\$6.034)</b>	<b>(\$2.993)</b>	<b>\$3.385</b>	<b>(\$2.254)</b>	<b>(\$2.372)</b>	<b>\$12.758</b>	<b>\$17.716</b>	<b>\$7.142</b>
<b>Other Expenditure Adjustments:</b>													
Other	(\$0.629)	(\$0.615)	(\$0.664)	(\$0.714)	(\$0.772)	(\$0.806)	(\$0.903)	(\$0.887)	(\$0.863)	(\$0.901)	(\$0.891)	(\$0.915)	(\$9.560)
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.629)</b>	<b>(\$0.615)</b>	<b>(\$0.664)</b>	<b>(\$0.714)</b>	<b>(\$0.772)</b>	<b>(\$0.806)</b>	<b>(\$0.903)</b>	<b>(\$0.887)</b>	<b>(\$0.863)</b>	<b>(\$0.901)</b>	<b>(\$0.891)</b>	<b>(\$0.915)</b>	<b>(\$9.560)</b>
<b>Total Expenditures</b>	<b>(\$22.927)</b>	<b>\$0.410</b>	<b>\$4.013</b>	<b>(\$12.930)</b>	<b>\$19.674</b>	<b>(\$21.504)</b>	<b>(\$14.678)</b>	<b>\$23.834</b>	<b>(\$21.094)</b>	<b>(\$8.464)</b>	<b>\$32.075</b>	<b>\$9.381</b>	<b>(\$12.210)</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>\$78.857</b>	<b>(\$7.097)</b>	<b>(\$10.577)</b>	<b>(\$23.496)</b>	<b>\$6.954</b>	<b>(\$16.952)</b>	<b>(\$13.124)</b>	<b>\$22.607</b>	<b>(\$12.131)</b>	<b>\$1.931</b>	<b>\$34.242</b>	<b>\$0.877</b>	<b>\$62.091</b>
Depreciation	\$35.086	\$35.086	\$40.586	\$35.086	\$35.086	\$35.086	\$33.203	\$33.203	\$33.203	\$33.203	\$33.203	\$33.203	\$415.234
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	109.140	109.140
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	14.700	14.700
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$114.109</b>	<b>\$28.156</b>	<b>\$30.176</b>	<b>\$11.757</b>	<b>\$42.206</b>	<b>\$18.300</b>	<b>\$20.245</b>	<b>\$55.977</b>	<b>\$21.239</b>	<b>\$35.301</b>	<b>\$67.612</b>	<b>\$158.086</b>	<b>\$603.164</b>
CRR_Cash_Timing	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Conversion Adjustments</b>	<b>\$114.109</b>	<b>\$28.156</b>	<b>\$30.176</b>	<b>\$11.757</b>	<b>\$42.206</b>	<b>\$18.300</b>	<b>\$20.245</b>	<b>\$55.977</b>	<b>\$21.239</b>	<b>\$35.301</b>	<b>\$67.612</b>	<b>\$158.086</b>	<b>\$603.164</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Monthly Ridership	2.253	2.254	2.758	2.870	2.675	2.896	2.875	2.903	3.019	3.254	3.112	3.212	34.081
Weekly Ridership	0.104	0.093	0.104	0.136	0.119	0.148	0.196	0.212	0.164	0.176	0.119	0.178	1.751
<b>Total Commutation</b>	<b>2.357</b>	<b>2.347</b>	<b>2.862</b>	<b>3.006</b>	<b>2.795</b>	<b>3.044</b>	<b>3.071</b>	<b>3.115</b>	<b>3.183</b>	<b>3.430</b>	<b>3.231</b>	<b>3.391</b>	<b>35.832</b>
One-way Full Fare	0.425	0.412	0.481	0.526	0.573	0.645	0.694	0.735	0.662	0.694	0.662	0.658	7.168
One-way Off-Peak	0.840	0.781	0.891	1.014	1.121	1.121	1.406	1.358	1.241	1.248	1.277	1.469	13.767
All Other	0.516	0.514	0.572	0.664	0.666	0.723	0.787	0.771	0.768	0.801	0.782	0.834	8.399
<b>Total Non-Commutation</b>	<b>1.781</b>	<b>1.707</b>	<b>1.944</b>	<b>2.205</b>	<b>2.360</b>	<b>2.490</b>	<b>2.887</b>	<b>2.864</b>	<b>2.671</b>	<b>2.743</b>	<b>2.722</b>	<b>2.961</b>	<b>29.335</b>
<b>Total Ridership</b>	<b>4.138</b>	<b>4.054</b>	<b>4.806</b>	<b>5.211</b>	<b>5.155</b>	<b>5.533</b>	<b>5.959</b>	<b>5.979</b>	<b>5.854</b>	<b>6.172</b>	<b>5.953</b>	<b>6.352</b>	<b>65.166</b>
<b><u>FAREBOX REVENUE</u></b>													
<b>Baseline Total Farebox Revenue</b>	<b>\$36.502</b>	<b>\$35.693</b>	<b>\$38.542</b>	<b>\$41.440</b>	<b>\$44.833</b>	<b>\$46.776</b>	<b>\$52.433</b>	<b>\$51.474</b>	<b>\$50.124</b>	<b>\$52.277</b>	<b>\$51.743</b>	<b>\$53.110</b>	<b>\$554.949</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2022 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	262	262	262	262	262	262	262	262	262	262	262	262
Professional/Technical/Clerical	188	188	188	188	188	188	188	188	188	188	188	188
Operational Hourlies	23	23	23	23	23	23	23	23	23	23	23	23
<b>Total Administration Headcount</b>	<b>473</b>											
<b>Operations</b>												
Managers/Supervisors	352	352	352	352	353	353	355	355	355	354	354	354
Professional/Technical/Clerical	129	129	129	130	131	131	131	131	131	129	128	128
Operational Hourlies	2,313	2,313	2,343	2,332	2,310	2,329	2,332	2,330	2,329	2,324	2,324	2,325
<b>Total Operations Headcount</b>	<b>2,794</b>	<b>2,794</b>	<b>2,824</b>	<b>2,813</b>	<b>2,793</b>	<b>2,812</b>	<b>2,818</b>	<b>2,816</b>	<b>2,814</b>	<b>2,807</b>	<b>2,806</b>	<b>2,807</b>
<b>Maintenance</b>												
Managers/Supervisors	873	875	874	875	880	894	891	888	882	878	873	877
Professional/Technical/Clerical	292	292	290	290	289	278	283	281	282	272	286	273
Operational Hourlies	3,152	3,153	3,180	3,168	3,155	3,139	3,154	3,167	3,165	3,155	3,152	3,135
<b>Total Maintenance Headcount</b>	<b>4,317</b>	<b>4,320</b>	<b>4,344</b>	<b>4,333</b>	<b>4,324</b>	<b>4,310</b>	<b>4,328</b>	<b>4,336</b>	<b>4,328</b>	<b>4,306</b>	<b>4,311</b>	<b>4,286</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	151	151	151	151	151	151	151	151	151	151	151	151
Professional/Technical/Clerical	65	65	65	65	65	65	65	65	65	65	65	65
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>216</b>											
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>											
<b>Total Positions</b>												
Managers/Supervisors	1,637	1,639	1,638	1,640	1,645	1,659	1,659	1,655	1,649	1,645	1,639	1,644
Professional, Technical, Clerical	674	674	672	672	673	661	667	665	665	654	666	654
Operational Hourlies	5,488	5,489	5,547	5,523	5,487	5,490	5,509	5,520	5,516	5,502	5,499	5,483
<b>Total Positions</b>	<b>7,799</b>	<b>7,802</b>	<b>7,857</b>	<b>7,835</b>	<b>7,806</b>	<b>7,811</b>	<b>7,834</b>	<b>7,840</b>	<b>7,830</b>	<b>7,801</b>	<b>7,805</b>	<b>7,781</b>



# Long Island Rail Road

## 2021 Performance Summary

Robert Free, Senior Vice President – Operations



**Year In Review:** With a pandemic still making it's way through the region, the Long Island Rail Road kept on track and successfully advanced a number of projects throughout 2021.



# Long Island Rail Road

## 2021 Performance Summary

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### **Highlights**

LIRR's On-Time Performance (OTP) for 2021 was 96.3%, an increase of 0.4 percent points from the previous year, and 2.3 percentage points above our goal of 94.0%. 2021 marks the highest OTP for the Long Island Rail Road since modern record-keeping began in 1979, beating the previous record held by 2020 which ended at 95.9%

Performance improvements were seen among most categories of delay, with the exception of Capital Projects and Special Events which were amplified in 2021 after being scaled back in the previous year.

### **Branch Performances**

At year end, all branches of the Long Island Rail Road operated above goal.

2.0% of our On-Time Performance for 2021 was attributed to fleet, infrastructure, operations, and Capital improvement delays, while the remaining 1.72% of our delays were attributed to external causes, not limited to weather, police activity, and 3rd Party Operations.

1.9% of all scheduled trains arrived between 6 and 10 minutes late at their final terminal, a reduction of 0.2 percentage points as compared to last year. In addition, there was a 14.7% reduction of trains over 15 minutes late.

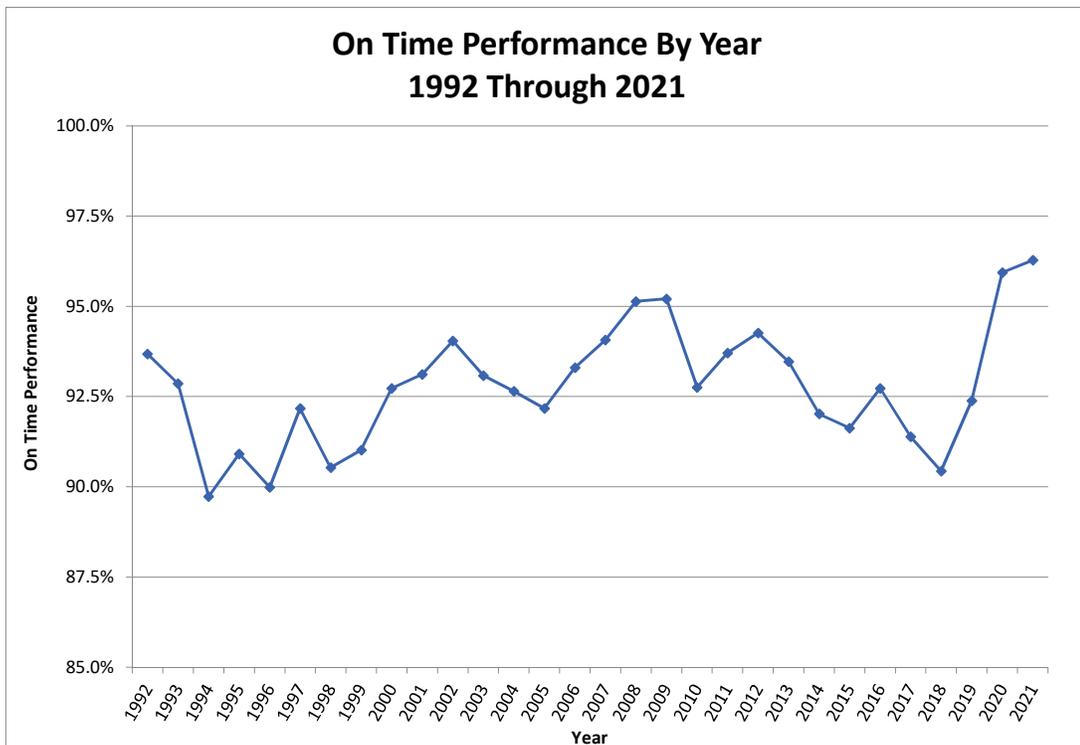
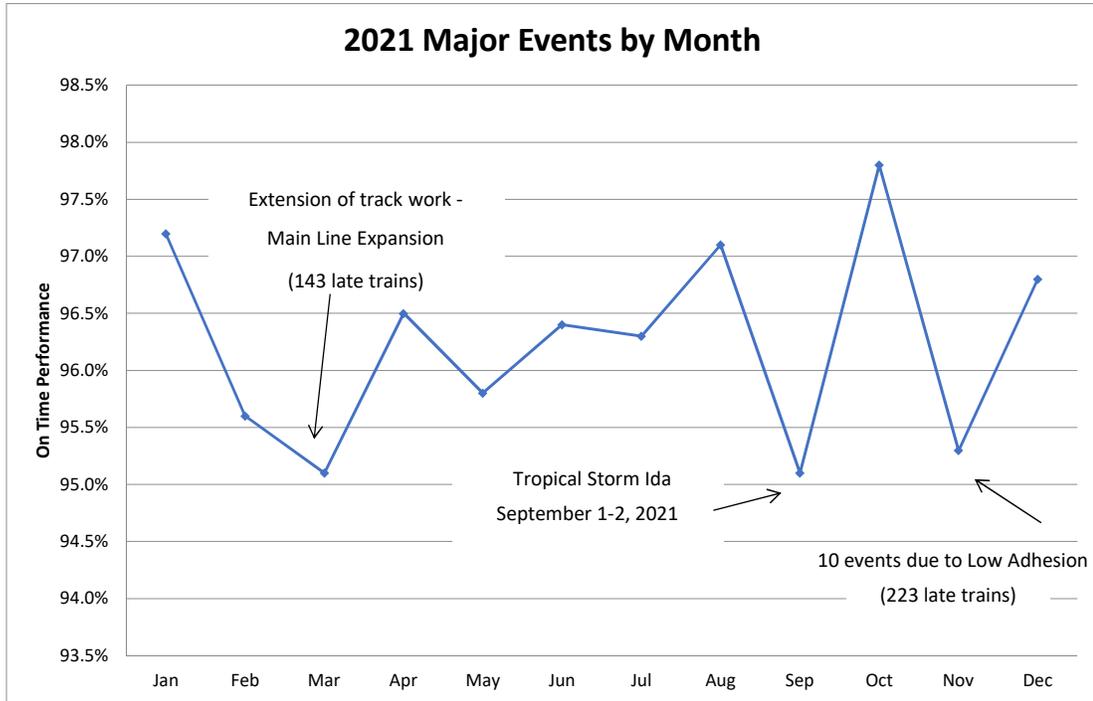
### **Equipment Performance**

2021 Annual fleet MDBF, as well as diesel and electric fleets individually, exceeded their goals for 2021. The year to date performance continued to remain above it's 5-year average.

Performance Summary			2021 Data		2020 Data	
			Annual Goal	YTD thru 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>96.3%</b>	<b>95.9%</b>	
		AM Peak		96.4%	94.2%	
		PM Peak		97.7%	94.7%	
		<b>Total Peak</b>		<b>97.0%</b>	<b>94.4%</b>	
		Off Peak Weekday		95.8%	96.0%	
		Weekend		96.6%	97.1%	
		<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>97.0%</b>	<b>96.4%</b>
			AM Peak		96.7%	94.7%
			PM Peak		98.6%	95.4%
			<b>Total Peak</b>		<b>97.6%</b>	<b>95.0%</b>
			Off Peak Weekday		97.2%	96.9%
			Weekend		96.1%	96.8%
		<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.3%</b>	<b>98.0%</b>
			AM Peak		98.5%	95.9%
			PM Peak		99.5%	97.5%
			<b>Total Peak</b>		<b>98.9%</b>	<b>96.7%</b>
			Off Peak Weekday		97.8%	98.1%
			Weekend		98.9%	98.9%
		<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>95.7%</b>	<b>94.9%</b>
			AM Peak		95.6%	94.0%
			PM Peak		97.6%	90.4%
			<b>Total Peak</b>		<b>96.6%</b>	<b>92.2%</b>
			Off Peak Weekday		94.7%	95.1%
			Weekend		96.6%	96.9%
		<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>97.0%</b>	<b>96.6%</b>
			AM Peak		97.8%	96.1%
			PM Peak		98.1%	93.4%
		<b>Total Peak</b>		<b>97.9%</b>	<b>94.8%</b>	
		Off Peak Weekday		96.0%	96.4%	
		Weekend		98.0%	98.1%	
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>97.5%</b>	<b>96.5%</b>	
		AM Peak		98.1%	95.6%	
		PM Peak		99.1%	95.8%	
		<b>Total Peak</b>		<b>98.5%</b>	<b>95.7%</b>	
		Off Peak Weekday		97.2%	96.4%	
		Weekend		97.0%	97.4%	
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>93.1%</b>	<b>93.9%</b>	
		AM Peak		94.6%	89.4%	
		PM Peak		95.9%	94.3%	
		<b>Total Peak</b>		<b>95.1%</b>	<b>91.5%</b>	
		Off Peak Weekday		93.4%	95.0%	
		Weekend		91.6%	93.4%	
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>95.4%</b>	<b>96.1%</b>	
		AM Peak		96.6%	95.2%	
		PM Peak		97.8%	94.1%	
		<b>Total Peak</b>		<b>97.1%</b>	<b>94.8%</b>	
		Off Peak Weekday		94.2%	95.9%	
		Weekend		96.3%	98.0%	

<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>93.8%</b>	<b>92.7%</b>
	AM Peak		95.7%	91.2%
	PM Peak		95.5%	90.3%
	<b>Total Peak</b>		<b>95.6%</b>	<b>90.7%</b>
	Off Peak Weekday		91.4%	91.7%
	Weekend		96.6%	97.3%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>96.1%</b>	<b>97.1%</b>
	AM Peak		94.5%	96.6%
	PM Peak		95.9%	96.6%
	<b>Total Peak</b>		<b>95.3%</b>	<b>96.6%</b>
	Off Peak Weekday		95.6%	97.0%
	Weekend		97.9%	97.8%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>95.7%</b>	<b>94.3%</b>
	AM Peak		95.0%	91.1%
	PM Peak		97.8%	94.7%
	<b>Total Peak</b>		<b>96.3%</b>	<b>92.7%</b>
	Off Peak Weekday		94.7%	93.8%
	Weekend		97.1%	97.3%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>98.7%</b>	<b>97.6%</b>
	AM Peak		98.8%	95.1%
	PM Peak		98.5%	97.1%
	<b>Total Peak</b>		<b>98.7%</b>	<b>96.2%</b>
	Off Peak Weekday		98.7%	97.8%
	Weekend		98.8%	98.7%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>215,837</b>	<b>230,235</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-12.9	-12.4
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		1,347	1,579
	<b>Trains Canceled</b>		562	988
	<b>Trains Terminated</b>		470	408
	<b>Percent of Scheduled Trips Completed</b>		99.5%	99.4%

<b>System Categories Of Delay</b>	<b>% Total</b>	<b>2021 Data December</b>	<b>2020 Data December</b>	<b>Vs 2020</b>
Engineering (Scheduled)	4.8%	388	380	8
Engineering (Unscheduled)	12.5%	1,001	1,781	(780)
Maintenance of Equipment	10.5%	841	981	(140)
Transportation	2.0%	161	281	(120)
Capital Projects	13.4%	1,079	742	337
Weather and Environmental	14.9%	1,198	1,623	(425)
Police	13.1%	1,049	1,105	(56)
Customers	11.4%	914	1,109	(195)
Special Events	3.1%	251	34	217
Other	8.7%	698	740	(42)
3rd Party Operations	5.6%	448	583	(135)
<b>Total:</b>	<b>100.0%</b>	<b>8,028</b>	<b>9,359</b>	<b>(1,331)</b>





Standee Report

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



Standee Report

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

# Staff Summary



<b>Subject</b> MARCH TIMETABLE CHANGE & SPRING TRACKWORK PROGRAMS						<b>Date</b> February 3, 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	2/22/22				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 beginning March 21, 2022, through May 22, 2022. Projects supported during this timetable include Main Line Expansion, Mechanical Rail Tie Installation on the Oyster Bay Branch, Station Maintenance and State of Good Repair work on the Montauk Branch and Atlantic Tunnel Lighting Maintenance on the Atlantic Branch. Continuing projects include East Side Access work in Harold Interlocking, Mid-Suffolk Yard Construction, Long Beach Branch Hurricane Sandy Restoration Work, Elmont Station Construction, West Side Yard Overbuild and Jamaica Capacity Improvements. Additionally, schedules will be temporarily adjusted for Signal Testing, a Signal Cutover, and a series of Switch Installations on the Main Line as part of the Main Line Expansion Project.

**MARCH 21 TIMETABLE CHANGE**

*Construction Activities*

- **Atlantic Branch – East New York to Jamaica – Tunnel Lighting Maintenance** – One of two main tracks will be out of service on midday, weekdays between East New York and Dunton Interlocking near Jamaica as Lighting Maintenance is performed in the Atlantic Avenue tunnel.
  - **Temporary Service Adjustments:** With one of two main tracks out of service on midday, weekday’s, some eastbound Hempstead Branch trains will be adjusted up to 4 minutes later and some westbound Hempstead Branch trains will be adjusted up to 4 minutes earlier.
- **Montauk Branch – Wantagh to Amityville – Massapequa Park Station Maintenance & Third Rail State of Good Repair Work** – One of two main tracks will be out of service on midday, weekdays between Wantagh and Amityville in support of Station Maintenance at the Massapequa Park Station and for Third Rail State of Good Repair work to be performed.
  - **Temporary Service Adjustments:** With one of two main tracks out of service on midday, weekdays between Wantagh and Amityville, westbound Babylon trains will be adjusted up to 21 minutes earlier. Westbound Montauk Branch trains will be adjusted up to 12 minutes later and eastbound Montauk Branch trains will be adjusted up to 8 minutes later.

Additionally, midday, weekday express service will be restored on the branch and service at Amityville, Copiague and Lindenhurst will be restored to half hourly intervals.

- **Oyster Bay Branch – Mechanical Tie Installation – East Williston to Locust Valley** – One of two main tracks will be out of service on midday, weekdays between East Williston and Locust Valley for the replacement and maintenance of railroad ties.
  - **Temporary Service Adjustments:** With one of two main tracks out of service on midday, weekdays, Oyster Bay Branch service will be reduced to two hourly intervals. Eastbound Oyster Bay Branch trains will be adjusted up to 2 minutes later and westbound Oyster Bay Branch trains will be adjusted up to 7 minutes earlier.

## **TRACK WORK PROGRAMS**

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

- **Main Line – Signal Testing** – On the weekend of March 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 weekend of March 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.
  
- **Main Line – Signal Cutover** – On the weekend of March 12-13, both main tracks on the Main Line will be out of service between Queens Interlocking and Divide Interlocking in Hicksville for approximately 52 hours as a signal cutover for the New Nassau 3 Interlocking is performed in support of the Main Line Expansion Project.
  - **Temporary Service Adjustments:** On the weekend of March 12-13, there will be no Huntington Branch Service. Customers travelling to locations on Huntington Branch will be accommodated by added train service to Hempstead Station where buses will be provided for Mineola, Hicksville, Syosset, Cold Spring Harbor and Huntington. 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. Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay.
    - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
    - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
    - *Bus service will also be provided between Mineola and Hicksville.*

- *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between Mineola and Hempstead for connections to and from points west.*
- **Main Line – Switch Installation** – On the weekends of March 19-20 and March 26-27, both main tracks on the Main Line will be out of service between New Hyde Park and Hicksville for 48 hours in support of a series of switch installations in Divide Interlocking.
  - **Temporary Service Adjustments:**
    - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
    - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
    - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
    - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
    - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
    - *Bus service will also be provided between Mineola and Hicksville.*
    - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between Mineola and Hempstead for connections to and from points west.*
    - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on*

*adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*

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

### **IMPACT ON FUNDING**

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



**Metro-North Railroad**

# Procurements

<b>Subject</b> Request for Authorization to Award Various Procurements						<b>Date</b> February 16, 2022			
<b>Department</b> MTA Procurement						<b>Vendor Name</b> Wabtec Corporation			
<b>Department Head Name</b> Kuvershen Ayer, CPO						<b>Contract Number</b> Various			
<b>Department Head Signature</b>  <small>Ayer Kuvershen (Feb 15, 2022 15:03 EST)</small>						<b>Contract Manager Name</b> Various			
<b>Project Manager Name</b>						<b>Table of Contents Ref #</b>			
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>		<b>Approval</b>		<b>Approval</b>
1	M-N Comm Mtg	2-22-22	X			X	President	<b>CAR</b>	
2	MTA Board Mtg	2-24-22	X			X	VP & General Counsel	SS	
<b>Internal Approvals (cont.)</b>									
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
—		—		—		—		—	

**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>		
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$296,063,000
• Wabtec Corporation \$296,063,000 (Est.)		(Est.)
<u>Schedules Requiring Majority Vote</u>	NONE	
<b>SUB TOTAL:</b>	1	\$296,063,000 (Est.)

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>	NONE	

SUB TOTAL:

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	\$296,063,000 (Est.)
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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 the Agencies' operating funds in the amounts listed. Funds are available in the Agencies' operating 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.

FEBRUARY 2022

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Noncompetitive Purchases and Public Work Contracts  
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

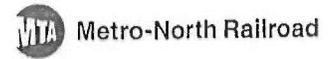
1. Wabtec Corporation \$296,063,000 (Est.) Staff Summary Attached  
5 Years  
Contract # TBD

Metro-North Railroad ("MNR"), on behalf of itself, Long Island Rail Road ("LIRR") and New York City Transit (collectively "the Agencies") requests approval to award a five-year noncompetitive Original Equipment Manufacturer ("OEM") estimated quantity purchase agreement in the amount of \$296,063,000 to the firm Wabtec Corporation ("Wabtec"). The purchase agreement includes various parts, components, and repair services for MNR's M-3, Shoreliner, M-7 and M-8 railcars and locomotives; LIRR's M-3, M-7, and M-9 railcars, C-3 coach cars, and diesel-electric/dual mode locomotives; and all NYC Transit subway cars. Wabtec is the OEM, sole-source, and material supplier to MNR, LIRR, and NYC Transit. Wabtec provides the Agencies various OEM replacement component parts and repair services on railcar and locomotive air brake, car body, electric propulsion, interior, and diesel locomotive systems.

Under this new agreement, MNR, LIRR, and NYC Transit will continue to support their Life Cycle Maintenance and Reliability Centered Maintenance programs with parts replacement at prescribed intervals to ensure safety, high car reliability/availability, and customer service.

MTA Board approval is requested in the estimated amount of \$296,063,000. This procurement is to be funded by each Agency's Operating Budget.

Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 1

<b>Vendor Name (Location)</b> Wabtec Corporation (Pittsburgh, Pennsylvania)	<b>Contract Number</b> TBD	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Original Equipment Manufacturer (OEM) Purchase Agreement for Rolling Stock Parts and Repair Services for MNR, LIRR, and NYC Transit	<b>Total Amount:</b> \$296,063,000 (Est.)	
<b>Contract Term (including Options, if any)</b> 5 Years (March 1, 2022–February 28, 2027)	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Requesting Department</b>  <small>Ayer Kuvershen (Feb 15, 2022 15:04 EST)</small> MTA Procurement, Kuvershen Ayer, CPO	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		

**Discussion:**

Metro-North Railroad (“MNR”), on behalf of itself, Long Island Rail Road (“LIRR”) and New York City Transit (collectively “the Agencies”) requests approval to award a five-year noncompetitive Original Equipment Manufacturer (“OEM”) estimated quantity purchase agreement in the amount of \$296,063,000 to the firm Wabtec Corporation (“Wabtec”). The purchase agreement includes various parts, components, and repair services for MNR’s M-3, Shoreliner, M-7 and M-8 railcars and locomotives; LIRR’s M-3, M-7, and M-9 railcars, C-3 coach cars, and diesel-electric/dual mode locomotives; and all NYC Transit subway cars. Wabtec is the OEM, sole-source, and material supplier to MNR, LIRR, and NYC Transit. Wabtec provides the Agencies various OEM replacement component parts and repair services on railcar and locomotive air brake, car body, electric propulsion, interior, and diesel locomotive systems.

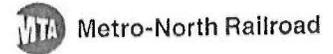
The unified purchasing and negotiation approach utilized by the three Agencies, leveraged the collective spend of the agencies as well as items that are common to the agencies, resulting in favorable pricing. Additional benefits are the process efficiencies that will reduce the Procurement lead time needed to award individual procurements, as well as a reduction in the number and frequency of individual purchases. The five-year term also assures the Agencies that the OEMs will continue to maintain the tooling and manufacturing capabilities necessary to produce the parts, which are not available from any other sources.

Under this new agreement, MNR, LIRR, and NYC Transit will continue to support their Life Cycle Maintenance and Reliability Centered Maintenance programs with parts replacement at prescribed intervals to ensure safety, high car reliability/availability, and customer service.

Of the overall estimated value, 85 percent of the agreement has firm fixed pricing for the initial two years specified in the price schedule, and for the balance of the agreement (three years), pricing shall be adjusted annually using Producer Price Indices. For the remaining 15 percent of the agreement, pricing will be established on an as-required basis, and each item will be subject to a cost and/or price analysis as well as the most-favored customer pricing clause. As a result of negotiations, an estimated total savings of \$24,297,000 was obtained, which is 9.3 percent lower than the initial base price. The Agencies performed a Cost Price Analysis on the fixed items using comparative and historical data of previous purchases and determined the pricing to be fair and reasonable.

In accordance with MTA All-Agency Procurement Guideline requirements, the Agencies advertised their intent to procure the items under these agreements on a sole-source basis in the New York State Contract Reporter, *The Journal News*, and on the MNR website. No firms expressed interest in participating in these procurements.

Schedule A: Noncompetitive Purchases and Public Work Contracts



The chart below provides the listing of each OEM and the estimated amounts anticipated to be expended with each OEM by LIRR, MNR, and NYC Transit over the five-year term of the purchase agreements.

The total dollars outlined below are based on historical data and projected/forecasted usage. The Wabtec family of companies for this procurement include Wabtec Passenger Transit (“WPT”), Vapor Stone Rail Systems (“Vapor”), Wabtec Transportation Systems (“WTS”), Wabtec Global Services (“WGS”), and TransTech.

Supplier	NYC Transit	LIRR	MNR	TOTAL
WPT	\$103,273,000	\$21,340,000	\$39,031,000	\$163,644,000
VAPOR	\$23,904,000	\$26,691,000	\$21,976,000	\$72,571,500
WTS	\$27,000	\$74,000	\$30,327,000	\$30,428,000
WGS	\$4,344,000	\$9,201,000	\$11,065,000	\$24,610,000
TransTech	\$4,810,000			\$4,810,000
<b>TOTAL</b>	<b>\$136,358,000</b>	<b>\$57,306,000</b>	<b>\$102,399,000</b>	<b>\$296,063,000</b>

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.

**Impact on Funding**

MTA Board approval is requested in the estimated amount of \$296,063,000. This procurement is to be funded by each Agency’s Operating Budget.

# Operations Report

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



M7 EMU



M8 EMU



Comet 5 Cab Car

## January 2022 Highlights: Operations Report

### East of Hudson

January service operated above the annual 94% OTP goal at 98.1% OTP.

**Harlem Line** – 98.1%                      YTD: 98.1%

4 trains (0.09%) canceled or terminated.

**Hudson Line** – 98.2%                      YTD: 98.2%

3 trains (0.08%) canceled or terminated.

**New Haven Line** – 98.0%                      YTD: 98.0%

8 trains (0.07%) canceled or terminated.

### Major Incidents:

- During January, 27 delays systemwide were due to a winter storm on January 28-29; winter weather caused 50 delays overall.
- On January 21, a track circuit issue on the Hudson Line led to reduced speeds which resulted in 14 delays.
- On January 31, an Amtrak train experiencing mechanical problems on the New Haven Line caused 10 delays.

### West of Hudson

January service operated slightly below the annual 94% OTP goal at 93.2% OTP.

**Pascack Valley** – 94.7%                      YTD: 94.7%

**Port Jervis** – 91.2%                      YTD: 91.2%

Twenty-seven trains (1.6%) were canceled or terminated on West of Hudson. Pascack Valley Line: 12, and Port Jervis Line: 15. The cancelations and terminations were primarily due to equipment and winter storm related issues.

### Equipment

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

In December, Fleet Mean Distance between failures was 425,608 miles, 76% higher than the goal of 175,000 miles.

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

Performance Summary			2022 Data			2021 Data		
			Annual Goal	January	YTD thru January	January	YTD thru January	
<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>98.1%</b>	<b>98.1%</b>	<b>98.2%</b>	<b>98.2%</b>	
		AM Peak	94.0%					
		AM Reverse Peak	94.0%					
		PM Peak	94.0%					
		<b>Total Peak</b>	<b>94.0%</b>					
		Off Peak Weekday	94.0%	98.0%	98.0%	98.1%	98.1%	
		Weekend	94.0%	98.4%	98.4%	98.5%	98.5%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.2%</b>	<b>98.2%</b>	<b>99.1%</b>	<b>99.1%</b>
			AM Peak	94.0%				
			AM Reverse Peak	94.0%				
			PM Peak	94.0%				
			<b>Total Peak</b>	<b>94.0%</b>				
			Off Peak Weekday	94.0%	98.3%	98.3%	99.2%	99.2%
			Weekend	94.0%	97.9%	97.9%	98.7%	98.7%
		<b>Harlem Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.1%</b>	<b>98.1%</b>	<b>99.3%</b>	<b>99.3%</b>
			AM Peak	94.0%				
			AM Reverse Peak	94.0%				
			PM Peak	94.0%				
			<b>Total Peak</b>	<b>94.0%</b>				
			Off Peak Weekday	94.0%	97.9%	97.9%	99.3%	99.3%
			Weekend	94.0%	98.7%	98.7%	99.4%	99.4%
	<b>New Haven Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>98.0%</b>	<b>98.0%</b>	<b>97.0%</b>	<b>97.0%</b>	
		AM Peak	94.0%					
		AM Reverse Peak	94.0%					
		PM Peak	94.0%					
		<b>Total Peak</b>	<b>94.0%</b>					
		Off Peak Weekday	94.0%	97.9%	97.9%	96.7%	96.7%	
		Weekend	94.0%	98.4%	98.4%	97.8%	97.8%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>16,070</b>	<b>16,070</b>	<b>12,276</b>	<b>12,276</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			14.6	14.6	12.8	12.8	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	74	74	36	36	
	<b>Trains Canceled</b>		230	5	5	4	4	
	<b>Trains Terminated</b>		230	10	10	10	10	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	99.9%	99.9%	
<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>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	
		AM Peak	99.0%					
		AM Reverse Peak	99.0%					
		PM Peak	99.0%					
		<b>Total Peak</b>	<b>99.0%</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%				
			PM Peak	99.0%				
		<b>Harlem Line</b>	AM Peak	99.0%				
			PM Peak	99.0%				
		<b>New Haven Line</b>	AM Peak	99.0%				
			PM Peak	99.0%				

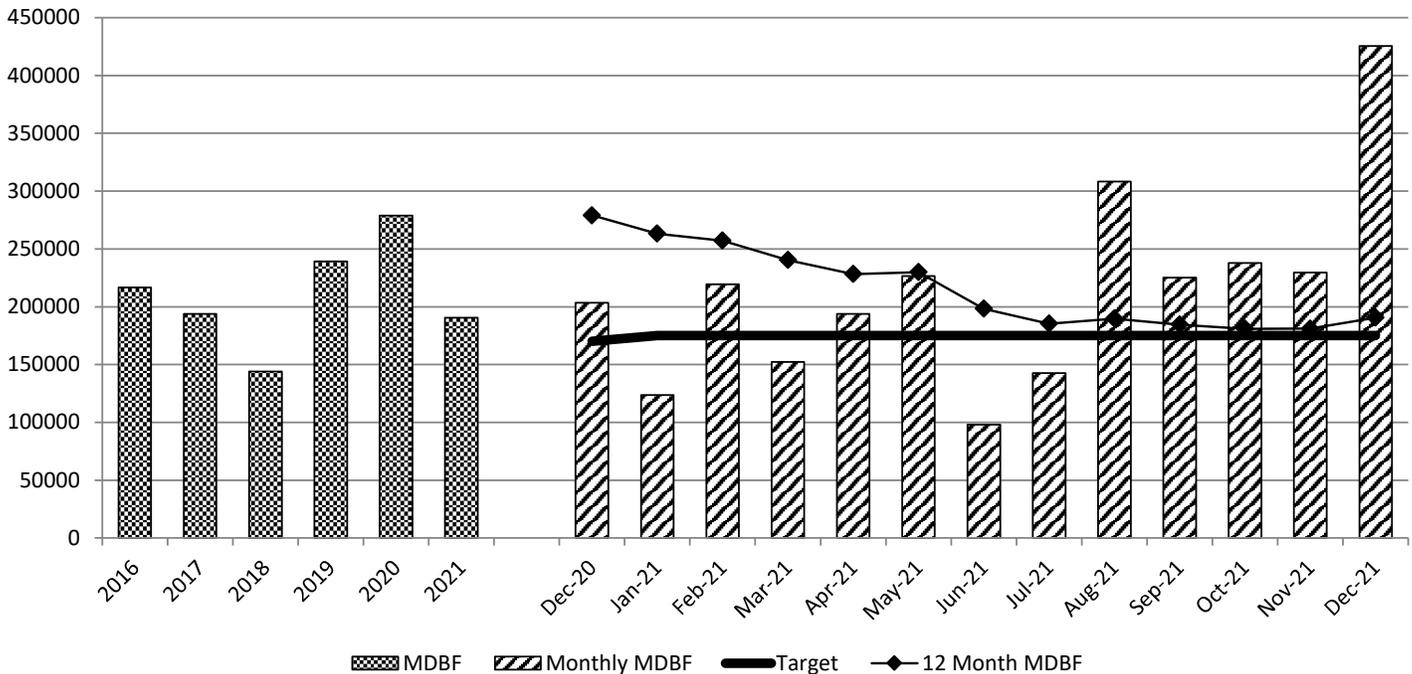
**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	December	2022 Data		2021 Data		YTD 2022 Vs 2021
			January	YTD thru January	January	YTD thru January	
<b>Engineering (Scheduled)</b>	0.4%	30	3	3	41	41	-38
<b>Engineering (Unscheduled)</b>	30.2%	203	239	239	52	52	187
<b>Maintenance of Equipment</b>	36.0%	228	284	284	227	227	58
<b>Transportation</b>	5.8%	48	46	46	30	30	16
<b>Capital Projects</b>	0.1%	11	1	1	3	3	-2
<b>Weather and Environmental</b>	15.1%	84	119	119	1	1	118
<b>Police</b>	6.1%	110	48	48	63	63	-15
<b>Customers</b>	3.0%	23	24	24	18	18	6
<b>Other</b>	3.3%	127	26	26	45	45	-19
<b>3rd Party Operations</b>	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	863	791	791	480	480	311
<b>HUDSON LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2022 Vs 2021
Engineering (Scheduled)	1.7%	0	3	3	0	0	3
Engineering (Unscheduled)	28.2%	0	49	49	16	16	33
Maintenance of Equipment	28.2%	0	49	49	21	21	28
Transportation	3.4%	0	6	6	6	6	0
Capital Projects	0.6%	0	1	1	3	3	-2
Weather and Environmental	28.2%	0	49	49	0	0	49
Police	5.2%	0	9	9	6	6	3
Customers	1.7%	0	3	3	0	0	3
Other	2.9%	0	5	5	8	8	-3
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	0	174	174	60	60	114
<b>HARLEM LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2022 Vs 2021
Engineering (Scheduled)	0.0%	0	0	0	2	2	-2
Engineering (Unscheduled)	30.5%	0	60	60	7	7	53
Maintenance of Equipment	38.6%	0	76	76	28	28	48
Transportation	10.2%	0	20	20	0	0	20
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	8.1%	0	16	16	0	0	16
Police	6.1%	0	12	12	18	18	-6
Customers	4.1%	0	8	8	2	2	6
Other	2.5%	0	5	5	11	11	-6
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	0	197	197	68	68	129
<b>NEW HAVEN LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2022 Vs 2021
Engineering (Scheduled)	0.0%	0	0	0	24	24	-24
Engineering (Unscheduled)	34.7%	0	107	107	23	23	84
Maintenance of Equipment	33.1%	0	102	102	165	165	-63
Transportation	5.5%	0	17	17	24	24	-7
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	8.8%	0	27	27	1	1	26
Police	8.8%	0	27	27	39	39	-12
Customers	3.9%	0	12	12	10	10	2
Other	5.2%	0	16	16	20	20	-4
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	0	308	308	306	306	2

	2021 Data								2020 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M8	405	290,000	1,153,557	5	2	179,435	179,435	405,209	4	543,760
	M3	138	80,000	154,396	2	2	122,387	122,387	198,856	1	134,037
	M7	334	340,000	1,705,043	5	1	499,452	499,452	275,878	5	501,212
	Coach	207	210,000	235,036	5	6	318,298	318,298	182,623	6	353,427
	P-32	31	21,000	95,341	6	2	31,618	31,618	23,128	6	35,101
	BL-20	12	13,000	36,668	3	1	17,585	17,585	42,916	0	15,190
	<b>Fleet</b>	<b>1127</b>	<b>175,000</b>	<b>425,608</b>	<b>26</b>	<b>14</b>	<b>190,518</b>	<b>190,518</b>	<b>203,478</b>	<b>22</b>	<b>278,951</b>
	M8		290,000	1,153,557	5	2	179,435	179,435	405,209	4	543,760
M3/7		235,000	671,278	7	3	353,918	353,918	263,041	6	386,020	
Diesel/Coach		85,000	181,952	14	9	128,178	128,178	106,452	12	137,830	

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



**JANUARY 2022 STANDEE REPORT**

East of Hudson			JAN 2021	YTD 2021	JAN 2022	YTD 2022
<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>AM 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	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</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	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

West of Hudson			JAN 2021	YTD 2021	JAN 2022	YTD 2022
<b>Daily Average</b>	Port Jervis Line	Program Standees	*	*	*	*
		Add'l Standees	*	*	*	*
<b>Total Standees</b>			<b>*</b>	<b>*</b>	<b>*</b>	<b>*</b>
<b>AM Peak</b>	Pascack Valley Line	Program Standees	*	*	*	*
		Add'l Standees	*	*	*	*
<b>Total Standees</b>			<b>*</b>	<b>*</b>	<b>*</b>	<b>*</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>*</b>	<b>*</b>	<b>*</b>	<b>*</b>
<b>Daily Average</b>	Port Jervis Line	Program Standees	*	*	*	*
		Add'l Standees	*	*	*	*
<b>Total Standees</b>			<b>*</b>	<b>*</b>	<b>*</b>	<b>*</b>
<b>PM Peak</b>	Pascack Valley Line	Program Standees	*	*	*	*
		Add'l Standees	*	*	*	*
<b>Total Standees</b>			<b>*</b>	<b>*</b>	<b>*</b>	<b>*</b>
<b>WEST OF HUDSON TOTAL - PM PEAK</b>			<b>*</b>	<b>*</b>	<b>*</b>	<b>*</b>

\* January data unavailable at this time.

**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.

"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.

Elevator Availability	2022		2021	
	January	Year to Date	January	Year to Date
Grand Central Terminal	100.00%	100.00%	99.75%	99.75%
Harlem	99.99%	99.99%	99.99%	99.99%
Hudson	99.99%	99.99%	99.98%	99.98%
New Haven	99.97%	99.97%	99.96%	99.96%
Overall Average	99.99%	99.99%	99.92%	99.92%

**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	2022		2021	
	January	Year to Date	January	Year to Date
Grand Central Terminal	100.00%	100.00%	98.57%	98.57%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	100.00%	99.29%	99.29%

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

<b>West of Hudson Performance Summary</b>			<b>2022 Data</b>			<b>2021 Data</b>		
			Annual Goal	January	YTD thru January	January	YTD thru January	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.2%</b>	<b>93.2%</b>	<b>93.7%</b>	<b>93.7%</b>	
		AM Peak	94.0%	92.3%	92.3%	88.3%	88.3%	
		PM Peak	94.0%	93.8%	93.8%	96.4%	96.4%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>93.1%</b>	<b>93.1%</b>	<b>92.3%</b>	<b>92.3%</b>	
		Off Peak Weekday	94.0%	94.0%	94.0%	92.4%	92.4%	
		Weekend	94.0%	92.2%	92.2%	97.2%	97.2%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>94.7%</b>	<b>94.7%</b>	<b>96.1%</b>	<b>96.1%</b>
		AM Peak	94.0%	93.8%	93.8%	97.0%	97.0%	
		PM Peak	94.0%	96.4%	96.4%	99.2%	99.2%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>95.0%</b>	<b>95.0%</b>	<b>98.1%</b>	<b>98.1%</b>	
		Off Peak Weekday	94.0%	95.3%	95.3%	92.7%	92.7%	
		Weekend	94.0%	93.7%	93.7%	98.6%	98.6%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>94.0%</b>	<b>91.2%</b>	<b>91.2%</b>	<b>90.5%</b>	<b>90.5%</b>
		AM Peak	94.0%	90.0%	90.0%	78.1%	78.1%	
		PM Peak	94.0%	90.8%	90.8%	93.0%	93.0%	
		<b>Total Peak</b>	<b>94.0%</b>	<b>90.5%</b>	<b>90.5%</b>	<b>85.5%</b>	<b>85.5%</b>	
		Off Peak Weekday	94.0%	92.5%	92.5%	91.9%	91.9%	
	Weekend	94.0%	89.6%	89.6%	94.8%	94.8%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,642</b>	<b>1,642</b>	<b>1,626</b>	<b>1,626</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		22.5	22.5	19.7	19.7		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	51	51	53	53		
	<b>Trains Canceled</b>	60	18	18	4	4		
	<b>Trains Terminated</b>	60	9	9	3	3		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	98.4%	98.4%	99.6%	99.6%		
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>93.0%</b>	<b>93.0%</b>	<b>92.1%</b>	<b>92.1%</b>	
	Pascack Valley - AM		99.0%	93.5%	93.5%	92.7%	92.7%	
	Port Jervis - AM		99.0%	92.4%	92.4%	91.4%	91.4%	

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



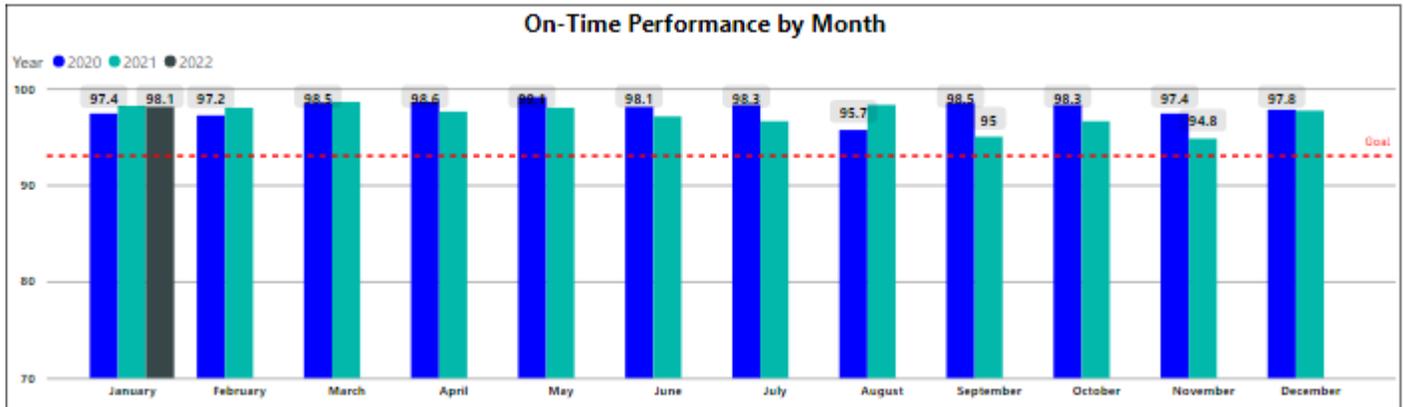
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

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

	2022		2021	
Goal	January	YTD	January	YTD
94.0%	98.1%	98.1%	98.2%	98.2%



## Short Trains

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

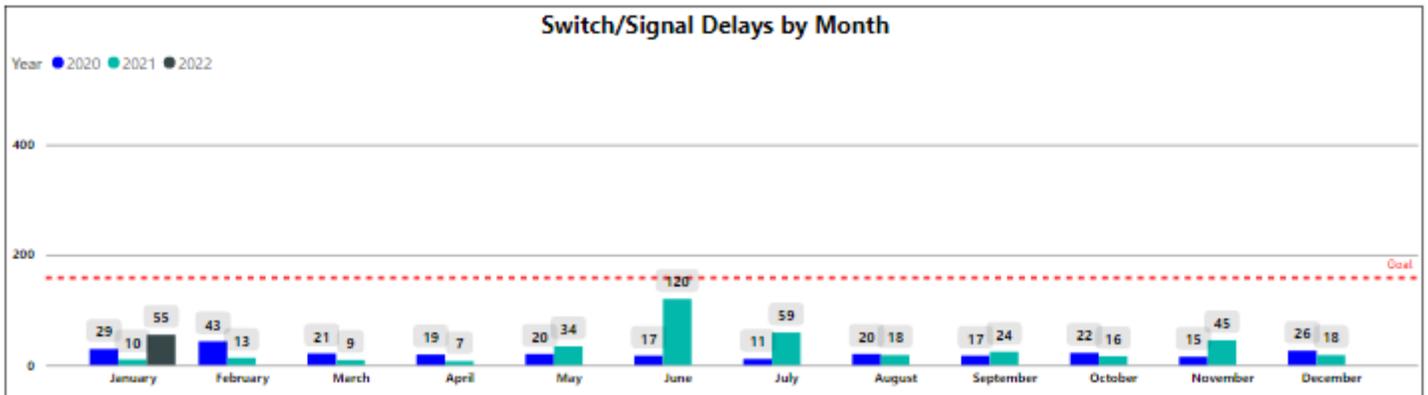
	2022		2021	
Goal	January	YTD	January	YTD
1138	0	0	0	0



## Switch/Signal Delays

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

	2022		2021	
Goal	January	YTD	January	YTD
158	55	55	10	10





# Metro-North Railroad

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## Finance Report

**Steven Weiss**

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



*Winter Storm cleanup at Poughkeepsie Station on January 29, 2022.*



# Metro-North Railroad

## January 2022 Highlights: Financial Report

The Metro-North Railroad’s Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget (Budget) and key financial performance indicators. This report presents preliminary 2022 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) January 2022 Financial Results**

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

- Ridership of 2.4 million was 68.9% favorable vs. 2021 and 63.8% unfavorable vs. 2019 pre-COVID levels. Ridership was 37.9% unfavorable vs. Budget primarily due to lower commutation ridership. Consequently, farebox revenue of \$19.4 million was \$13.1 million lower than Budget.
- Total revenue of \$23.1 million was \$11.8 million lower vs. Budget primarily due to lower East of Hudson commutation ridership.
- Total expenses of \$109.9 million were \$10.5 million or 8.7% favorable vs. Budget primarily due to the timing of expenses for materials, maintenance and professional services as well as lower labor costs.

**Financial results for Year-to-Date (YTD) January 2022 are presented in the table below and compared to the Adopted Budget.**

**MTA Metro-North Railroad**  
**January 2022 Year-to-Date Results**  
(\$ in Millions)

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
<b>Total Revenue</b>	\$34.9	\$23.1	(\$11.8)	-33.7%
<b>Total Expenses before Non-Cash Liability Adjs.</b>	120.4	109.9	10.5	8.7%
<b>Operating Surplus/(Deficit)</b>	(85.5)	(86.8)	(1.2)	-1.5%
<i>Other Non-Cash Liabilities</i>	23.5	27.3	(3.8)	-16.1%
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	(109.1)	(114.1)	(5.0)	-4.6%
<i>Cash Adjustments</i>	83.5	88.5	5.0	6.0%
<b>Net Cash Surplus/(Deficit)</b>	(\$25.5)	(\$25.6)	(\$0.1)	-0.3%

### **Steven Weiss**

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

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

January 2022 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$114.1 million was \$5.0 million or 4.6% unfavorable vs. the Budget.

Major drivers of the January 2022 YTD unfavorable result of \$5.0 million include lower Non-Reimbursable Revenues of \$11.8 million primarily due to lower East of Hudson Commutation Revenue partially offset by lower Non-Reimbursable Expenses of \$6.7 million primarily due to the timing of expenses for materials, maintenance and professional services as well as lower labor costs partially offset by higher non-cash liability adjustments.

January 2022 YTD Reimbursable Expenses of \$8.3 million were \$10.7 million favorable vs. the Budget due to the scheduling and timing of several projects.

## **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$13.1 million lower vs. the Budget primarily due to lower East of Hudson commutation ridership.
  - YTD Ridership of 2.4 million was 37.9% unfavorable vs. the Budget, 68.9% favorable vs 2021 and 63.8% unfavorable vs. pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$1.3 million favorable vs. the Budget primarily due to higher advertising revenue.
- **Capital and Other Reimbursements** – YTD was \$10.7 million or 56.1% unfavorable vs. the Budget primarily due to the scheduling and timing changes of several projects.

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

**Total Expenses** – YTD expenses of \$145.6 million were \$17.4 million or 10.7% favorable vs. the Budget.

**Labor Expenses (including fringes and overhead recoveries)** of \$90.2 million YTD were \$9.5 million favorable vs. the Budget.

- **Payroll** – YTD was \$6.4 million favorable vs. the Budget 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 \$1.6 million favorable vs. the Budget primarily due to lower maintenance and reimbursable activity in Maintenance of Way.

**Non-Labor Expenses** of \$28.0 million YTD were \$11.7 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$1.1 million favorable vs. the Budget primarily due to lower usage partially offset by higher rates.
- **Fuel** – YTD expenses were flat vs. the Budget primarily due to higher rates offset by lower usage.
- **Maintenance & Other Operating Contracts** – YTD was \$2.2 million favorable vs. the Budget due to the timing of Non-Reimbursable expenses for BL-20 Locomotive Overhauls, infrastructure maintenance, miscellaneous maintenance and operating contracts as well as the timing of Reimbursable project activity.
- **Professional Services** – YTD was \$2.3 million favorable vs. the Budget due to the timing of Reimbursable project activity and Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$5.6 million favorable vs. the Budget due to the timing of rolling stock maintenance events and lower rolling stock material usage as well as lower Reimbursable project activity.

- **Other Business Expenses** – YTD was \$0.1 million favorable vs. the Budget primarily due to lower credit card processing fees partially offset by higher subsidy payments to New Jersey Transit.

**Depreciation and Other Non-Cash Liability Adjustments** – YTD were \$3.8 million unfavorable vs. Budget.

### **CASH DEFICIT SUMMARY**

December YTD Net Cash Deficit of \$25.6 million was \$0.1 million or 0.3% unfavorable to the Budget primarily due to the timing of expenditures for several categories.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 23.6% was 6.7 percentage points unfavorable vs. the Budget.
- Adjusted Cost per Passenger of \$43.94 was \$12.55 unfavorable vs. the Budget.
- Revenue per Passenger of \$8.22 was \$0.32 unfavorable vs. the Budget.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2022**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$32.532	\$19.435	(\$13.096)	(40.3)	\$0.000	\$0.000	\$0.000	-	\$32.532	\$19.435	(\$13.096)	(40.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.368	3.699	1.331	56.2	0.000	0.000	0.000	-	2.368	3.699	1.331	56.2
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.092	4.900	(6.192)	(55.8)	11.092	4.900	(6.192)	(55.8)
CDOT	0.000	0.000	0.000	-	7.139	2.740	(4.399)	(61.6)	7.139	2.740	(4.399)	(61.6)
Other	0.000	0.000	0.000	-	0.781	0.709	(0.072)	(9.2)	0.781	0.709	(0.072)	(9.2)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	19.012	8.349	(10.663)	(56.1)	19.012	8.349	(10.663)	(56.1)
<b>Total Revenue</b>	<b>\$34.900</b>	<b>\$23.134</b>	<b>(\$11.766)</b>	<b>(33.7)</b>	<b>\$19.012</b>	<b>\$8.349</b>	<b>(\$10.663)</b>	<b>(56.1)</b>	<b>\$53.912</b>	<b>\$31.484</b>	<b>(\$22.428)</b>	<b>(41.6)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$45.712	\$40.949	\$4.763	10.4	\$4.177	\$2.495	\$1.681	40.3	\$49.888	\$43.444	\$6.444	12.9
Overtime	9.041	9.068	(0.026)	(0.3)	2.611	0.956	1.655	63.4	11.652	10.024	1.629	14.0
Health and Welfare	9.339	9.942	(0.603)	(6.5)	1.479	0.651	0.828	56.0	10.818	10.593	0.225	2.1
OPEB Current Payment	3.333	3.799	(0.466)	(14.0)	0.000	0.000	0.000	-	3.333	3.799	(0.466)	(14.0)
Pensions	10.604	10.492	0.112	1.1	1.218	0.533	0.685	56.3	11.822	11.025	0.797	6.7
Other Fringe Benefits	11.228	10.991	0.237	2.1	1.178	0.505	0.673	57.1	12.406	11.496	0.910	7.3
Reimbursable Overhead	(4.369)	(2.723)	(1.646)	(37.7)	4.202	2.569	1.633	38.9	(0.166)	(0.153)	(0.013)	(7.6)
<b>Total Labor</b>	<b>\$84.889</b>	<b>\$82.518</b>	<b>\$2.371</b>	<b>2.8</b>	<b>\$14.865</b>	<b>\$7.709</b>	<b>\$7.155</b>	<b>48.1</b>	<b>\$99.754</b>	<b>\$90.228</b>	<b>\$9.526</b>	<b>9.5</b>
<i>Non-Labor:</i>												
Electric Power	\$5.342	\$4.276	\$1.066	19.9	\$0.000	\$0.000	\$0.000	-	\$5.342	\$4.276	\$1.066	19.9
Fuel	1.916	1.896	0.020	1.0	0.000	0.000	0.000	-	1.916	1.896	0.020	1.0
Insurance	1.670	1.529	0.140	8.4	0.203	0.047	0.156	76.9	1.873	1.576	0.297	15.8
Claims	0.096	0.011	0.084	88.1	0.000	0.000	0.000	-	0.096	0.011	0.084	88.1
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	9.914	8.453	1.461	14.7	0.732	0.032	0.699	95.6	10.645	8.485	2.160	20.3
Professional Service Contracts	3.560	3.035	0.525	14.7	1.782	0.000	1.782	100.0	5.342	3.035	2.306	43.2
Materials & Supplies	11.141	6.440	4.701	42.2	1.431	0.549	0.882	61.6	12.572	6.989	5.583	44.4
Other Business Expenses	1.898	1.745	0.153	8.0	0.000	0.012	(0.012)	-	1.898	1.757	0.141	7.4
<b>Total Non-Labor</b>	<b>\$35.536</b>	<b>\$27.386</b>	<b>\$8.149</b>	<b>22.9</b>	<b>\$4.147</b>	<b>\$0.640</b>	<b>\$3.507</b>	<b>84.6</b>	<b>\$39.683</b>	<b>\$28.026</b>	<b>\$11.657</b>	<b>29.4</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>\$120.425</b>	<b>\$109.905</b>	<b>\$10.520</b>	<b>8.7</b>	<b>\$19.012</b>	<b>\$8.349</b>	<b>\$10.663</b>	<b>56.1</b>	<b>\$139.437</b>	<b>\$118.254</b>	<b>\$21.183</b>	<b>15.2</b>
Depreciation	23.200	27.328	(4.128)	(17.8)	0.000	0.000	0.000	-	23.200	27.328	(4.128)	(17.8)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	0.000	0.333	100.0	0.000	0.000	0.000	-	0.333	0.000	0.333	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>\$143.958</b>	<b>\$137.233</b>	<b>\$6.726</b>	<b>4.7</b>	<b>\$19.012</b>	<b>\$8.349</b>	<b>\$10.663</b>	<b>56.1</b>	<b>\$162.970</b>	<b>\$145.582</b>	<b>\$17.388</b>	<b>10.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$109.058)</b>	<b>(\$114.098)</b>	<b>(\$5.040)</b>	<b>(4.6)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$109.058)</b>	<b>(\$114.098)</b>	<b>(\$5.040)</b>	<b>(4.6)</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	23.200	27.328	4.128	17.8	0.000	0.000	0.000	-	23.200	27.328	4.128	17.8
Operating/Capital	(5.516)	(0.709)	4.807	87.1	0.000	0.000	0.000	-	(5.516)	(0.709)	4.807	87.1
Other Cash Adjustments	65.849	61.889	(3.961)	(6.0)	0.000	0.000	0.000	-	65.849	61.889	(3.961)	(6.0)
<b>Total Cash Conversion Adjustments</b>	<b>\$83.533</b>	<b>\$88.507</b>	<b>\$4.974</b>	<b>6.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$83.533</b>	<b>\$88.507</b>	<b>\$4.974</b>	<b>6.0</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$25.525)</b>	<b>(\$25.591)</b>	<b>(\$0.066)</b>	<b>(0.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$25.525)</b>	<b>(\$25.591)</b>	<b>(\$0.066)</b>	<b>(0.3)</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total				
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent	
<b>Revenue</b>													
Farebox Revenue	\$32.532	\$19.435	(\$13.096)	(40.3)	\$0.000	\$0.000	\$0.000	-	\$32.532	\$19.435	(\$13.096)	(40.3)	
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Other Operating Revenue	2.368	3.699	1.331	56.2	0.000	0.000	0.000	-	2.368	3.699	1.331	56.2	
<i>Capital &amp; Other Reimbursements:</i>													
MTA	0.000	0.000	0.000	-	11.092	4.900	(6.192)	(55.8)	11.092	4.900	(6.192)	(55.8)	
CDOT	0.000	0.000	0.000	-	7.139	2.740	(4.399)	(61.6)	7.139	2.740	(4.399)	(61.6)	
Other	0.000	0.000	0.000	-	0.781	0.709	(0.072)	(9.2)	0.781	0.709	(0.072)	(9.2)	
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	19.012	8.349	(10.663)	(56.1)	19.012	8.349	(10.663)	(56.1)	
<b>Total Revenue/Receipts</b>	<b>\$34.900</b>	<b>\$23.134</b>	<b>(\$11.766)</b>	<b>(33.7)</b>	<b>\$19.012</b>	<b>\$8.349</b>	<b>(\$10.663)</b>	<b>(56.1)</b>	<b>\$53.912</b>	<b>\$31.484</b>	<b>(\$22.428)</b>	<b>(41.6)</b>	
<b>Expenses</b>													
<i>Labor:</i>													
Payroll	\$45.712	\$40.949	\$4.763	10.4	\$4.177	\$2.495	\$1.681	40.3	\$49.888	\$43.444	\$6.444	12.9	
Overtime	9.041	9.068	(0.026)	(0.3)	2.611	0.956	1.655	63.4	11.652	10.024	1.629	14.0	
Health and Welfare	9.339	9.942	(0.603)	(6.5)	1.479	0.651	0.828	56.0	10.818	10.593	0.225	2.1	
OPEB Current Payment	3.333	3.799	(0.466)	(14.0)	0.000	0.000	0.000	-	3.333	3.799	(0.466)	(14.0)	
Pensions	10.604	10.492	0.112	1.1	1.218	0.533	0.685	56.3	11.822	11.025	0.797	6.7	
Other Fringe Benefits	11.228	10.991	0.237	2.1	1.178	0.505	0.673	57.1	12.406	11.496	0.910	7.3	
Reimbursable Overhead	(4.369)	(2.723)	(1.646)	(37.7)	4.202	2.569	1.633	38.9	(0.166)	(0.153)	(0.013)	(7.6)	
<b>Total Labor</b>	<b>\$84.889</b>	<b>\$82.518</b>	<b>\$2.371</b>	<b>2.8</b>	<b>\$14.865</b>	<b>\$7.709</b>	<b>\$7.155</b>	<b>48.1</b>	<b>\$99.754</b>	<b>\$90.228</b>	<b>\$9.526</b>	<b>9.5</b>	
<i>Non-Labor:</i>													
Electric Power	\$5.342	\$4.276	\$1.066	19.9	\$0.000	\$0.000	\$0.000	-	\$5.342	\$4.276	\$1.066	19.9	
Fuel	1.916	1.896	0.020	1.0	0.000	0.000	0.000	-	1.916	1.896	0.020	1.0	
Insurance	1.670	1.529	0.140	8.4	0.203	0.047	0.156	76.9	1.873	1.576	0.297	15.8	
Claims	0.096	0.011	0.084	88.1	0.000	0.000	0.000	-	0.096	0.011	0.084	88.1	
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	9.914	8.453	1.461	14.7	0.732	0.032	0.699	95.6	10.645	8.485	2.160	20.3	
Professional Service Contracts	3.560	3.035	0.525	14.7	1.782	0.000	1.782	100.0	5.342	3.035	2.306	43.2	
Materials & Supplies	11.141	6.440	4.701	42.2	1.431	0.549	0.882	61.6	12.572	6.989	5.583	44.4	
Other Business Expenses	1.898	1.745	0.153	8.0	0.000	0.012	(0.012)	-	1.898	1.757	0.141	7.4	
<b>Total Non-Labor</b>	<b>\$35.536</b>	<b>\$27.386</b>	<b>\$8.149</b>	<b>22.9</b>	<b>\$4.147</b>	<b>\$0.640</b>	<b>\$3.507</b>	<b>84.6</b>	<b>\$39.683</b>	<b>\$28.026</b>	<b>\$11.657</b>	<b>29.4</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>\$120.425</b>	<b>\$109.905</b>	<b>\$10.520</b>	<b>8.7</b>	<b>\$19.012</b>	<b>\$8.349</b>	<b>\$10.663</b>	<b>56.1</b>	<b>\$139.437</b>	<b>\$118.254</b>	<b>\$21.183</b>	<b>15.2</b>	
Depreciation	23.200	27.328	(4.128)	(17.8)	0.000	0.000	0.000	-	23.200	27.328	(4.128)	(17.8)	
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Environmental Remediation	0.333	0.000	0.333	100.0	0.000	0.000	0.000	-	0.333	0.000	0.333	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>\$143.958</b>	<b>\$137.233</b>	<b>\$6.726</b>	<b>4.7</b>	<b>\$19.012</b>	<b>\$8.349</b>	<b>\$10.663</b>	<b>56.1</b>	<b>\$162.970</b>	<b>\$145.582</b>	<b>\$17.388</b>	<b>10.7</b>	
<b>Net Surplus/(Deficit)</b>	<b>(\$109.058)</b>	<b>(\$114.098)</b>	<b>(\$5.040)</b>	<b>(4.6)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$109.058)</b>	<b>(\$114.098)</b>	<b>(\$5.040)</b>	<b>(4.6)</b>	
<i>Cash Conversion Adjustments:</i>													
Depreciation	23.200	27.328	4.128	17.8	0.000	0.000	0.000	-	23.200	27.328	4.128	17.8	
Operating/Capital	(5.516)	(0.709)	4.807	87.1	0.000	0.000	0.000	-	(5.516)	(0.709)	4.807	87.1	
Other Cash Adjustments	65.849	61.889	(3.961)	(6.0)	0.000	0.000	0.000	-	65.849	61.889	(3.961)	(6.0)	
<b>Total Cash Conversion Adjustments</b>	<b>\$83.533</b>	<b>\$88.507</b>	<b>\$4.974</b>	<b>6.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$83.533</b>	<b>\$88.507</b>	<b>\$4.974</b>	<b>6.0</b>	
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$25.525)</b>	<b>(\$25.591)</b>	<b>(\$0.066)</b>	<b>(0.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$25.525)</b>	<b>(\$25.591)</b>	<b>(\$0.066)</b>	<b>(0.3)</b>	

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**January 2022**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$13.096)	(40.3%)	Reflects lower commutation ridership on East of Hudson Lines.	(\$13.096)	(40.3%)	Reflects lower commutation ridership on East of Hudson Lines.
OTHER OPERATING REVENUE	Non-Reimb	\$1.331	56.2%	Higher advertising revenue.	\$1.331	56.2%	Higher advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$10.663)	(56.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$10.663)	(56.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	\$4.763	10.4%	Primarily lower train and engine contractual payments as well as delayed hiring.	\$4.763	10.4%	Primarily lower train and engine contractual payments as well as delayed hiring.
	Reimb	\$1.681	40.3%	Reflects timing of project activity.	\$1.681	40.3%	Reflects timing of project activity.
OVERTIME	Non-Reimb	(\$0.026)	(0.3%)	See overtime graphs.	(\$0.026)	(0.3%)	See overtime graphs.
	Reimb	\$1.655	63.4%	See overtime graphs.	\$1.655	63.4%	See overtime graphs.
HEALTH AND WELFARE	Non-Reimb	(\$0.603)	(6.5%)	Primarily reflects higher than budgeted rates partially offset by lower labor costs.	(\$0.603)	(6.5%)	Primarily reflects higher than budgeted rates partially offset by lower labor costs.
	Reimb	\$0.828	56.0%	Reflects timing of project activity.	\$0.828	56.0%	Reflects timing of project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.466)	(14.0%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(\$0.466)	(14.0%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.
	Reimb						
PENSIONS	Reimb	\$0.685	56.3%	Reflects timing of project activity.	\$0.685	56.3%	Reflects timing of project activity.
OTHER FRINGE BENEFITS	Reimb	\$0.673	57.1%	Reflects timing of project activity.	\$0.673	57.1%	Reflects timing of project activity.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.646)	(37.7%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$1.646)	(37.7%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	\$1.633	38.9%		\$1.633	38.9%	
ELECTRIC POWER	Non-Reimb	\$1.066	19.9%	Primarily lower electric usage partially offset by higher non-traction rates.	\$1.066	19.9%	Primarily lower electric usage partially offset by higher non-traction rates.

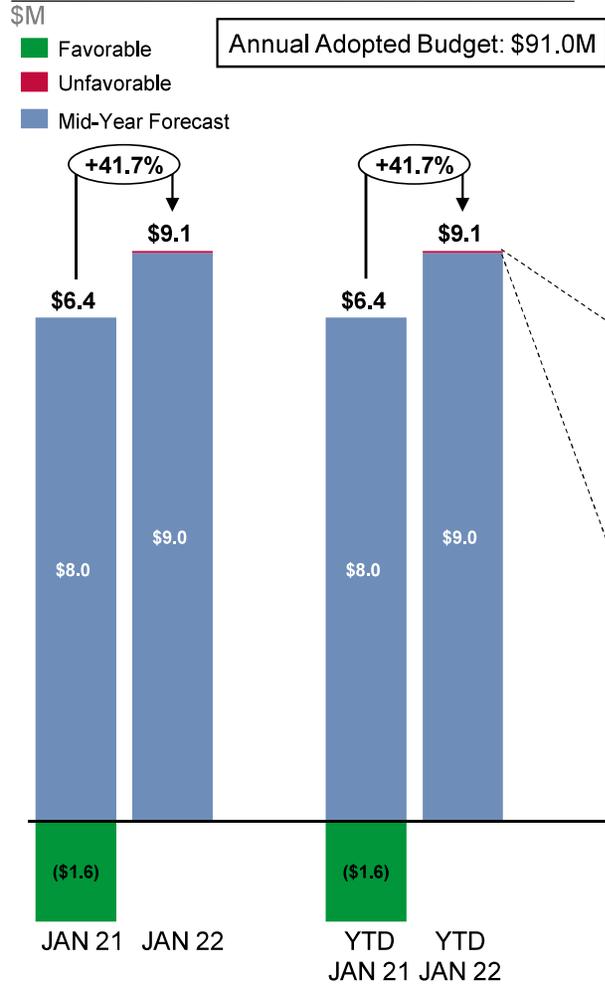
**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**January 2022**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
INSURANCE	Non-Reimb	\$0.140	8.4%	Reflects lower insurance premiums than budgeted.	\$0.140	8.4%	Reflects lower insurance premiums than budgeted.
	Reimb	\$0.156	76.9%	Reflects timing of project activity.	\$0.156	76.9%	Reflects timing of project activity.
CLAIMS	Non-Reimb	\$0.084	88.1%	Reflects a lower passenger claims provision than budgeted.	\$0.084	88.1%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.461	14.7%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts.	\$1.461	14.7%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts.
	Reimb	\$0.699	95.6%	Reflects timing of project activity.	\$0.699	95.6%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.525	14.7%	Lower than anticipated consulting and engineering services.	\$0.525	14.7%	Lower than anticipated consulting and engineering services.
	Reimb	\$1.782	100.0%	Reflects timing of project activity.	\$1.782	100.0%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Non-Reimb	\$4.701	42.2%	Timing of rolling stock maintenance events and rolling stock material usage as well as the net impact of various inventory adjustments.	\$4.701	42.2%	Timing of rolling stock maintenance events and rolling stock material usage as well as the net impact of various inventory adjustments.
	Reimb	\$0.882	61.6%	Reflects timing of project activity.	\$0.882	61.6%	Reflects timing of project activity.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.153	8.0%	Lower credit card processing fees and miscellaneous expense partially offset by higher subsidy payments to New Jersey Transit resulting from inflationary adjustments.	\$0.153	8.0%	Lower credit card processing fees and miscellaneous expense partially offset by higher subsidy payments to New Jersey Transit resulting from inflationary adjustments.
	Reimb	(\$0.012)	-	Reflects timing of project activity.	(\$0.012)	-	Reflects timing of project activity.
DEPRECIATION	Non-Reimb	(\$4.128)	(17.8%)	Primarily reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	(\$4.128)	(17.8%)	Primarily reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
ENVIRONMENTAL REMEDATION	Non-Reimb	\$0.333	100.0%	Reflects timing of projects requiring remediation.	\$0.333	100.0%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$4.807	87.1%	Reflects timing of project activity.	\$4.807	87.1%	Reflects timing of project activity.

\* Variance exceeds 100%.

# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

January 2022 and YTD Adopted Budget vs. variance

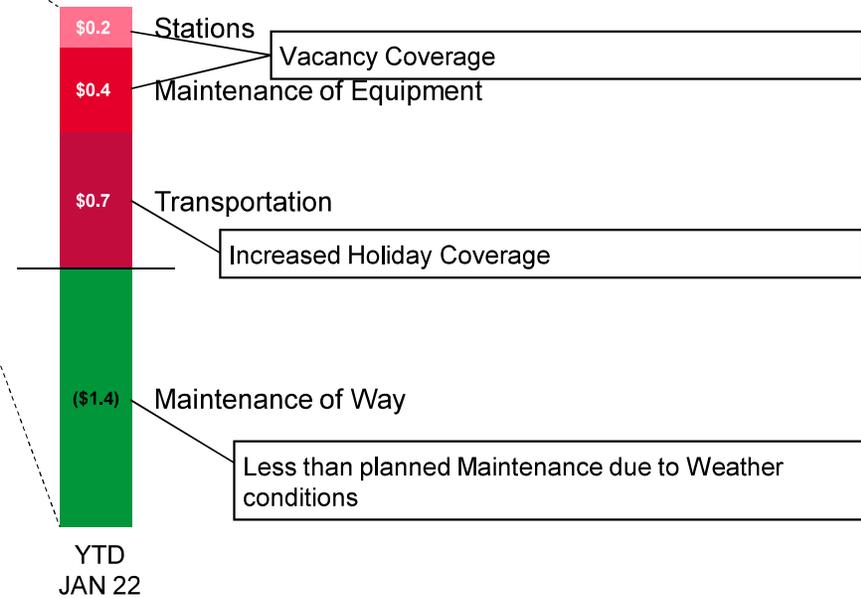


## Overview

- Overall increase of \$2.7M or 41.7% compared to YTD January 2021
- 0.3% higher than 2022 Adopted Budget
- Lower Maintenance of Way Infrastructure planned work offset by higher Transportation Holiday Coverage and Required Vacancy Coverage in Maintenance of Equipment and Stations

## YTD variance by division

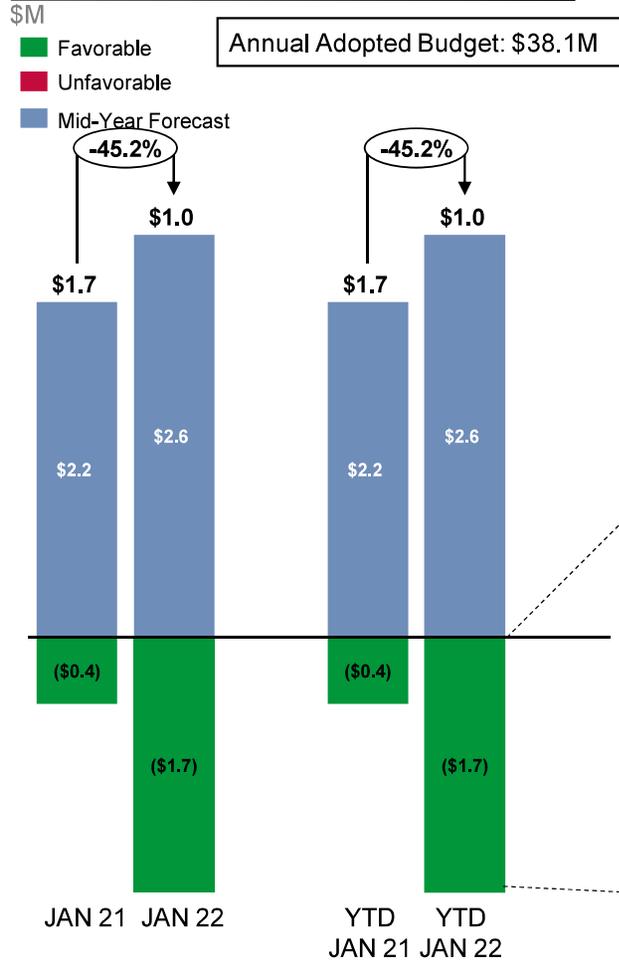
\$0.0M, 0.3%



Source: 2022 Adopted Budget. Payroll Submissions for actual overtime spending.

# METRO-NORTH RAILROAD –Reimbursable Overtime Variance

## January 2022 and YTD Adopted Budget vs. variance

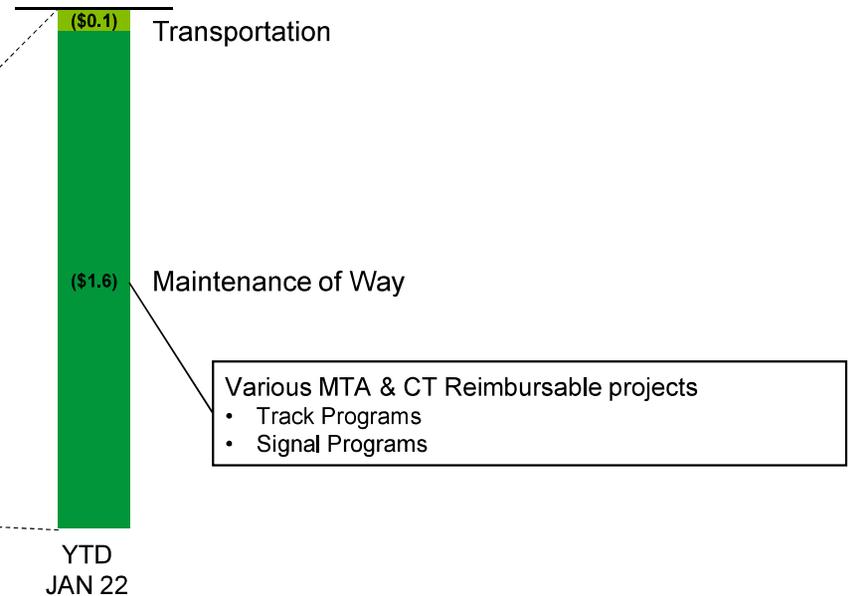


## Overview

- Overall decrease of \$0.8M or 45.2% compared to YTD January 2021
- 63.4% below 2022 Adopted Budget
- Main cause for favorable variance is less than planned work on MTA and CT Capital projects due to weather

## YTD variance by division

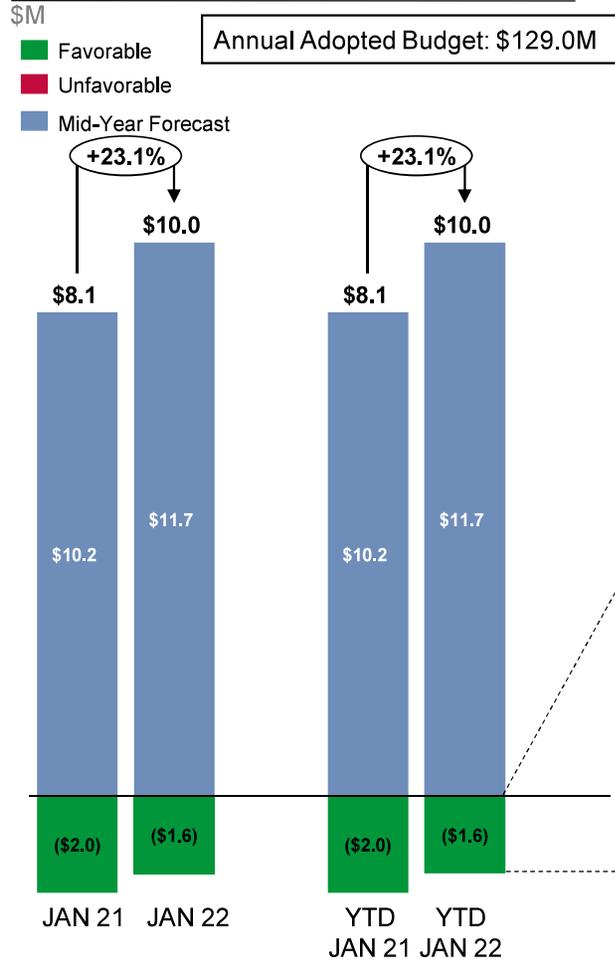
\$1.7M, 63.4%



Source: 2022 Adopted Budget. General Ledger actuals for actual overtime spending.

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

January 2022 and YTD Adopted Budget Forecast vs. variance

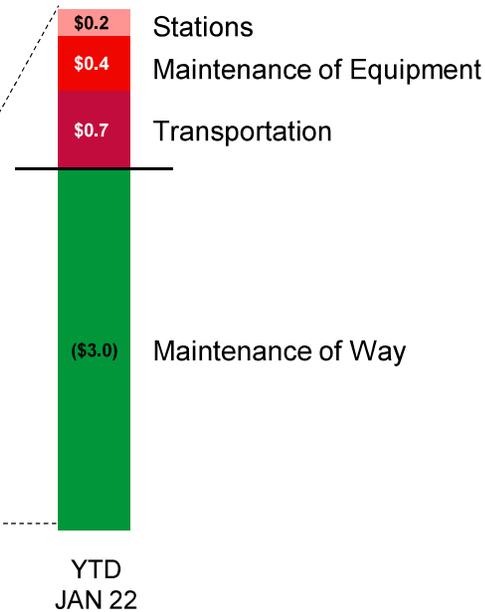


## Overview

- Overall increase of \$1.9M or 23.1% compared to YTD January 2021
- 14.0% below 2022 Adopted Budget
- Lower Maintenance and Reimbursable Project activity in Maintenance of Way offset by Vacancy Coverage in other departments

## YTD variance by division

\$1.6M, 14.0%



Source: 2022 Adopted Budget. General Ledger actuals for actual overtime spending.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	JANUARY 2022				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$32.115	\$18.479	(\$13.636)	(42.5)	\$32.115	\$18.479	(\$13.636)	(42.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	63.189	63.788	0.599	0.9	63.189	63.788	0.599	0.9
<i>Capital &amp; Other Reimbursements:</i>								
MTA	11.092	8.189	(2.903)	(26.2)	11.092	8.189	(2.903)	(26.2)
CDOT	7.139	7.051	(0.088)	(1.2)	7.139	7.051	(0.088)	(1.2)
Other	0.781	0.628	(0.153)	(19.6)	0.781	0.628	(0.153)	(19.6)
Total Capital and Other Reimbursements	19.012	15.868	(3.144)	(16.5)	19.012	15.868	(3.144)	(16.5)
<b>Total Receipts</b>	<b>\$114.315</b>	<b>\$98.135</b>	<b>(\$16.180)</b>	<b>(14.2)</b>	<b>\$114.315</b>	<b>\$98.135</b>	<b>(\$16.180)</b>	<b>(14.2)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$47.023	\$46.322	\$0.701	1.5	\$47.023	\$46.322	\$0.701	1.5
Overtime	11.177	10.297	0.880	7.9	11.177	10.297	0.880	7.9
Health and Welfare	11.834	11.581	0.253	2.1	11.834	11.581	0.253	2.1
OPEB Current Payment	3.333	3.802	(0.469)	(14.1)	3.333	3.802	(0.469)	(14.1)
Pensions	11.873	8.212	3.661	30.8	11.873	8.212	3.661	30.8
Other Fringe Benefits	11.466	13.755	(2.289)	(20.0)	11.466	13.755	(2.289)	(20.0)
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>\$96.707</b>	<b>\$93.969</b>	<b>\$2.738</b>	<b>2.8</b>	<b>\$96.707</b>	<b>\$93.969</b>	<b>\$2.738</b>	<b>2.8</b>
<i>Non-Labor:</i>								
Electric Power	\$5.607	\$6.560	(\$0.953)	(17.0)	\$5.607	\$6.560	(\$0.953)	(17.0)
Fuel	1.916	1.750	0.166	8.6	1.916	1.750	0.166	8.6
Insurance	0.075	0.000	0.075	100.0	0.075	0.000	0.075	100.0
Claims	0.096	0.051	0.045	46.6	0.096	0.051	0.045	46.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	14.226	8.722	5.504	38.7	14.226	8.722	5.504	38.7
Professional Service Contracts	5.893	3.169	2.724	46.2	5.893	3.169	2.724	46.2
Materials & Supplies	11.000	6.960	4.040	36.7	11.000	6.960	4.040	36.7
Other Business Expenditures	4.323	2.545	1.778	41.1	4.323	2.545	1.778	41.1
<b>Total Non-Labor</b>	<b>\$43.134</b>	<b>\$29.757</b>	<b>\$13.377</b>	<b>31.0</b>	<b>\$43.134</b>	<b>\$29.757</b>	<b>\$13.377</b>	<b>31.0</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>\$139.840</b>	<b>\$123.726</b>	<b>\$16.114</b>	<b>11.5</b>	<b>\$139.840</b>	<b>\$123.726</b>	<b>\$16.114</b>	<b>11.5</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$25.525)</b>	<b>(\$25.591)</b>	<b>(\$0.066)</b>	<b>(0.3)</b>	<b>(\$25.525)</b>	<b>(\$25.591)</b>	<b>(\$0.066)</b>	<b>(0.3)</b>
<b>Subsidies</b>								
MTA	3.454	25.500	22.046	*	3.454	25.500	22.046	*
CDOT	22.071	17.694	(4.377)	(19.8)	22.071	17.694	(4.377)	(19.8)
<b>Total Subsidies</b>	<b>\$25.525</b>	<b>\$43.194</b>	<b>\$17.669</b>	<b>69.2</b>	<b>\$25.525</b>	<b>\$43.194</b>	<b>\$17.669</b>	<b>69.2</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$0.598</b>	<b>\$0.598</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.598</b>	<b>\$0.598</b>	<b>-</b>

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

**MTA METRO-NORTH RAILROAD  
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 (\$ in millions)**

**\$ Detail**

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
FARE REVENUE	(13.636)	(42.5%)	Reflects lower commutation ridership on East of Hudson Lines.
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	(2.903)	(26.2%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
CDOT	(0.088)	(1.2%)	
OTHER	(0.153)	(19.6%)	Primarily reflects lower cash receipts combined with lower reimbursable related project activity than budgeted.
OVERTIME	0.880	7.9%	Primarily reflects the timing of pay periods.
OPEB CURRENT PAYMENT	(0.469)	(14.1%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.
PENSIONS	3.661	30.8%	Reflects 2021 Defined Benefit advance payment credit applied in January.
OTHER FRINGE BENEFITS	(2.289)	(20.0%)	Primarily reflects timing of payroll taxes.
ELECTRIC POWER	(0.953)	(17.0%)	Primarily reflects timing of payments partially offset by lower electric usage.
FUEL	0.166	8.6%	Primarily reflects timing of payments.
INSURANCE	0.075	100.0%	Primarily reflects the timing of insurance premium payments.

**MTA METRO-NORTH RAILROAD  
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 (\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
CLAIMS	0.045	46.6%	Reflects lower than budgeted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	5.504	38.7%	Primarily reflects the timing of payments for leases and rentals.
PROFESSIONAL SERVICE CONTRACTS	2.724	46.2%	Reflects lower than anticipated consulting and engineering services as well as the timing of project activity.
MATERIALS & SUPPLIES	4.040	36.7%	Primarily reflects the timing of rolling stock maintenance events.
OTHER BUSINESS EXPENSES	1.778	41.1%	Primarily reflects timing of NJT subsidy payment and lower credit card processing fees.
MTA SUBSIDY RECEIPTS CDOT SUBSIDY RECEIPTS	22.046 (4.377)	* (19.8%)	Primarily reflects subsidy transfer from MTA. Primarily reflects a lower CDOT share of the estimated deficit than budgeted.

\* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	JANUARY 2022				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.417)	(\$0.956)	(\$0.539)	*	(\$0.417)	(\$0.956)	(\$0.539)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	60.820	60.089	(0.731)	(1.2)	60.820	60.089	(0.731)	(1.2)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	0.000	3.289	3.289	-	0.000	3.289	3.289	-
CDOT	0.000	4.311	4.311	-	0.000	4.311	4.311	-
Other	0.000	(0.081)	(0.081)	-	0.000	(0.081)	(0.081)	-
Total Capital and Other Reimbursements	0.000	7.519	7.519	-	0.000	7.519	7.519	-
<b>Total Revenue/Receipts</b>	<b>\$60.403</b>	<b>\$66.651</b>	<b>\$6.248</b>	<b>10.3</b>	<b>\$60.403</b>	<b>\$66.651</b>	<b>\$6.248</b>	<b>10.3</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$2.866	(\$2.878)	(\$5.743)	*	\$2.866	(\$2.878)	(\$5.743)	*
Overtime	0.475	(0.273)	(0.749)	*	0.475	(0.273)	(0.749)	*
Health and Welfare	(1.016)	(0.988)	0.028	2.8	(1.016)	(0.988)	0.028	2.8
OPEB Current Payment	0.000	(0.003)	0.000	-	0.000	(0.003)	(0.003)	-
Pensions	(0.052)	2.813	2.864	*	(0.052)	2.813	2.864	*
Other Fringe Benefits	0.940	(2.259)	(3.199)	*	0.940	(2.259)	(3.199)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.166)	(0.153)	0.013	7.6	(0.166)	(0.153)	0.013	7.6
<b>Total Labor</b>	<b>\$3.047</b>	<b>(\$3.741)</b>	<b>(\$6.788)</b>	<b>*</b>	<b>\$3.047</b>	<b>(\$3.741)</b>	<b>(\$6.788)</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.265)	(\$2.284)	(\$2.019)	*	(\$0.265)	(\$2.284)	(\$2.019)	*
Fuel	0.000	0.146	0.146	-	0.000	0.146	0.146	-
Insurance	1.797	1.576	(0.221)	(12.3)	1.797	1.576	(0.221)	(12.3)
Claims	0.000	(0.040)	(0.040)	-	0.000	(0.040)	(0.040)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(3.580)	(0.237)	3.343	93.4	(3.580)	(0.237)	3.343	93.4
Professional Service Contracts	(0.551)	(0.134)	0.417	75.8	(0.551)	(0.134)	0.417	75.8
Materials & Supplies	1.572	0.029	(1.543)	(98.1)	1.572	0.029	(1.543)	(98.1)
Other Business Expenses	(2.424)	(0.788)	1.636	67.5	(2.424)	(0.788)	1.636	67.5
<b>Total Non-Labor</b>	<b>(\$3.450)</b>	<b>(\$1.731)</b>	<b>\$1.720</b>	<b>49.8</b>	<b>(\$3.450)</b>	<b>(\$1.731)</b>	<b>\$1.720</b>	<b>49.8</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 before Non-Cash Liability Adjs.</b>	<b>(\$0.403)</b>	<b>(\$5.472)</b>	<b>(\$5.069)</b>	<b>*</b>	<b>(\$0.403)</b>	<b>(\$5.472)</b>	<b>(\$5.069)</b>	<b>*</b>
Depreciation	23.200	27.328	4.128	17.8	23.200	27.328	4.128	17.8
OPEB Obligation	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	-
Environmental Remediation	0.333	0.000	(0.333)	(100.0)	0.333	0.000	(0.333)	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures Adjustments</b>	<b>\$23.130</b>	<b>\$21.856</b>	<b>(\$1.274)</b>	<b>(5.5)</b>	<b>\$23.130</b>	<b>\$21.856</b>	<b>(\$1.274)</b>	<b>(5.5)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$83.533</b>	<b>\$88.507</b>	<b>\$4.974</b>	<b>6.0</b>	<b>\$83.533</b>	<b>\$88.507</b>	<b>\$4.974</b>	<b>6.0</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**RIDERSHIP/UTILIZATION**  
**JANUARY 2022**  
(in millions)

	MONTH			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2022	2021 <sup>(A)</sup>	ADOPTED BUDGET		2021	
<b>FAREBOX REVENUE</b>							
<i>Harlem Line - Commutation</i>	5.238	1.633	1.014	(3.605)	-68.8%	0.619	61.1%
<i>Harlem Line - Non-Commutation</i>	4.214	3.986	2.136	(0.228)	-5.4%	1.850	86.6%
<b>TOTAL HARLEM LINE</b>	<b>\$9.452</b>	<b>\$5.619</b>	<b>\$3.150</b>	<b>(\$3.833)</b>	<b>-40.6%</b>	<b>\$2.469</b>	<b>78.4%</b>
<i>Hudson Line - Commutation</i>	3.558	1.162	0.729	(2.396)	-67.3%	0.432	59.3%
<i>Hudson Line - Non-Commutation</i>	3.458	3.407	2.060	(0.051)	-1.5%	1.347	65.4%
<b>TOTAL HUDSON LINE</b>	<b>\$7.015</b>	<b>\$4.568</b>	<b>\$2.789</b>	<b>(\$2.447)</b>	<b>-34.9%</b>	<b>\$1.779</b>	<b>63.8%</b>
<i>New Haven Line - Commutation</i>	7.360	1.869	1.120	(5.491)	-74.6%	0.749	66.8%
<i>New Haven Line - Non-Commutation</i>	8.048	6.833	3.602	(1.214)	-15.1%	3.231	89.7%
<b>TOTAL NEW HAVEN LINE</b>	<b><u>\$15.407</u></b>	<b><u>\$8.702</u></b>	<b><u>\$4.722</u></b>	<b><u>(\$6.706)</u></b>	<b><u>-43.5%</u></b>	<b><u>\$3.980</u></b>	<b><u>84.3%</u></b>
<b>All Lines - Commutation</b>	<b>16.156</b>	<b>4.664</b>	<b>2.863</b>	<b>(11.492)</b>	<b>-71.1%</b>	<b>1.800</b>	<b>62.9%</b>
<b>All Lines - Non-Commutation</b>	<b>15.719</b>	<b>14.226</b>	<b>7.798</b>	<b>(1.493)</b>	<b>-9.5%</b>	<b>6.428</b>	<b>82.4%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$31.875</b>	<b>\$18.890</b>	<b>\$10.661</b>	<b>(\$12.985)</b>	<b>-40.7%</b>	<b>\$8.229</b>	<b>77.2%</b>
<b>West of Hudson<sup>(B)</sup></b>	<b><u>\$0.657</u></b>	<b><u>\$0.546</u></b>	<b><u>\$0.308</u></b>	<b><u>(\$0.111)</u></b>	<b><u>-16.9%</u></b>	<b><u>\$0.238</u></b>	<b><u>77.1%</u></b>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$32.532</b>	<b>\$19.435</b>	<b>\$10.969</b>	<b>(\$13.096)</b>	<b>-40.3%</b>	<b>\$8.466</b>	<b>77.2%</b>
<b>RIDERSHIP</b>							
<i>Harlem Line - Commutation</i>	0.772	0.271	0.177	(0.501)	-64.9%	0.094	53.4%
<i>Harlem Line - Non-Commutation</i>	0.452	0.495	0.277	0.043	9.5%	0.218	78.7%
<b>TOTAL HARLEM LINE</b>	<b>1.224</b>	<b>0.766</b>	<b>0.454</b>	<b>(0.458)</b>	<b>-37.4%</b>	<b>0.312</b>	<b>68.8%</b>
<i>Hudson Line - Commutation</i>	0.447	0.146	0.095	(0.301)	-67.3%	0.051	53.5%
<i>Hudson Line - Non-Commutation</i>	0.301	0.331	0.199	0.030	9.9%	0.132	66.2%
<b>TOTAL HUDSON LINE</b>	<b>0.748</b>	<b>0.477</b>	<b>0.294</b>	<b>(0.271)</b>	<b>-36.3%</b>	<b>0.183</b>	<b>62.1%</b>
<i>New Haven Line - Commutation</i>	1.020	0.316	0.197	(0.704)	-69.0%	0.119	60.6%
<i>New Haven Line - Non-Commutation</i>	0.743	0.751	0.425	0.007	1.0%	0.325	76.5%
<b>TOTAL NEW HAVEN LINE</b>	<b><u>1.763</u></b>	<b><u>1.067</u></b>	<b><u>0.622</u></b>	<b><u>(0.697)</u></b>	<b><u>-39.5%</u></b>	<b><u>0.444</u></b>	<b><u>71.5%</u></b>
<b>Total Ridership East of Hudson</b>							
<b>All Lines - Commutation</b>	<b>2.239</b>	<b>0.733</b>	<b>0.469</b>	<b>(1.506)</b>	<b>-67.3%</b>	<b>0.264</b>	<b>56.4%</b>
<b>All Lines - Non-Commutation</b>	<b>1.496</b>	<b>1.576</b>	<b>0.901</b>	<b>0.080</b>	<b>5.4%</b>	<b>0.675</b>	<b>74.9%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>3.735</b>	<b>2.309</b>	<b>1.370</b>	<b>(1.426)</b>	<b>-38.2%</b>	<b>0.939</b>	<b>68.6%</b>
<b>West of Hudson<sup>(B)</sup></b>	<b><u>0.073</u></b>	<b><u>0.056</u></b>	<b><u>0.030</u></b>	<b><u>(0.018)</u></b>	<b><u>-24.0%</u></b>	<b><u>0.025</u></b>	<b><u>83.4%</u></b>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>3.808</b>	<b>2.365</b>	<b>1.400</b>	<b>(1.443)</b>	<b>-37.9%</b>	<b>0.965</b>	<b>68.9%</b>

<sup>(A)</sup> 2021 Ridership figures have been restated to simulate the 2022 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**  
**2022 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**January 31, 2022**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	2	2	-	
Labor Relations	10	10	0	
Safety	87	61	26	A
Security	23	16	7	
Corporate & Public Affairs	13	12	1	
Customer Service	45	42	3	
Legal	9	8	1	
Claims	5	4	1	
Human Resources	35	28	7	
Training	94	74	20	A
Employee Relations & Diversity	4	4	-	
VP OSOR	23	22	1	
Capital Planning & Programming	10	8	2	
Long Range Planning	4	4	-	
Controller	56	49	7	
Budget	16	12	4	
Procurement & Material Mgmt	17	14	3	
<b>Total Administration</b>	<b>453</b>	<b>369</b>	<b>84</b>	
<b>Operations</b>				
Operations Support	52	49	3	
Rolling Stock & EAM	17	11	6	
Transportation	1,622	1,569	53	A, B
Customer Service	395	342	53	A, B
Metro-North West	32	31	1	
<b>Total Operations</b>	<b>2,118</b>	<b>2,001</b>	<b>117</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,643	1,516	127	A
Maintenance of Way	2,077	1,960	117	A, B
Procurement & Material Mgmt	108	107	1	
<b>Total Maintenance</b>	<b>3,828</b>	<b>3,583</b>	<b>245</b>	
<b>Engineering/Capital</b>				
Construction Management	18	15	3	
Engineering & Design	54	52	2	
<b>Total Engineering/Capital</b>	<b>72</b>	<b>67</b>	<b>5</b>	
<b>Total Positions</b>	<b>6,471</b>	<b>6,021</b>	<b>450</b>	
<b>Non-Reimbursable</b>	<b>5,826</b>	<b>5,583</b>	<b>243</b>	
<b>Reimbursable</b>	<b>645</b>	<b>438</b>	<b>207</b>	
<b>Total Full-Time</b>	<b>6,470</b>	<b>6,020</b>	<b>450</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**2022 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**January 31, 2022**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	147	128	19
Professional, Technical, Clerical	306	241	65
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>453</b>	<b>369</b>	<b>84</b>
<b>Operations</b>			
Managers/Supervisors	251	234	17
Professional, Technical, Clerical	254	215	39
Operational Hourlies	1,613	1,553	60
<b>Total Operations</b>	<b>2,118</b>	<b>2,001</b>	<b>117</b>
<b>Maintenance</b>			
Managers/Supervisors	673	626	47
Professional, Technical, Clerical	482	449	33
Operational Hourlies	2,673	2,507	166
<b>Total Maintenance</b>	<b>3,828</b>	<b>3,583</b>	<b>245</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	45	41	4
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>72</b>	<b>67</b>	<b>5</b>
<b>Total Positions</b>			
Managers/Supervisors	1,098	1,015	83
Professional, Technical, Clerical	1,087	946	141
Operational Hourlies	4,286	4,060	226
<b>Total Positions</b>	<b>6,471</b>	<b>6,021</b>	<b>450</b>

**MTA METRO-NORTH RAILROAD  
2022 ADOPTED BUDGET VS. ACTUALS  
January 31, 2022**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	453	369	84	Primarily reflects delayed hiring of vacant positions
Operations	2,118	2,001	117	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,828	3,583	245	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	72	67	5	
<b>Total Agency-wide Headcount</b>	<b>6,471</b>	<b>6,021</b>	<b>450</b>	
Non-Reimbursable	5,826	5,583	243	
Reimbursable	645	438	207	

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
JANUARY 2022**

	MONTH			VARIANCE	
				Fav/(Unfav)	
	BUD	2022 Actual	2021*	BUD	2021
Farebox Operating Ratio					
Standard <sup>(B)</sup>	26.6%	18.2%	11.3%	-8.4%	6.9%
Adjusted <sup>(C)</sup>	30.3%	23.6%	15.1%	-6.7%	8.4%
Cost per Passenger					
Standard <sup>(B)</sup>	\$32.10	\$45.18	\$70.25	(\$13.08)	\$25.07
Adjusted <sup>(C)</sup>	\$31.39	\$43.94	\$68.16	(\$12.55)	\$24.22
Passenger Revenue/Passenger	\$8.54	\$8.22	\$7.91	(\$0.32)	\$0.31

(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.

\*2021 YTD results exclude the CRRSAA Federal Aid.

# Monthly Ridership Report

**Ben Cornelius**

Director – Operations Planning & Analysis



## January 2022

MTA Metro-North's Clock and Information Center in Grand Central Terminal.

*Photo courtesy of Linda Morris*





# Metro-North Railroad

## January 2022 Highlights: Ridership Report

(Note: January West of Hudson ridership is preliminary)

Although January 2022 ridership remained significantly higher than ridership in January 2021 due to the benefits of vaccines and the higher share of workers returning to the office, the impact of the Omicron variant noted in the December 2021 report drove ridership further down in January when compared to December. This trend began to reverse itself in mid-month, with a strong overall recovery in the second half of the month, despite the winter storm of Jan 28-29, which had only a one-day impact on ridership.

### January 2022 vs. 2021

East of Hudson ridership increased 68.6% vs. January 2021 and was 38.2% below the budget.

- East of Hudson Commutation ridership increased by 57.0%.
- East of Hudson Non-Commutation ridership increased by 75.0%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 62.1%.
- Harlem Line Ridership increased by 68.8%.
- New Haven Line Ridership increased by 71.5%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 70.3%.
- Pascack Valley Line Ridership increased by 106.7%.

### January 2022 vs. 2019

Total Rail Ridership decreased by 65.5%.

- East of Hudson ridership decreased by 65.6%.
- West of Hudson ridership decreased by 61.8%.

#### Note:

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

**Ben Cornelius**

Director

Operations Planning & Analysis

**JANUARY 2022 RIDERSHIP & REVENUE REPORT  
MTA METRO-NORTH RAILROAD**

**RIDERSHIP SUMMARY**

**January Ridership and Revenue (millions)**

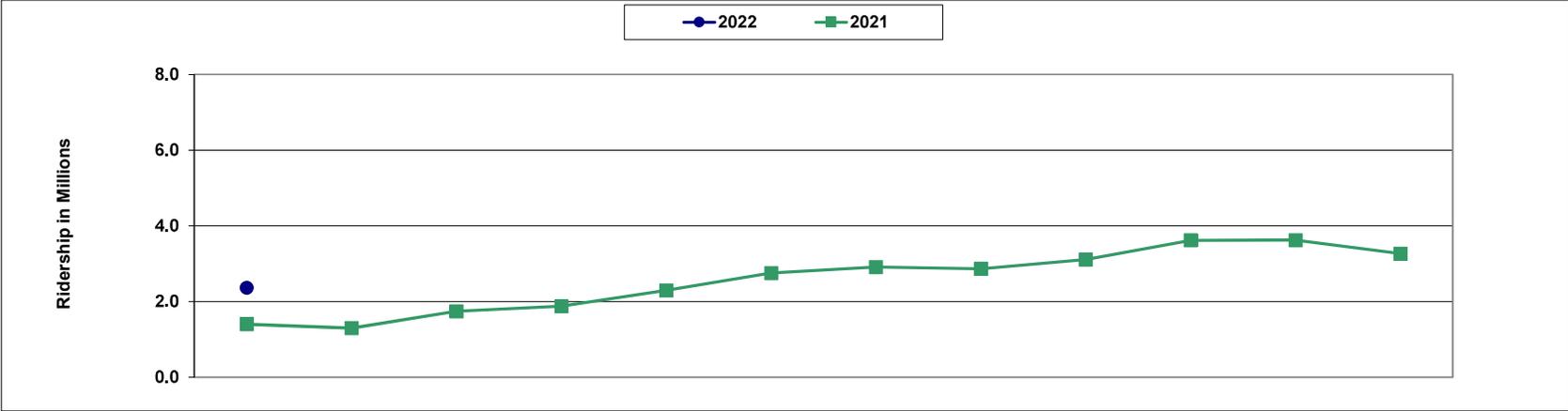
	January 2022	▲	% Change vs. 2021
Total Rail Ridership	2.365	▲	68.88%
Commutation Ridership	0.747	▲	57.03%
Non-Commutation Ridership	1.618	▲	74.98%
Connecting Service Ridership	0.010	▲	120.59%
Total MNR System Ridership	2.375	▲	69.06%
Rail Revenue	\$19.44	▲	77.18%

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

	YTD 2022	▲	% Change vs. 2021	▼	Comparison to Budget
Total Rail Ridership	2.365	▲	68.88%	▼	-37.90%
Commutation Ridership	0.747	▲	57.03%	▼	-67.26%
Non-Commutation Ridership	1.618	▲	74.98%	▲	5.98%
Connecting Service Ridership	0.010	▲	120.59%	▼	-14.12%
Total MNR System Ridership	2.375	▲	69.06%	▼	-37.82%
Rail Revenue	\$19.44	▲	77.18%	▼	-40.26%

JANUARY 2022 RAIL RIDERSHIP (1)

• January's Total Rail Ridership was 68.9% above 2021 and -37.9% below budget.

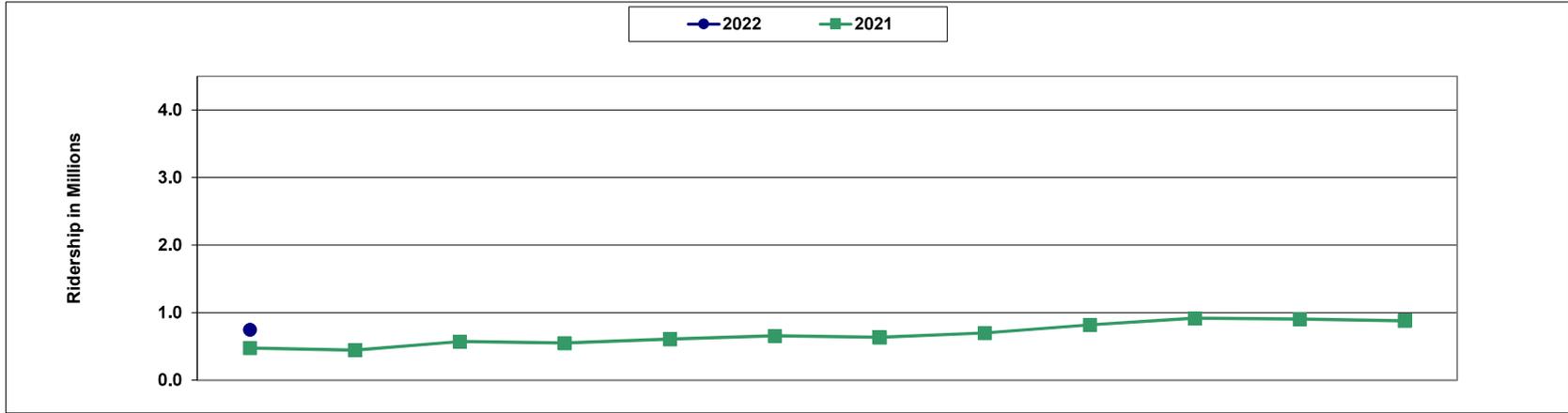


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	2.4												2.4
2021	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.9	3.1	3.6	3.6	3.3	1.4
PCT CHG.	68.9%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	68.9%

1) Includes East and West of Hudson.

JANUARY 2022 RAIL COMMUTATION RIDERSHIP (1)

- January's Rail Commutation Ridership was 57.0% above 2021 and -67.3% below budget.

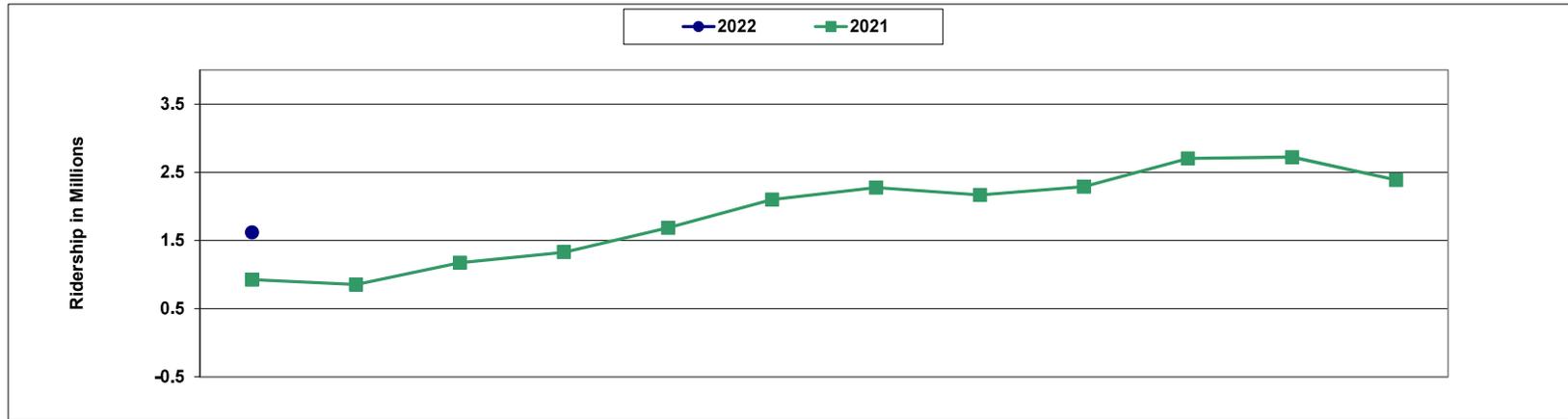


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	0.7												0.7
2021	0.5	0.4	0.6	0.5	0.6	0.7	0.6	0.7	0.8	0.9	0.9	0.9	0.5
PCT CHG.	57.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	57.0%

1) Includes East and West of Hudson.

JANUARY 2022 RAIL NON-COMMUTATION RIDERSHIP (1)

- January's Rail Non-Commutation Ridership was 75.0% above 2021 and 6.0% above budget.

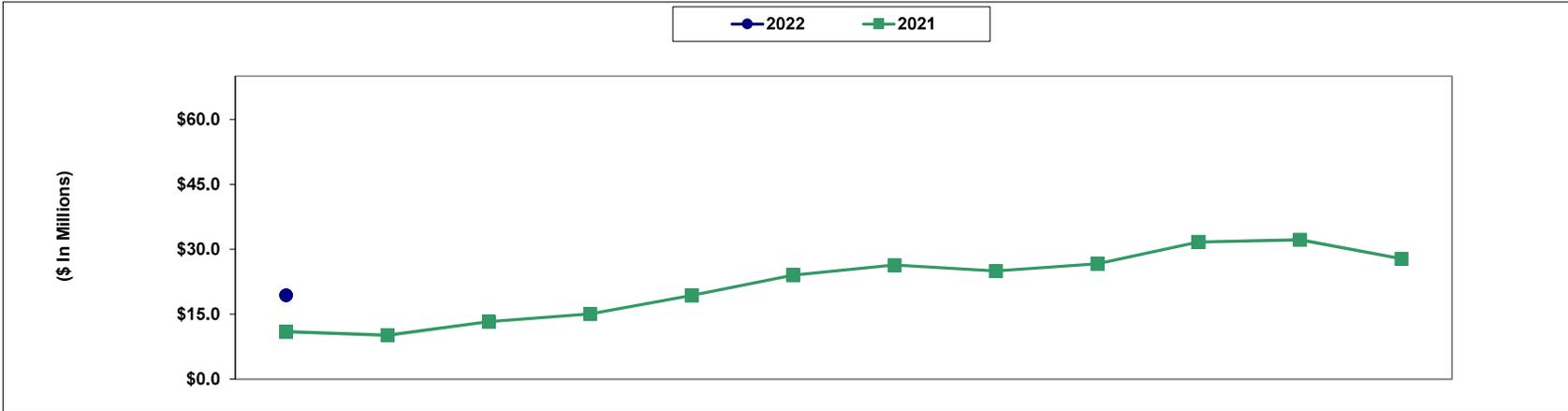


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	1.6												1.6
2021	0.9	0.9	1.2	1.3	1.7	2.1	2.3	2.2	2.3	2.7	2.7	2.4	0.9
PCT CHG.	75.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	75.0%

1) Includes East and West of Hudson.

JANUARY 2022 RAIL REVENUE (1)

- January's Total Rail Revenue was 77.2% above 2021 and -40.3% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	\$19.4												\$19.4
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	\$11.0
PCT CHG.	77.2%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	77.2%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
JANUARY 2022

TICKET TYPE/SERVICE	JANUARY 2022	JANUARY 2022	VARIANCE VS. FORECAST		JANUARY 2021	CHANGE FROM 2021	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	733,054	2,238,931	(1,505,877)	-67.3%	468,654	264,400	56.4%
West of Hudson	13,750	42,256	(28,506)	-67.5%	6,939	6,811	98.2%
<b>Total Rail Commutation Ridership</b>	<b>746,804</b>	<b>2,281,187</b>	<b>(1,534,383)</b>	<b>-67.3%</b>	<b>475,593</b>	<b>271,211</b>	<b>57.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	1,576,130	1,495,845	80,285	5.4%	901,272	674,858	74.9%
West of Hudson	41,957	31,008	10,949	35.3%	23,442	18,515	79.0%
<b>Total Rail Non-Commutation Ridership</b>	<b>1,618,087</b>	<b>1,526,852</b>	<b>91,235</b>	<b>6.0%</b>	<b>924,714</b>	<b>693,373</b>	<b>75.0%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	2,309,184	3,734,776	(1,425,592)	-38.17%	1,369,926	939,258	68.6%
West of Hudson (2)	55,707	73,263	(17,556)	-24.0%	30,381	25,326	83.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>2,364,891</b>	<b>3,808,039</b>	<b>(1,443,148)</b>	<b>-37.9%</b>	<b>1,400,307</b>	<b>964,584</b>	<b>68.9%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>10,319</b>	<b>12,015</b>	<b>(1,696)</b>	<b>-14.1%</b>	<b>4,678</b>	<b>5,641</b>	<b>120.6%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>2,375,210</b>	<b>3,820,054</b>	<b>(1,444,844)</b>	<b>-37.8%</b>	<b>1,404,985</b>	<b>970,225</b>	<b>69.1%</b>

**Notes:**

- 1) 2021 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  
2022 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2022	2022	VARIANCE VS.		2021	CHANGE FROM 2021	
	YTD ACTUAL	YTD FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	733,054	2,238,931	(1,505,877)	-67.3%	468,654	264,400	56.4%
West of Hudson	13,750	42,256	(28,506)	-67.5%	6,939	6,811	98.2%
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<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	2,309,184	3,734,776	(1,425,592)	-38.2%	1,369,926	939,258	68.6%
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**Notes:**

1) 2021 ridership figures have been restated to eliminate calendar impacts on ridership.

MTA METRO-NORTH RAILROAD  
RIDERSHIP BY LINE  
JANUARY 2022

LINE	JANUARY 2022 ACTUAL	JANUARY 2021 RESTATED (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	765,723	453,597	312,126	68.8%
Hudson Line	476,897	294,249	182,648	62.1%
New Haven Line	1,066,563	622,080	444,483	71.5%
<b>Total East of Hudson</b>	<b>2,309,184</b>	<b>1,369,926</b>	<b>939,258</b>	<b>68.6%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	33,150	19,468	13,682	70.3%
Pascack Valley Line	22,557	10,913	11,644	106.7%
<b>Total West of Hudson (2)</b>	<b>55,707</b>	<b>30,381</b>	<b>25,326</b>	<b>83.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>2,364,891</b>	<b>1,400,307</b>	<b>964,584</b>	<b>68.9%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	8,151	4,678	3,473	74.2%
Haverstraw-Ossining Ferry	1,660	NA	1,660	NA
Newburgh-Beacon Ferry	508	NA	508	NA
<b>Total Connecting Services</b>	<b>10,319</b>	<b>4,678</b>	<b>5,641</b>	<b>120.6%</b>
<b>TOTAL MNR SYSTEM</b>	<b>2,375,210</b>	<b>1,404,985</b>	<b>970,225</b>	<b>69.1%</b>

**Notes:**

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

TICKET TYPE/SERVICE	2022 YTD ACTUAL	2021 YTD RESTATED (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	765,723	453,597	312,126	68.8%
Hudson Line	476,897	294,249	182,648	62.1%
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<b>TOTAL MNR SYSTEM</b>	<b>2,375,210</b>	<b>1,404,985</b>	<b>970,225</b>	<b>69.1%</b>

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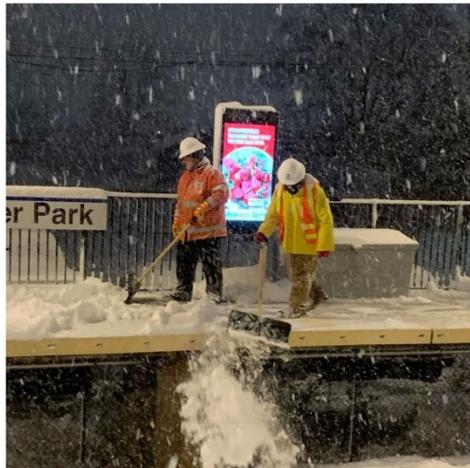
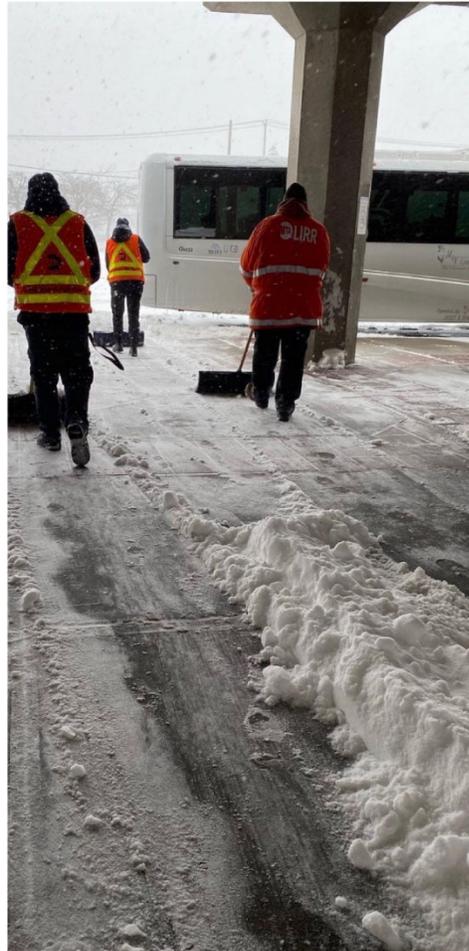


# Long Island Rail Road

## January 2022 Performance Summary

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Robert Free, Senior Vice President – Operations



**Winter Weather:** January turned into a winter storm sandwich, with storms at both the beginning and end of the month. On January 7<sup>th</sup> a storm came through the area dropping up to 8 inches of snow on Long Island. Just when we thought that would be the worst we saw for the month, January 28<sup>th</sup> – 30<sup>th</sup> Winter Storm Kenan left parts of New York City with up to a foot of snow, with Long Island seeing up to two feet. Crews worked tirelessly to recover from the effects the weather took on our system.



# Long Island Rail Road

## January 2022 Performance Summary

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### Highlights

On-Time Performance (OTP) for the month of January closed at **95.2%**, which is above the monthly goal of 94.0%.

### Branch Performances

Ten out of eleven branches on the Long Island Rail Road operated at or above goal for the month of January.

### Delays

There were ten incidents this month that resulted in ten or more late/cancelled/terminated trains. On January 29, 2022, Winter Storm Kenan made its way through the New York area leaving some parts of Long Island with up to two feet of snow. Passenger service was suspended for approximately 24 hours to allow for safe operations, recovery, and clean up. Over a three-day, the LIRR sustained 261 late/canceled/terminated trains associated with the storm. The average delay was 18.0 minutes and lowered our monthly OTP by 1.4%.

### Consist Compliance

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

### Equipment Performance

The LIRR fleet MDBF operated 360,920 in December and exceeded the goal. The year to date performance also continued to remain above its 5-year average.

Performance Summary			2022 Data			2021 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
<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>95.2%</b>	<b>95.2%</b>	<b>97.2%</b>	<b>97.2%</b>
		AM Peak		92.5%	92.5%	96.0%	96.0%
		PM Peak		97.6%	97.6%	98.7%	98.7%
		<b>Total Peak</b>		<b>94.9%</b>	<b>94.9%</b>	<b>97.3%</b>	<b>97.3%</b>
		Off Peak Weekday		96.3%	96.3%	96.6%	96.6%
		Weekend		93.6%	93.6%	98.0%	98.0%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>95.9%</b>	<b>95.9%</b>	<b>96.1%</b>	<b>96.1%</b>
		AM Peak		92.2%	92.2%	92.4%	92.4%
		PM Peak		96.8%	96.8%	97.8%	97.8%
		<b>Total Peak</b>		<b>94.3%</b>	<b>94.3%</b>	<b>94.9%</b>	<b>94.9%</b>
		Off Peak Weekday		97.3%	97.3%	95.6%	95.6%
		Weekend		94.9%	94.9%	98.0%	98.0%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>97.2%</b>	<b>97.2%</b>	<b>98.4%</b>	<b>98.4%</b>
	AM Peak		94.2%	94.2%	99.0%	99.0%	
	PM Peak		98.6%	98.6%	99.4%	99.4%	
	<b>Total Peak</b>		<b>96.1%</b>	<b>96.1%</b>	<b>99.2%</b>	<b>99.2%</b>	
	Off Peak Weekday		98.5%	98.5%	97.8%	97.8%	
	Weekend		95.4%	95.4%	99.0%	99.0%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>92.7%</b>	<b>92.7%</b>	<b>97.5%</b>	<b>97.5%</b>	
	AM Peak		92.9%	92.9%	97.7%	97.7%	
	PM Peak		96.2%	96.2%	98.5%	98.5%	
	<b>Total Peak</b>		<b>94.4%</b>	<b>94.4%</b>	<b>98.1%</b>	<b>98.1%</b>	
	Off Peak Weekday		92.8%	92.8%	96.5%	96.5%	
	Weekend		91.1%	91.1%	98.3%	98.3%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.8%</b>	<b>96.8%</b>	<b>98.1%</b>	<b>98.1%</b>	
	AM Peak		93.9%	93.9%	99.4%	99.4%	
	PM Peak		97.6%	97.6%	99.3%	99.3%	
	<b>Total Peak</b>		<b>95.6%</b>	<b>95.6%</b>	<b>99.4%</b>	<b>99.4%</b>	
	Off Peak Weekday		96.8%	96.8%	96.6%	96.6%	
	Weekend		97.5%	97.5%	99.1%	99.1%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>97.2%</b>	<b>97.2%</b>	<b>98.1%</b>	<b>98.1%</b>	
	AM Peak		95.2%	95.2%	96.7%	96.7%	
	PM Peak		97.6%	97.6%	99.5%	99.5%	
	<b>Total Peak</b>		<b>96.3%</b>	<b>96.3%</b>	<b>98.0%</b>	<b>98.0%</b>	
	Off Peak Weekday		98.6%	98.6%	97.5%	97.5%	
	Weekend		95.3%	95.3%	99.1%	99.1%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>91.5%</b>	<b>91.5%</b>	<b>95.0%</b>	<b>95.0%</b>	
	AM Peak		84.5%	84.5%	92.9%	92.9%	
	PM Peak		96.9%	96.9%	96.0%	96.0%	
	<b>Total Peak</b>		<b>89.9%</b>	<b>89.9%</b>	<b>94.2%</b>	<b>94.2%</b>	
	Off Peak Weekday		92.9%	92.9%	96.0%	96.0%	
	Weekend		90.2%	90.2%	94.3%	94.3%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>93.9%</b>	<b>93.9%</b>	<b>97.9%</b>	<b>97.9%</b>	
	AM Peak		96.0%	96.0%	98.3%	98.3%	
	PM Peak		98.1%	98.1%	100.0%	100.0%	
	<b>Total Peak</b>		<b>97.0%</b>	<b>97.0%</b>	<b>99.0%</b>	<b>99.0%</b>	
	Off Peak Weekday		95.5%	95.5%	97.0%	97.0%	
	Weekend		88.4%	88.4%	98.5%	98.5%	
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>90.9%</b>	<b>90.9%</b>	<b>95.5%</b>	<b>95.5%</b>	
	AM Peak		86.4%	86.4%	94.3%	94.3%	
	PM Peak		97.2%	97.2%	96.4%	96.4%	
	<b>Total Peak</b>		<b>91.8%</b>	<b>91.8%</b>	<b>95.4%</b>	<b>95.4%</b>	
	Off Peak Weekday		91.2%	91.2%	95.2%	95.2%	
	Weekend		89.5%	89.5%	96.0%	96.0%	

<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>98.0%</b>	<b>98.0%</b>	<b>98.6%</b>	<b>98.6%</b>
	AM Peak		97.8%	97.8%	97.3%	97.3%
	PM Peak		99.3%	99.3%	100.0%	100.0%
	<b>Total Peak</b>		<b>98.7%</b>	<b>98.7%</b>	<b>98.7%</b>	<b>98.7%</b>
	Off Peak Weekday		98.3%	98.3%	98.1%	98.1%
	Weekend		97.0%	97.0%	99.4%	99.4%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>93.3%</b>	<b>93.3%</b>	<b>96.0%</b>	<b>96.0%</b>
	AM Peak		91.6%	91.6%	95.9%	95.9%
	PM Peak		97.6%	97.6%	99.6%	99.6%
	<b>Total Peak</b>		<b>94.1%</b>	<b>94.1%</b>	<b>97.5%</b>	<b>97.5%</b>
	Off Peak Weekday		94.7%	94.7%	94.8%	94.8%
	Weekend		88.9%	88.9%	96.6%	96.6%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>98.2%</b>	<b>98.2%</b>	<b>98.8%</b>	<b>98.8%</b>
	AM Peak		91.7%	91.7%	97.5%	97.5%
	PM Peak		98.1%	98.1%	98.0%	98.0%
	<b>Total Peak</b>		<b>95.2%</b>	<b>95.2%</b>	<b>97.8%</b>	<b>97.8%</b>
	Off Peak Weekday		99.2%	99.2%	98.9%	98.9%
	Weekend		99.4%	99.4%	99.5%	99.5%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>18,695</b>	<b>18,695</b>	<b>19,566</b>	<b>19,566</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-14.2	-14.2	-13.4	-13.4
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		219	219	109	109
	<b>Trains Canceled</b>		48	48	51	51
	<b>Trains Terminated</b>		52	52	36	36
	<b>Percent of Scheduled Trips Completed</b>		99.5%	99.5%	99.6%	99.6%
<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	2022 Data		2021 Data		YTD 2022 Vs 2021
		Dec	January	YTD Thru January	January	YTD Thru January	
Engineering (Scheduled)	1.1%	27	10	10	26	26	(16)
Engineering (Unscheduled)	18.4%	78	164	164	147	147	17
Maintenance of Equipment	7.2%	39	64	64	82	82	(18)
Transportation	2.1%	14	19	19	16	16	3
Capital Projects	5.8%	46	52	52	41	41	11
Weather and Environmental	39.7%	144	353	353	15	15	338
Police	8.0%	122	71	71	80	80	(9)
Customers	7.2%	88	64	64	27	27	37
Special Events	0.9%	15	8	8	-	-	8
Other	7.1%	29	63	63	23	23	40
3rd Party Operations	2.5%	7	22	22	94	94	(72)
<b>Total:</b>	<b>100.0%</b>	609	890	890	551	551	339

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
4-Jan	Tue	Train 605 cancelled in Smithtown with equipment trouble	8		1				3			11		1
6-Jan	Thu	Switch trouble in Harold Interlocking				5	2		5			10	2	
7-Jan	Fri	Snow storm causing system wide delays	26			1			6			33		
15-Jan	Sat	Trespasser strike east of Woodside							11			11		
16-Jan	Sun	Wires across tracks at East New York							11	3	2	11	3	2
29-Jan	Sat	Winter storm Kenan							25	1		25	1	
30-Jan	Sun	Winter storm Kenan							91	3	15	91	3	15
30-Jan	Sun	Trespasser strike at Baldwin Station							8	4	3	8	4	3
31-Jan	Mon	Winter storm Kenan	59	5	3		1		51	7		110	12	4
31-Jan	Mon	Loss of Supervisory System in Valley Interlocking	8	3	1				4			12	3	1
<b>TOTAL FOR MONTH</b>			<b>101</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>215</b>	<b>18</b>	<b>20</b>	<b>322</b>	<b>28</b>	<b>26</b>
												<b>376</b>		

# Long Island Rail Road

## MEAN DISTANCE BETWEEN FAILURES - DECEMBER 2021

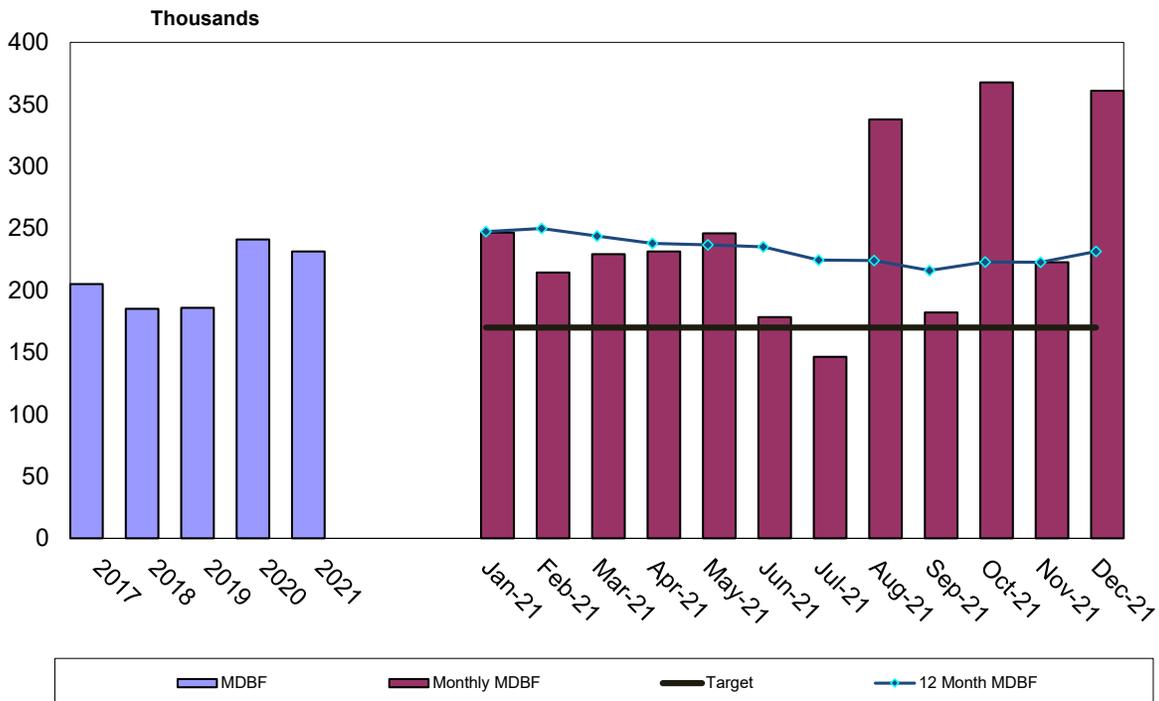
	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month Rolling Avg MDBF (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
<b>Mean Distance Between Failures</b>	M-3	122	60,000	0	0	0	-	0	0	76,980
	M-7	836	360,000	463,747	10	404,103	404,103	453,128	11	462,053
	M-9	116	180,000	662,496	1	246,239	246,239	174,396	2	280,738
	C-3	134	103,000	168,139	4	152,457	152,457	88,260	7	122,573
	DE	24	19,000	83,777	0	18,801	18,801	13,301	6	21,614
	DM	21	19,000	39,670	2	24,898	24,898	35,173	2	26,276
	Diesel	179	51,000	139,279	6	70,158	70,158	51,198	15	68,799
	<b>Fleet</b>	<b>1,253</b>	<b>170,000</b>	<b>360,920</b>	<b>17</b>	<b>231,337</b>	<b>231,337</b>	<b>217,899</b>	<b>28</b>	<b>241,175</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.

DE fleet had no primary failures in Dec-2021, hence its mileage is reported above.

## ALL FLEETS Mean Distance Between Failure 2017 - 2021





# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JANUARY 2022

### Standee Report

#### East Of Jamaica

			2022 Data	
			January	
			AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	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 JANUARY 2022

### Standee Report

#### West Of Jamaica

		2022 Data		
		January		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>0</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 JANUARY 2022**

<b>Elevator Availability</b>		<b>2022</b>		<b>2021</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>99.2%</b>	<b>99.2%</b>	<b>99.4%</b>	<b>99.4%</b>
	<b>Far Rockaway Branch</b>	<b>99.4%</b>	<b>99.4%</b>	<b>99.0%</b>	<b>99.0%</b>
	<b>Hempstead Branch</b>	<b>96.6%</b>	<b>96.6%</b>	<b>99.7%</b>	<b>99.7%</b>
	<b>Long Beach Branch</b>	<b>99.6%</b>	<b>99.6%</b>	<b>99.6%</b>	<b>99.6%</b>
	<b>Port Jefferson Branch</b>	<b>98.6%</b>	<b>98.6%</b>	<b>99.0%</b>	<b>99.0%</b>
	<b>Port Washington Branch</b>	<b>98.6%</b>	<b>98.6%</b>	<b>99.5%</b>	<b>99.5%</b>
	<b>Ronkonkoma Branch</b>	<b>98.7%</b>	<b>98.7%</b>	<b>99.4%</b>	<b>99.4%</b>
	<b>City Terminal Branch</b>	<b>98.9%</b>	<b>98.9%</b>	<b>94.7%</b>	<b>94.7%</b>
	<b>Overall Average</b>	<b>98.7%</b>	<b>98.7%</b>	<b>98.1%</b>	<b>98.1%</b>

<b>Escalator Availability</b>		<b>2022</b>		<b>2021</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>95.8%</b>	<b>95.8%</b>	<b>98.1%</b>	<b>98.1%</b>
	<b>Far Rockaway Branch</b>	<b>98.6%</b>	<b>98.6%</b>	<b>97.7%</b>	<b>97.7%</b>
	<b>Hempstead Branch</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.1%</b>	<b>99.1%</b>
	<b>Long Beach Branch</b>	<b>98.3%</b>	<b>98.3%</b>	<b>99.3%</b>	<b>99.3%</b>
	<b>Port Jefferson Branch</b>	<b>97.4%</b>	<b>97.4%</b>	<b>99.3%</b>	<b>99.3%</b>
	<b>City Terminal Branch</b>	<b>95.9%</b>	<b>95.9%</b>	<b>93.3%</b>	<b>93.3%</b>
	<b>Overall Average</b>	<b>96.2%</b>	<b>96.2%</b>	<b>95.5%</b>	<b>95.5%</b>

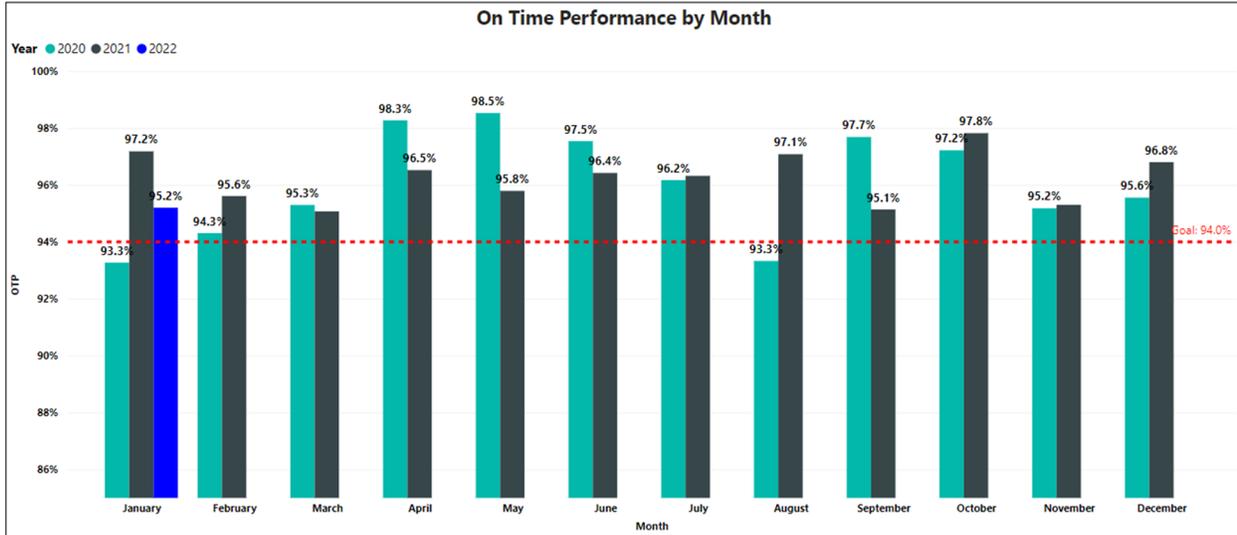
# Long Island Rail Road Performance Metrics Report



## On Time Performance

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

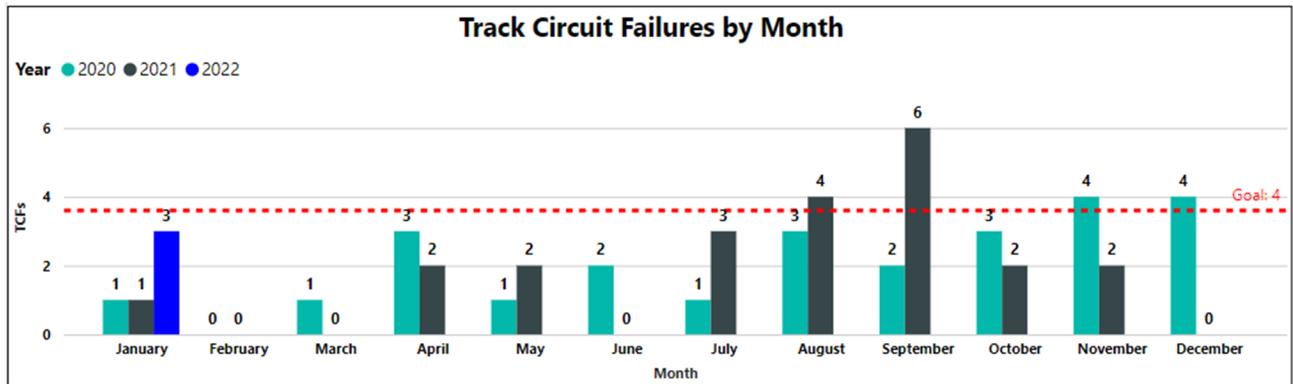
Goal	2022		2021	
	January	YTD	January	YTD
94.0%	95.2%	95.2%	97.2%	97.2%



## Number of Track Circuit Failures

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

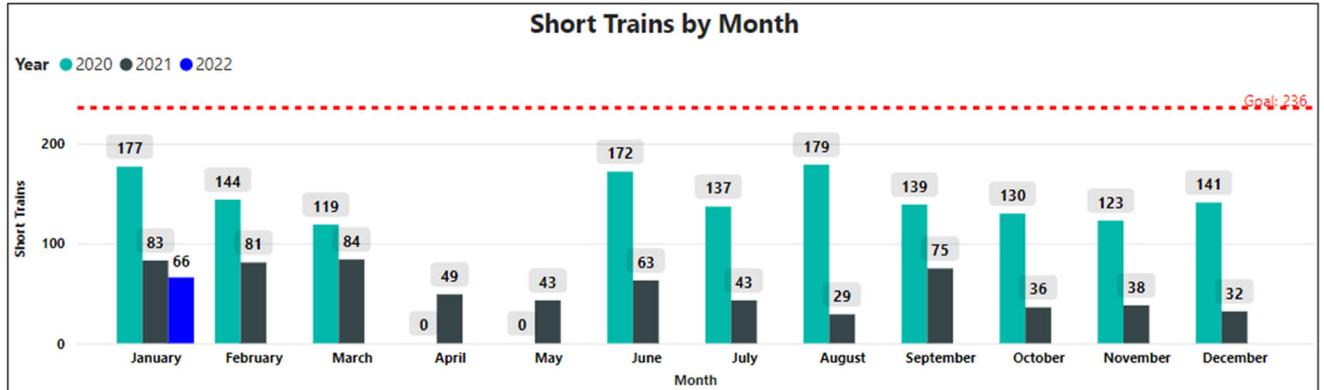
Goal	2022		2021	
	January	YTD	January	YTD
48 annually	3	3	1	1



### Number of Short Trains\*

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

	2022		2021	
Goal	January	YTD	January	YTD
2,828 annually	66	66	83	83



\* 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 2020, 2021 and 2022 comparisons less meaningful.



# Long Island Rail Road

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## *Financial Report Highlights*

*January 2022*



### **Francis Landers**

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



# Long Island Rail Road

## Financial Report Highlights

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

### January 2022 Highlights

- Total revenue of \$46.1 million was \$(21.1) million lower than the budget. This was primarily due to lower farebox revenue and the timing of capital and other reimbursements.
- Through January 2022 ridership was 2.8 million, which was 59.0% above 2021 and (59.8)% below 2019 pre-COVID levels (adjusted for the same number of work days), and (33.5)% below the budget. Commutation ridership of 0.9 million was 46.5% above 2021 and (63.5%) below the budget. Non-Commutation ridership of 1.9 million was 65.4% above 2021 and 6.1% above the budget. Consequently, farebox revenue of \$23.0 million was \$(13.6) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$166.2 million were \$9.6 million or 5.5% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, lower overtime, lower OPEB current, the timing of material usage, and the timing of maintenance contracts, partially offset by the timing of Professional Service contracts and the timing of fuel.

Financial results for January 2022 are presented in the table below and compared to the Adopted Budget.

<b>Category (\$ in Millions)</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
<b>Total Revenue</b>	\$67.2	\$46.1	(\$21.1)
<b>Total Expenses Before Non-Cash Liabilities</b>	175.8	166.2	9.6
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$108.7)</b>	<b>(\$120.1)</b>	<b>(\$11.4)</b>
<b>Other Non-Cash Liabilities</b>	35.3	37.5	(2.3)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$143.9)</b>	<b>(\$157.6)</b>	<b>(\$13.7)</b>
<b>Cash Adjustments</b>	114.1	186.1	72.0
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$29.8)</b>	<b>\$28.5</b>	<b>\$58.3</b>

## **NON-REIMBURSABLE SUMMARY**

January operating results were unfavorable by \$(13.7) million or (9.5)% higher than the budget.

Non-Reimbursable revenues through January were \$(13.5) million unfavorable to the budget. Farebox Revenue was unfavorable due to lower ridership and lower yield per passenger. Total Non-Reimbursable expenses were \$(0.3) million unfavorable due higher depreciation, the timing of professional service contracts, the timing of fuel, higher overtime, the timing of maintenance and other contracts, and the timing of FELA indemnity reserves, partially offset by vacant positions and associated fringe costs, the timing of materials, OPEB Current, and other business expense.

January capital and other reimbursable expenditures (and reimbursements) were \$7.6 lower than the budget due to the timing of capital and other reimbursements.

## **REVENUE/RIDERSHIP**

January **Total Revenues** (including Capital and Other Reimbursements) of \$46.1 were \$(21.1) or (31.3)% unfavorable to the budget.

- **Farebox Revenues** were \$(13.6) unfavorable to the budget due to lower ridership and lower yield per passenger. Ridership through January was 2.8 million. This was 59.0% higher than 2021 (adjusted for the same number of calendar work days) and (33.5)% lower than the budget.
- **Other Operating Revenues** were \$0.1 favorable to the budget due to the timing of miscellaneous revenue, partially offset by timing of rental revenue.
- **Capital and Other Reimbursements** were \$(7.6) unfavorable due timing of capital activity and interagency reimbursements.

## **EXPENSES**

January **Total Expenses** (including depreciation and other) of \$203.8 were favorable to the budget by \$7.3 or 3.5%.

**Labor Expenses**, \$5.2 favorable.

- **Payroll**, \$2.7 favorable (primarily vacant positions).
- **Overtime**, \$0.8 favorable (primarily lower capital activity, weather emergencies and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage and unscheduled maintenance).
- **Health & Welfare**, \$0.9 favorable (vacant positions).
- **OPEB Current Payment**, \$1.1 favorable (fewer retirees/beneficiaries than projected).
- **Pension**, \$0.6 favorable (timing of pension payments).
- **Other Fringe**, \$(1.0) unfavorable (primarily timing of FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes due to vacant positions).

**Non-Labor Expenses**, \$4.4 favorable.

- **Electric Power**, \$0.1 favorable
- **Fuel**, \$(0.6) unfavorable (primarily timing of accruals).
- **Insurance**, \$0.5 favorable (primarily force account insurance).
- **Claims**, \$0.1 favorable (primarily due to the timing of claims).
- **Maintenance and Other Operating Contracts**, \$0.2 favorable (primarily due to the timing of December 2021 janitorial and custodial services accrual reversal, real estate and equipment rentals, and non-revenue vehicle repairs, partially offset by the timing of Moynihan Train Hall 1st quarter insurance and security service invoices).

- **Professional Services**, \$(0.7) unfavorable (primarily due to the timing of 2021 accrual reversal for rolling stock decommissioning payments and mobile ticketing payments, partially offset by lower MTA Chargebacks).
- **Materials and Supplies**, \$4.4 favorable (primarily due to the timing of modifications and RCM activity for revenue fleet and lower miscellaneous inventory adjustments).
- **Other Business Expenses**, \$0.4 favorable (primarily due lower credit card processing fees, office supplies and lower travel meetings and conventions).

**Depreciation and Other**, \$(2.3) unfavorable (primarily depreciation).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through January of \$28.5 was \$58.3 favorable to the budget due to the timing of and lower expenditures, partially offset by lower farebox revenue.

### **FINANCIAL PERFORMANCE MEASURES**

- The January Farebox Operating Ratio was 15.8%, (9.0) percentage points below the budget resulting from lower farebox revenue, partially offset by lower expenses.
- The January Adjusted Farebox Operating Ratio was 18.5%, which is below the budget resulting from lower farebox revenue, partially offset by lower expenses.
- The January Adjusted Cost per Passenger was \$48.94, which is higher than the budget due to lower ridership, partially offset by lower expenses.
- The January Revenue per Passenger was \$8.35, which is lower than budget resulting from lower yield per passenger.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2022**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$36.502	\$22.955	(\$13.548)	(37.1)	\$0.000	\$0.000	\$0.000	-	\$36.502	\$22.955	(\$13.548)	(37.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.852	1.948	0.096	5.2	0.000	0.000	0.000	-	1.852	1.948	0.096	5.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.845	21.238	(7.607)	(26.4)	28.845	21.238	(7.607)	(26.4)
<b>Total Revenue</b>	<b>\$38.354</b>	<b>\$24.903</b>	<b>(\$13.452)</b>	<b>(35.1)</b>	<b>\$28.845</b>	<b>\$21.238</b>	<b>(\$7.607)</b>	<b>(26.4)</b>	<b>\$67.199</b>	<b>\$46.140</b>	<b>(\$21.059)</b>	<b>(31.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$55.833	\$55.432	\$0.401	0.7	\$9.841	\$7.506	\$2.335	23.7	\$65.673	\$62.938	\$2.736	4.2
Overtime	10.960	11.597	(0.637)	(5.8)	3.873	2.408	1.465	37.8	14.833	14.005	0.829	5.6
Health and Welfare	11.744	11.564	0.181	1.5	2.574	1.858	0.716	27.8	14.318	13.421	0.897	6.3
OPEB Current Payment	6.700	5.564	1.136	17.0	0.000	0.000	0.000	-	6.700	5.564	1.136	17.0
Pensions	15.224	15.159	0.065	0.4	4.182	3.633	0.550	13.1	19.406	18.792	0.614	3.2
Other Fringe Benefits	13.271	14.970	(1.699)	(12.8)	2.632	1.918	0.714	27.1	15.903	16.888	(0.985)	(6.2)
Reimbursable Overhead	(2.071)	(2.606)	0.535	25.8	2.071	2.606	(0.535)	(25.8)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$111.661</b>	<b>\$111.679</b>	<b>(\$0.018)</b>	<b>(0.0)</b>	<b>\$25.173</b>	<b>\$19.928</b>	<b>\$5.245</b>	<b>20.8</b>	<b>\$136.834</b>	<b>\$131.608</b>	<b>\$5.227</b>	<b>3.8</b>
<i>Non-Labor:</i>												
Electric Power	\$5.813	\$5.743	\$0.070	1.2	\$0.021	\$0.029	(\$0.008)	(36.0)	\$5.834	\$5.772	\$0.063	1.1
Fuel	1.984	2.571	(0.587)	(29.6)	0.000	0.000	0.000	-	1.984	2.571	(0.587)	(29.6)
Insurance	1.827	1.775	0.052	2.8	0.505	0.040	0.464	92.0	2.332	1.815	0.516	22.1
Claims	0.390	0.336	0.054	13.8	0.000	0.000	0.000	-	0.390	0.336	0.054	13.8
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	7.463	7.662	(0.199)	(2.7)	1.148	0.720	0.427	37.2	8.610	8.382	0.228	2.7
Professional Service Contracts	4.504	5.160	(0.656)	(14.6)	0.049	0.060	(0.011)	(23.0)	4.553	5.220	(0.667)	(14.6)
Materials & Supplies	12.237	9.345	2.892	23.6	1.914	0.421	1.493	78.0	14.150	9.766	4.385	31.0
Other Business Expenses	1.126	0.717	0.409	36.3	0.036	0.039	(0.003)	(9.5)	1.161	0.756	0.406	34.9
<b>Total Non-Labor Expenses</b>	<b>\$35.343</b>	<b>\$33.308</b>	<b>\$2.035</b>	<b>5.8</b>	<b>\$3.672</b>	<b>\$1.309</b>	<b>\$2.362</b>	<b>64.3</b>	<b>\$39.015</b>	<b>\$34.617</b>	<b>\$4.397</b>	<b>11.3</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>\$147.004</b>	<b>\$144.987</b>	<b>\$2.017</b>	<b>1.4</b>	<b>\$28.845</b>	<b>\$21.238</b>	<b>\$7.607</b>	<b>26.4</b>	<b>\$175.849</b>	<b>\$166.225</b>	<b>\$9.624</b>	<b>5.5</b>
Depreciation	\$35.086	\$37.364	(\$2.278)	(6.5)	\$0.000	\$0.000	\$0.000	-	\$35.086	\$37.364	(\$2.278)	(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	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
<b>Total Expenses</b>	<b>\$182.257</b>	<b>\$182.518</b>	<b>(\$0.261)</b>	<b>(0.1)</b>	<b>\$28.845</b>	<b>\$21.238</b>	<b>\$7.607</b>	<b>26.4</b>	<b>\$211.102</b>	<b>\$203.756</b>	<b>\$7.346</b>	<b>3.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$143.903)</b>	<b>(\$157.615)</b>	<b>(\$13.713)</b>	<b>(9.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$143.903)</b>	<b>(\$157.615)</b>	<b>(\$13.713)</b>	<b>(9.5)</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.086	\$37.364	\$2.278	6.5	\$0.000	\$0.000	\$0.000	-	35.086	\$37.364	\$2.278	6.5
Operating/Capital	(0.394)	(0.216)	0.177	45.1	0.000	0.000	0.000	-	(0.394)	(0.216)	0.177	45.1
Other Cash Adjustments	79.417	148.983	69.566	87.6	0.000	0.000	0.000	-	79.417	148.983	69.566	87.6
<b>Total Cash Conversion Adjustments</b>	<b>\$114.109</b>	<b>\$186.131</b>	<b>\$72.021</b>	<b>63.1</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$114.109</b>	<b>\$186.131</b>	<b>\$72.021</b>	<b>63.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$29.793)</b>	<b>\$28.516</b>	<b>\$58.309</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$29.793)</b>	<b>\$28.516</b>	<b>\$58.309</b>	<b>*</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. Subsequent revision may also be required due to impacts of Kronos timekeeping system outage.

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$36.502	\$22.955	(\$13.548)	(37.1)	\$0.000	\$0.000	\$0.000	-	\$36.502	\$22.955	(\$13.548)	(37.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.852	1.948	0.096	5.2	0.000	0.000	0.000	-	1.852	1.948	0.096	5.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.845	21.238	(7.607)	(26.4)	28.845	21.238	(7.607)	(26.4)
<b>Total Revenue</b>	<b>\$38.354</b>	<b>\$24.903</b>	<b>(\$13.452)</b>	<b>(35.1)</b>	<b>\$28.845</b>	<b>\$21.238</b>	<b>(\$7.607)</b>	<b>(26.4)</b>	<b>\$67.199</b>	<b>\$46.140</b>	<b>(\$21.059)</b>	<b>(31.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$55.833	\$55.432	\$0.401	0.7	\$9.841	\$7.506	\$2.335	23.7	\$65.673	\$62.938	\$2.736	4.2
Overtime	10.960	11.597	(0.637)	(5.8)	3.873	2.408	1.465	37.8	14.833	14.005	0.829	5.6
Health and Welfare	11.744	11.564	0.181	1.5	2.574	1.858	0.716	27.8	14.318	13.421	0.897	6.3
OPEB Current Payment	6.700	5.564	1.136	17.0	0.000	0.000	0.000	-	6.700	5.564	1.136	17.0
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Other Fringe Benefits	13.271	14.970	(1.699)	(12.8)	2.632	1.918	0.714	27.1	15.903	16.888	(0.985)	(6.2)
Reimbursable Overhead	(2.071)	(2.606)	0.535	25.8	2.071	2.606	(0.535)	(25.8)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$111.661</b>	<b>\$111.679</b>	<b>(\$0.018)</b>	<b>(0.0)</b>	<b>\$25.173</b>	<b>\$19.928</b>	<b>\$5.245</b>	<b>20.8</b>	<b>\$136.834</b>	<b>\$131.608</b>	<b>\$5.227</b>	<b>3.8</b>
<i>Non-Labor:</i>												
Electric Power	\$5.813	\$5.743	\$0.070	1.2	\$0.021	\$0.029	(\$0.008)	(36.0)	\$5.834	\$5.772	\$0.063	1.1
Fuel	1.984	2.571	(0.587)	(29.6)	0.000	0.000	0.000	-	1.984	\$2.571	(0.587)	(29.6)
Insurance	1.827	1.775	0.052	2.8	0.505	0.040	0.464	92.0	2.332	\$1.815	0.516	22.1
Claims	0.390	0.336	0.054	13.8	0.000	0.000	0.000	-	0.390	\$0.336	0.054	13.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
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<b>Total Non-Labor Expenses</b>	<b>\$35.343</b>	<b>\$33.308</b>	<b>\$2.035</b>	<b>5.8</b>	<b>\$3.672</b>	<b>\$1.309</b>	<b>\$2.362</b>	<b>64.3</b>	<b>\$39.015</b>	<b>\$34.617</b>	<b>\$4.397</b>	<b>11.3</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>\$147.004</b>	<b>\$144.987</b>	<b>\$2.017</b>	<b>1.4</b>	<b>\$28.845</b>	<b>\$21.238</b>	<b>\$7.607</b>	<b>26.4</b>	<b>\$175.849</b>	<b>\$166.225</b>	<b>\$9.624</b>	<b>5.5</b>
Depreciation	\$35.086	\$37.364	(2.278)	(6.5)	\$0.000	\$0.000	\$0.000	-	\$35.086	\$37.364	(2.278)	(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	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
<b>Total Expenses</b>	<b>\$182.257</b>	<b>\$182.518</b>	<b>(\$0.261)</b>	<b>(0.1)</b>	<b>\$28.845</b>	<b>\$21.238</b>	<b>\$7.607</b>	<b>26.4</b>	<b>\$211.102</b>	<b>\$203.756</b>	<b>\$7.346</b>	<b>3.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$143.903)</b>	<b>(\$157.615)</b>	<b>(\$13.713)</b>	<b>(9.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$143.903)</b>	<b>(\$157.615)</b>	<b>(\$13.713)</b>	<b>(9.5)</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$35.086	\$37.364	\$2.278	6.5	\$0.000	\$0.000	\$0.000	-	35.086	\$37.364	\$2.278	6.5
Operating/Capital	(0.394)	(0.216)	0.177	45.1	0.000	0.000	0.000	-	(0.394)	(0.216)	0.177	45.1
Other Cash Adjustments	79.417	148.983	69.566	87.6	0.000	0.000	0.000	-	79.417	148.983	69.566	87.6
<b>Total Cash Conversion Adjustments</b>	<b>\$114.109</b>	<b>\$186.131</b>	<b>\$72.021</b>	<b>63.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$114.109</b>	<b>\$186.131</b>	<b>\$72.021</b>	<b>63.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$29.793)</b>	<b>\$28.516</b>	<b>\$58.309</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$29.793)</b>	<b>\$28.516</b>	<b>\$58.309</b>	<b>*</b>

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**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2022		Reason for Variance	Year-To-Date January 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	(13.548)	(37.1)	Lower ridership \$(12.244) and lower yield per passenger \$(1.304).	(13.548)	(37.1)	
Other Operating Revenue	Non Reimb.	0.096	5.2	Primarily due to timing of miscellaneous revenue, partially offset by timing of rental revenue.	0.096	5.2	
Capital & Other Reimbursements	Reimb.	(7.607)	(26.4)	Primarily due to the timing of capital project activity and interagency reimbursements.	(7.607)	(26.4)	
<b>Expenses</b>							
Payroll	Non Reimb.	0.401	0.7	Primarily vacant positions.	0.401	0.7	
	Reimb.	2.335	23.7	Primarily due to timing of project activity.	2.335	23.7	
Overtime	Non Reimb.	(0.637)	(5.8)	Higher vacancy/absentee coverage and unscheduled maintenance, partially offset by favorable weather emergencies and scheduled/unscheduled service.	(0.637)	(5.8)	
	Reimb.	1.465	37.8	Primarily due to timing of project activity.	1.465	37.8	
Health and Welfare	Non Reimb.	0.181	1.5	Vacant positions.	0.181	1.5	
	Reimb.	0.716	27.8	Primarily due to timing of project activity.	0.716	27.8	
OPEB Current Payment	Non Reimb.	1.136	17.0	Fewer retirees/beneficiaries.	1.136	17.0	
Pensions	Non Reimb.	0.065	0.4	Timing of pension payments.	0.065	0.4	
	Reimb.	0.550	13.1	The estimated percentage of pension allocated to reimbursable was over-estimated.	0.550	13.1	

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2022		Reason for Variance	Year-To-Date January 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	(1.699)	(12.8)	Primarily timing of FELA indemnity reserves, partially offset by Lower Railroad Retirement Taxes due to vacant positions.	(1.699)	(12.8)	
	Reimb.	0.714	27.1		Primarily due to timing of project activity.	0.714	
Reimbursable Overhead	Non Reimb.	0.535	25.8	Primarily due to timing of project activity.	0.535	25.8	
	Reimb.	(0.535)	(25.8)		Primarily due to timing of project activity.	(0.535)	
Electric Power	Non Reimb.	0.070	1.2		0.070	1.2	
	Reimb.	(0.008)	(36.0)			(0.008)	
Fuel	Non Reimb.	(0.587)	(29.6)	Primarily due to timing of accruals.	(0.587)	(29.6)	
Insurance	Non Reimb.	0.052	2.8	Force Account Insurance associated with project activity.	0.052	2.8	
	Reimb.	0.464	92.0			0.464	
Claims	Non Reimb.	0.054	13.8	Primarily due to timing in claims.	0.054	13.8	
Maintenance & Other Operating Contracts	Non Reimb.	(0.199)	(2.7)	Primarily due to the timing of December 2021 janitorial and custodial services accrual reversal, real estate and equipment rentals, and non-revenue vehicle repairs, partially offset by the timing of Moynihan Train Hall 1st quarter insurance and security service invoices.	(0.199)	(2.7)	
	Reimb.	0.427	37.2		Primarily due to timing of project activity.	0.427	

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2022		Reason for Variance	Year-To-Date January 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	(0.656)	(14.6)	Primarily due to the timing of 2021 accrual reversal for rolling stock decommissioning payments and mobile ticketing payments, partially offset by lower MTA Chargebacks.	(0.656)	(14.6)	
	Reimb.	(0.011)	(23.0)	Primarily due to timing of project activity.	(0.011)	(23.0)	
Materials & Supplies	Non Reimb.	2.892	23.6	Primarily due to the timing of modifications and RCM activity for revenue fleet and lower miscellaneous inventory adjustments.	2.892	23.6	
	Reimb.	1.493	78.0	Primarily due to timing of project activity.	1.493	78.0	
Other Business Expenses	Non Reimb.	0.409	36.3	Lower credit card processing fees, office supplies and lower travel meetings and conventions.	0.409	36.3	
	Reimb.	(0.003)	(9.5)	Primarily due to timing of project activity.	(0.003)	(9.5)	
Depreciation	Non Reimb.	(2.278)	(6.5)	Based on certain capital assets being fully depreciated.	(2.278)	(6.5)	
Environmental Remediation	Non Reimb.	0.000	0.0		0.000	0.0	

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
January 2022								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$37.131	\$22.936	(\$14.195)	(38.2)	\$37.131	\$22.936	(\$14.195)	(38.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	101.470	100.712	(0.758)	(0.7)	101.470	100.712	(0.758)	(0.7)
Capital & Other Reimbursements	30.382	48.879	18.497	60.9	30.382	48.879	18.497	60.9
<b>Total Receipts</b>	<b>\$168.983</b>	<b>\$172.527</b>	<b>\$3.543</b>	<b>2.1</b>	<b>\$168.983</b>	<b>\$172.527</b>	<b>\$3.543</b>	<b>2.1</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$71.434	\$53.335	\$18.099	25.3	\$71.434	\$53.335	\$18.099	25.3
Overtime	17.675	12.825	4.851	27.4	17.675	12.825	4.851	27.4
Health and Welfare	14.318	12.726	1.592	11.1	14.318	12.726	1.592	11.1
OPEB Current Payment	6.700	5.425	1.275	19.0	6.700	5.425	1.275	19.0
Pensions	19.406	19.082	0.324	1.7	19.406	19.082	0.324	1.7
Other Fringe Benefits	21.242	13.757	7.485	35.2	21.242	13.757	7.485	35.2
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>\$150.776</b>	<b>\$117.150</b>	<b>\$33.626</b>	<b>22.3</b>	<b>\$150.776</b>	<b>\$117.150</b>	<b>\$33.626</b>	<b>22.3</b>
<i>Non-Labor:</i>								
Electric Power	\$5.834	\$3.723	\$2.111	36.2	\$5.834	\$3.723	\$2.111	36.2
Fuel	1.984	2.198	(0.214)	(10.8)	1.984	2.198	(0.214)	(10.8)
Insurance	11.013	(0.989)	12.002	*	11.013	(0.989)	12.002	*
Claims	0.154	0.175	(0.021)	(13.4)	0.154	0.175	(0.021)	(13.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.610	6.404	2.206	25.6	8.610	6.404	2.206	25.6
Professional Service Contracts	2.529	1.614	0.915	36.2	2.529	1.614	0.915	36.2
Materials & Supplies	15.816	12.233	3.583	22.7	15.816	12.233	3.583	22.7
Other Business Expenses	1.431	1.084	0.347	24.2	1.431	1.084	0.347	24.2
<b>Total Non-Labor Expenditures</b>	<b>\$47.372</b>	<b>\$26.442</b>	<b>\$20.929</b>	<b>44.2</b>	<b>\$47.372</b>	<b>\$26.442</b>	<b>\$20.929</b>	<b>44.2</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$0.629	\$0.419	\$0.210	33.4	\$0.629	\$0.419	\$0.210	33.4
<b>Total Other Expenditure Adjustments</b>	<b>\$0.629</b>	<b>\$0.419</b>	<b>\$0.210</b>	<b>33.4</b>	<b>\$0.629</b>	<b>\$0.419</b>	<b>\$0.210</b>	<b>33.4</b>
<b>Total Expenditures</b>	<b>\$198.776</b>	<b>\$144.011</b>	<b>\$54.766</b>	<b>27.6</b>	<b>\$198.776</b>	<b>\$144.011</b>	<b>\$54.766</b>	<b>27.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$29.793)</b>	<b>\$28.516</b>	<b>\$58.309</b>	<b>*</b>	<b>(\$29.793)</b>	<b>\$28.516</b>	<b>\$58.309</b>	<b>*</b>
<b>MTA Subsidy</b>	<b>29.793</b>	<b>50.481</b>	<b>20.688</b>	<b>69.4</b>	<b>29.793</b>	<b>50.481</b>	<b>20.688</b>	<b>69.4</b>
<b>Cash Timing and Availability Adjustment</b>	<b>0.000</b>	<b>68.315</b>	<b>68.315</b>	<b>-</b>	<b>0.000</b>	<b>68.315</b>	<b>68.315</b>	<b>-</b>

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: CASH BASIS**

Table 5

Generic Revenue or Expense Category	January 2022			Year-To-Date as of January 2022		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(14.195)	(38.2)	Lower ridership (\$12.244), lower yields \$(1.304), lower MetroCard/AirTrain sales \$(0.372) and lower advance sales impact \$(0.275).	(14.195)	(38.2)	
Other Operating Revenue	(0.758)	(0.7)	Primarily due to the timing of rental revenue.	(0.758)	(0.7)	
Capital and Other Reimbursements	18.497	60.9	Timing of activity and reimbursement for capital and other reimbursements.	18.497	60.9	
<b>Expenditures</b>						
Labor:						
Payroll	18.099	25.3	Primarily due to the timing of payments.	18.099	25.3	
Overtime	4.851	27.4	Primarily due to lower project overtime, weather-related emergencies and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage and unscheduled maintenance.	4.851	27.4	
Health and Welfare	1.592	11.1	Primarily due to vacant positions.	1.592	11.1	
OPEB Current Payment	1.275	19.0	Primarily due to fewer retirees/beneficiaries.	1.275	19.0	
Pensions	0.324	1.7	Due to intercompany reimbursements.	0.324	1.7	
Other Fringe Benefits	7.485	35.2	Primarily due to lower Railroad Retirement Tax and FELA payments, partially offset by higher Railroad Unemployment Insurance.	7.485	35.2	
Non-Labor:						
Electric Power	2.111	36.2	Primarily lower usage and the timing of payments.	2.111	36.2	

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: CASH BASIS**

Table 5

Generic Revenue or Expense Category	January 2022			Year-To-Date as of January 2022		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Fuel	(0.214)	(10.8)	Primarily due to the timing of payments.	(0.214)	(10.8)	
Insurance	12.002	*	Timing of insurance premium payments.	12.002	*	
Claims	(0.021)	(13.4)	Timing of payments for claims.	(0.021)	(13.4)	
Maintenance and Other Operating Contracts	2.206	25.6	Timing of payments.	2.206	25.6	
Professional Service Contracts	0.915	36.2	Primarily due to the timing of payments for consulting services.	0.915	36.2	
Materials and Supplies	3.583	22.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.	3.583	22.7	
Other Business Expenses	0.347	24.2	Primarily lower credit card fees, office supplies, travel meetings & conventions and other miscellaneous expenses.	0.347	24.2	
Other Expenditure Adjustments	(0.193)	(85.4)	Timing of MetroCard/AirTrain pass through payments.	(0.193)	(85.4)	

Table 6

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**January 2022**  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.629	(\$0.019)	(\$0.647)	*	\$0.629	(\$0.019)	(\$0.647)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	99.618	98.763	(0.854)	(0.9)	99.618	98.763	(0.854)	(0.9)
Capital & Other Reimbursements	1.538	27.641	26.104	*	1.538	27.641	26.104	*
<b>Total Receipts</b>	<b>\$101.784</b>	<b>\$126.386</b>	<b>\$24.602</b>	<b>24.2</b>	<b>\$101.784</b>	<b>\$126.386</b>	<b>\$24.602</b>	<b>24.2</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$5.761)	\$9.602	\$15.363	*	(\$5.761)	\$9.602	\$15.363	*
Overtime	(2.842)	1.180	4.022	*	(2.842)	1.180	4.022	*
Health and Welfare	0.000	0.695	0.695	-	0.000	0.695	0.695	-
OPEB Current Payment	0.000	0.139	0.139	-	0.000	0.139	0.139	-
Pensions	0.000	(0.290)	(0.290)	-	0.000	(0.290)	(0.290)	-
Other Fringe Benefits	(5.339)	3.131	8.470	*	(5.339)	3.131	8.470	*
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>(\$13.942)</b>	<b>\$14.458</b>	<b>\$28.399</b>	<b>*</b>	<b>(\$13.942)</b>	<b>\$14.458</b>	<b>\$28.399</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$2.048	\$2.048	-	\$0.000	\$2.048	\$2.048	-
Fuel	0.000	0.373	0.373	-	0.000	0.373	0.373	-
Insurance	(8.682)	2.804	11.486	*	(8.682)	2.804	11.486	*
Claims	0.236	0.161	(0.075)	(31.6)	0.236	0.161	(0.075)	(31.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	1.977	1.977	-	0.000	1.977	1.977	-
Professional Service Contracts	2.024	3.606	1.582	78.2	2.024	3.606	1.582	78.2
Materials & Supplies	(1.665)	(2.467)	(0.802)	(48.2)	(1.665)	(2.467)	(0.802)	(48.2)
Other Business Expenses	(0.269)	(0.328)	(0.059)	(21.8)	(0.269)	(0.328)	(0.059)	(21.8)
<b>Total Non-Labor Expenditures</b>	<b>(\$8.357)</b>	<b>\$8.175</b>	<b>\$16.532</b>	<b>*</b>	<b>(\$8.357)</b>	<b>\$8.175</b>	<b>\$16.532</b>	<b>*</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.629)	(\$0.419)	\$0.210	33.4	(\$0.629)	(\$0.419)	\$0.210	33.4
<b>Total Other Expenditure Adjustments</b>	<b>(\$0.629)</b>	<b>(\$0.419)</b>	<b>\$0.210</b>	<b>33.4</b>	<b>(\$0.629)</b>	<b>(\$0.419)</b>	<b>\$0.210</b>	<b>33.4</b>
<b>Total Expenditures</b>	<b>(\$22.927)</b>	<b>\$22.214</b>	<b>\$45.141</b>	<b>*</b>	<b>(\$22.927)</b>	<b>\$22.214</b>	<b>\$45.141</b>	<b>*</b>
Depreciation Adjustment	\$35.086	\$37.364	\$2.278	6.5	\$35.086	\$37.364	\$2.278	6.5
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	0.167	0.167	0.000	0.0	0.167	0.167	0.000	0.0
<b>Total Expenditures After Non-Cash Liabilities</b>	<b>\$12.325</b>	<b>\$59.745</b>	<b>\$47.420</b>	<b>*</b>	<b>\$12.325</b>	<b>\$59.745</b>	<b>\$47.420</b>	<b>*</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$114.109</b>	<b>\$186.131</b>	<b>\$72.021</b>	<b>63.1</b>	<b>\$114.109</b>	<b>\$186.131</b>	<b>\$72.021</b>	<b>63.1</b>

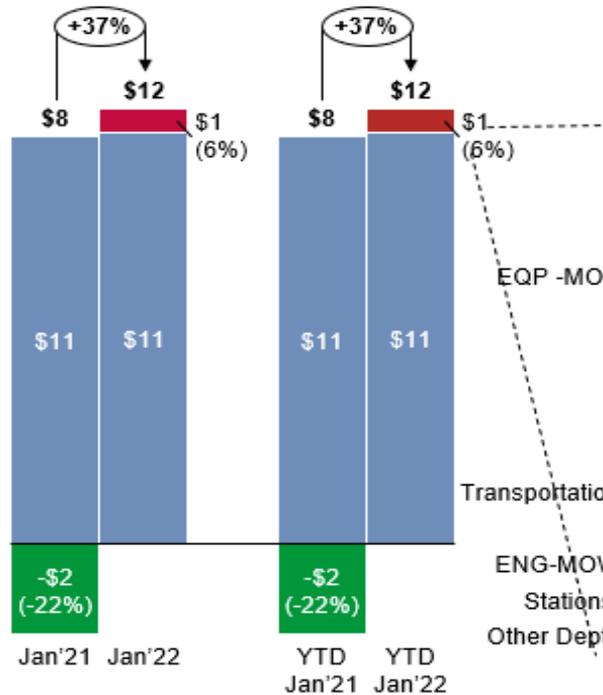
# LIRR – Non-Reimbursable Overtime Variance

## January 2022 vs. 2022 Adopted Budget variance

\$M

- Favorable
- Unfavorable
- 2022 Adopted Budget

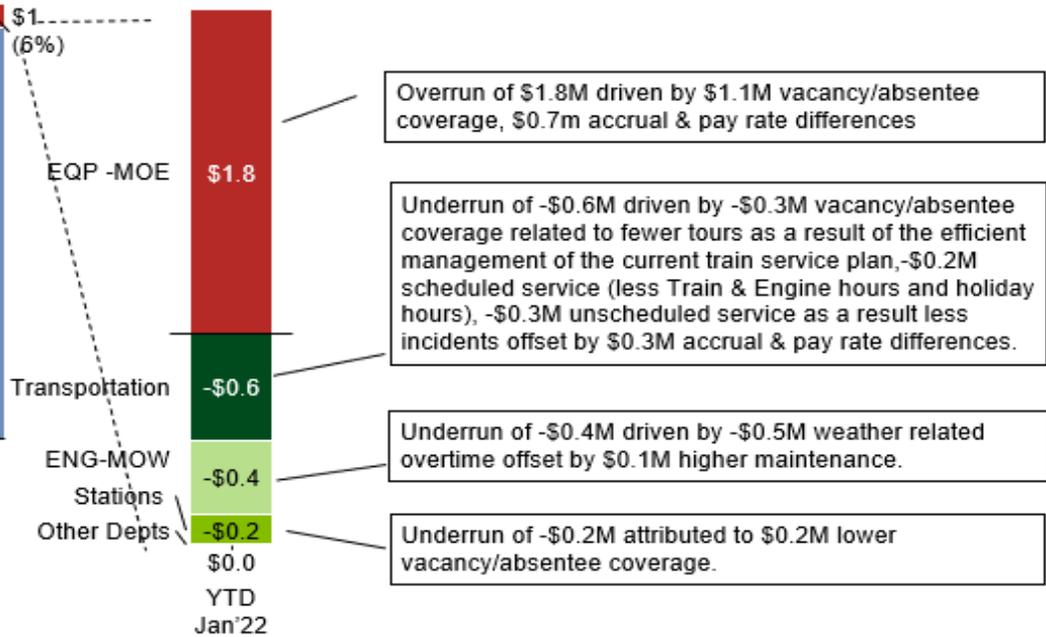
2022 Adopted Budget FY \$159M



## Overview (YTD)

- Overall increase of \$4M or 37% compared to January 2021 YTD
- \$1M above the 2022 Adopted Budget mainly driven by Vacancy/Absentee Coverage.

## YTD variance by division \$M



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

# LIRR – Reimbursable Overtime Variance

## January 2022 vs. 2022 Adopted Budget variance

\$M

- Favorable
- Unfavorable
- 2022 Adopted Budget

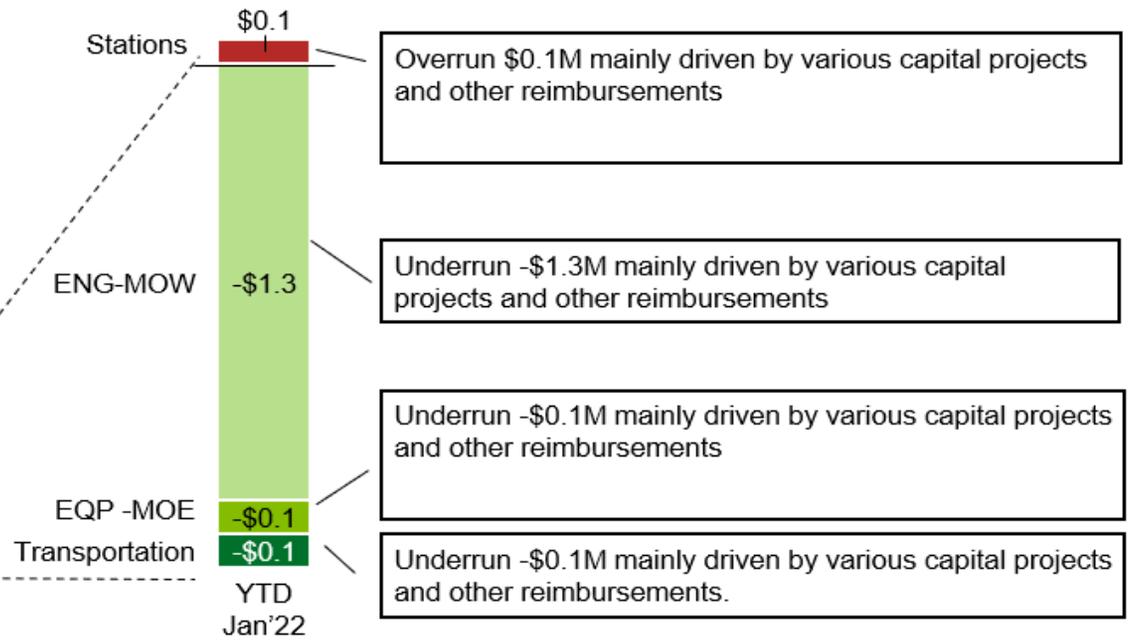
2022 Adopted Budget FY \$62M



## Overview (YTD)

- Overall decrease of -\$1M or -11% compared to January 2021 YTD
- -\$1M or -38% below 2022 Adopted Budget.

## YTD variance by division \$M



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

# LIRR – Total Overtime Variance

## January 2022 vs 2022 Adopted Budget variance

\$M

- Favorable
- Unfavorable
- 2022 Adopted Budget

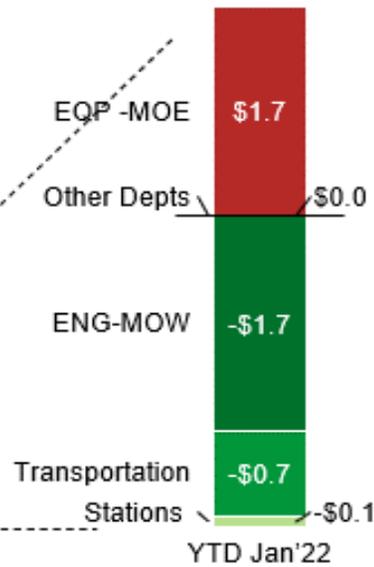
2022 Adopted Budget FY \$221M



## Overview (YTD)

- Overall increase of \$3 or 26% compared to January 2021 YTD
- -\$1M or -6% below 2022 Adopted Budget
- Non-Reimbursable overrun of \$0.7M
- Reimbursable underrun of -\$1.4M

## YTD variance by division \$M



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

MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
 END-of-MONTH JANUARY 2022

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	0	-	0
Enterprise Asset Management	9	6	3
Sr. Vice President - Engineering	1	1	0
Labor Relations	14	10	4
Procurement & Logistics (excl. Stores)	46	46	(1)
Human Resources	35	32	3
Sr VP Administration	2	2	0
Strategic Investments	25	10	15
President	8	5	3
VP & CFO	2	2	0
Controller	40	40	0
Management & Budget	13	11	2
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	63	61	2
Gen. Counsel & Secretary	29	23	6
Diversity Management	3	-	3
Security	15	12	3
System Safety	46	41	5
Training	68	64	4
Service Planning	28	27	1
Rolling Stock Programs	17	8	9
Sr Vice President - Operations	5	3	2
<b>Total Administration</b>	<b>473</b>	<b>408</b>	<b>65</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,317	2,165	152
Customer Services	476	423	53
<b>Total Operations</b>	<b>2,794</b>	<b>2,588</b>	<b>206</b>
<b>Maintenance</b>			
Engineering	1,954	1,947	7
Equipment	2,251	2,042	209
Procurement (Stores)	112	93	19
<b>Total Maintenance</b>	<b>4,317</b>	<b>4,082</b>	<b>235</b>
<b>Engineering/Capital</b>			
Department of Program Management	112	109	3
Special Projects	59	44	15
Operational Support Group	45	13	32
<b>Total Engineering/Capital</b>	<b>216</b>	<b>166</b>	<b>50</b>
<b>Baseline Total Positions</b>	<b>7,799</b>	<b>7,244</b>	<b>555</b>
<i>Non-Reimbursable</i>	<b>6,564</b>	<b>6,284</b>	<b>281</b>
<i>Reimbursable</i>	<b>1,235</b>	<b>960</b>	<b>275</b>
<b>Total Full-Time</b>	<b>7,799</b>	<b>7,244</b>	<b>555</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**NON-REIMBURSABLE and REIMBURSABLE**  
**END-of-MONTH JANUARY 2022**

Explanation of Variances
<p><b>NON-REIMBURSABLE POSITIONS</b> - Favorable 281 positions due to vacancies in Maintenance of Equipment, Train Operations, Stations, and various administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.</p>
<p><b>REIMBURSABLE POSITIONS</b> - Favorable 275 positions due to vacancies in Engineering (which is partially due to Engineering workforce working on maintenance activity), and various administrative departments.</p>

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
 END-of-MONTH JANUARY 2022**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	262	232	30
Professional, Technical, Clerical	188	154	34
Operational Hourlies	23	22	1
<b>Total Administration</b>	<b>473</b>	<b>408</b>	<b>65</b>
<b>Operations</b>			
Managers/Supervisors	352	316	36
Professional, Technical, Clerical	129	100	29
Operational Hourlies	2,313	2,172	141
<b>Total Operations</b>	<b>2,794</b>	<b>2,588</b>	<b>206</b>
<b>Maintenance</b>			
Managers/Supervisors	873	780	93
Professional, Technical, Clerical	292	243	49
Operational Hourlies	3,152	3,059	93
<b>Total Maintenance</b>	<b>4,317</b>	<b>4,082</b>	<b>235</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	151	124	27
Professional, Technical, Clerical	65	42	23
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>216</b>	<b>166</b>	<b>50</b>
<b>Total Positions</b>			
Managers/Supervisors	1,637	1,452	185
Professional, Technical, Clerical	674	539	135
Operational Hourlies	5,488	5,253	235
<b>Total Positions</b>	<b>7,799</b>	<b>7,244</b>	<b>555</b>

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**RIDERSHIP**  
(In Millions)

	JANUARY 2022							
	Month			Variance				
	Adopted Budget	Actual 2022	Adjusted* 2021	Adopted Budget		Adjusted* 2021		
			#	%	#	%		
<b>RIDERSHIP</b>								
Monthly	2.253	0.805	0.549	(1.448)	-64.3%	0.257	46.7%	
Weekly	0.104	0.056	0.039	(0.048)	-46.3%	0.017	43.0%	
<b>Total Commutation</b>	<b>2.357</b>	<b>0.861</b>	<b>0.588</b>	<b>(1.496)</b>	<b>-63.5%</b>	<b>0.273</b>	<b>46.5%</b>	
One-Way Full Fare	0.425	0.131	0.125	(0.295)	-69.3%	0.005	4.3%	
One-Way Off-Peak	0.840	0.981	0.573	0.141	16.8%	0.408	71.1%	
All Other	0.516	0.777	0.444	0.261	50.7%	0.334	75.2%	
<b>Total Non-Commutation</b>	<b>1.781</b>	<b>1.889</b>	<b>1.142</b>	<b>0.108</b>	<b>6.1%</b>	<b>0.747</b>	<b>65.4%</b>	
<b>Total</b>	<b>4.138</b>	<b>2.750</b>	<b>1.730</b>	<b>(1.388)</b>	<b>-33.5%</b>	<b>1.020</b>	<b>59.0%</b>	

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET  
MONTHLY PERFORMANCE INDICATORS  
January 2022**

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>Actual 2022</b>	<b>Budget 2022</b>	<b>Actual 2021</b>	<b>vs. Budget</b>	<b>vs. 2021</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	15.8%	24.8%	11.5%	-9.0%	4.3%
Adjusted <sup>(2)</sup>	18.5%	28.3%	15.1%	-9.8%	3.4%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$52.80	\$35.62	\$73.75	(\$17.18)	\$20.95
Adjusted <sup>(2)</sup>	\$48.94	\$32.77	\$67.72	(\$16.17)	\$18.78
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.35	\$8.82	\$8.47	(\$0.47)	(\$0.12)
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>Actual 2022</b>	<b>Budget 2021</b>	<b>Actual 2021</b>	<b>vs. Budget</b>	<b>vs. 2021</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	15.8%	24.8%	11.5%	-9.0%	4.3%
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Passenger Revenue/Passenger <sup>(3)</sup>	\$8.35	\$8.82	\$8.47	(\$0.47)	(\$0.12)

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

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

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



# Long Island Rail Road

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## Ridership Report Highlights

### January 2022 vs. 2021

- Total ridership increased +59.0% compared to January 2021 (2,750,138 in January 2022 vs. 1,730,014 in January 2021). When compared to January 2019, total ridership decreased -61.6% (2,750,138 passengers in January 2022 vs. 7,171,719 passengers in January 2019)
- Commutation ridership increased +46.5% compared to January 2021
- Non-Commutation ridership increased +65.4% compared to January 2021

### 2022 vs. 2021 YTD

- Total YTD ridership is +59.0% above 2021 and -33.5% below Budget
- YTD Commutation ridership is +46.5% above 2021
- YTD Non-Commutation ridership is +65.4% above 2021

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**January 2022**

**January 2022 RIDERSHIP & REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**January Ridership and Revenue (millions)**

	January 2022	% Change vs. 2020
Total Rail Ridership	2.750	59.0% ▲
Commutation Ridership	0.861	46.5% ▲
Non-Commutation Ridership	1.889	65.4% ▲
Rail Revenue	\$23.0	56.6% ▲

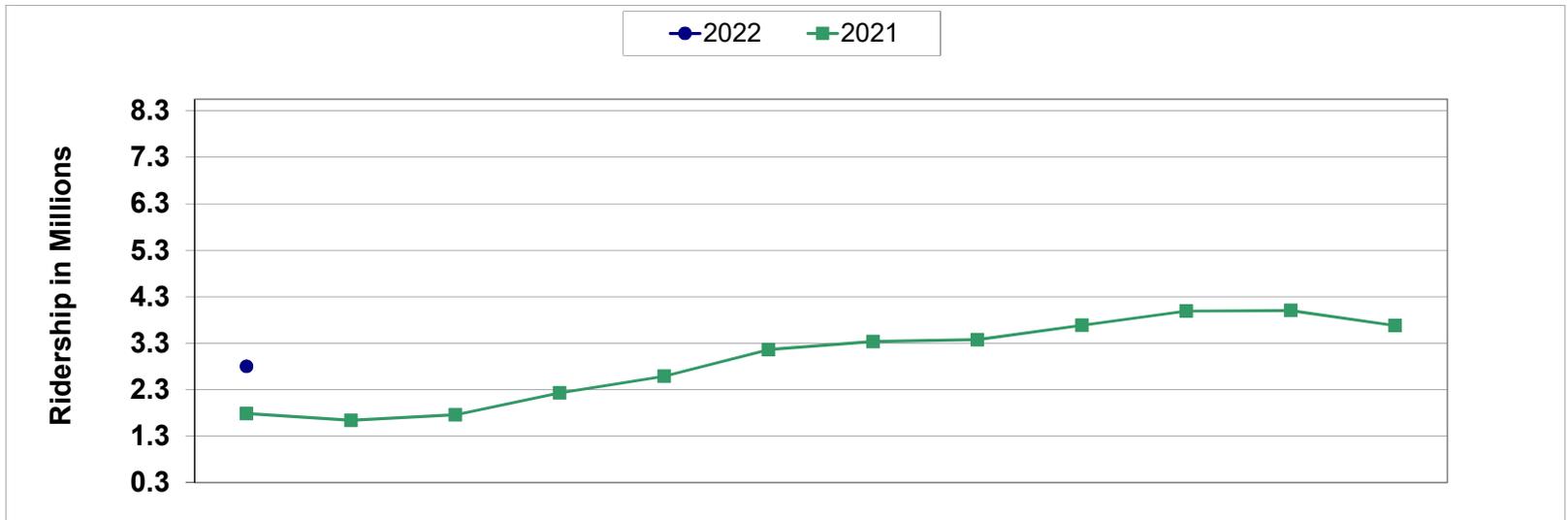
**Year-to-Date through January Prelim. Ridership and Revenue (millions)**

	January 2022	% Change vs. 2020	Comparison to 2022 Budget
Total Rail Ridership	2.750	59.0% ▲	-33.5% ▼
Commutation Ridership	0.861	46.5% ▲	-63.5% ▼
Non-Commutation Ridership	1.889	65.4% ▲	6.1% ▲
Rail Revenue	\$23.0	56.6% ▲	-37.1% ▼

Please Note: Ridership is based on ticket sales data.

# January RIDERSHIP

- January Total Ridership was 59.0% above '21 and -33.5% below 2022 Budget.

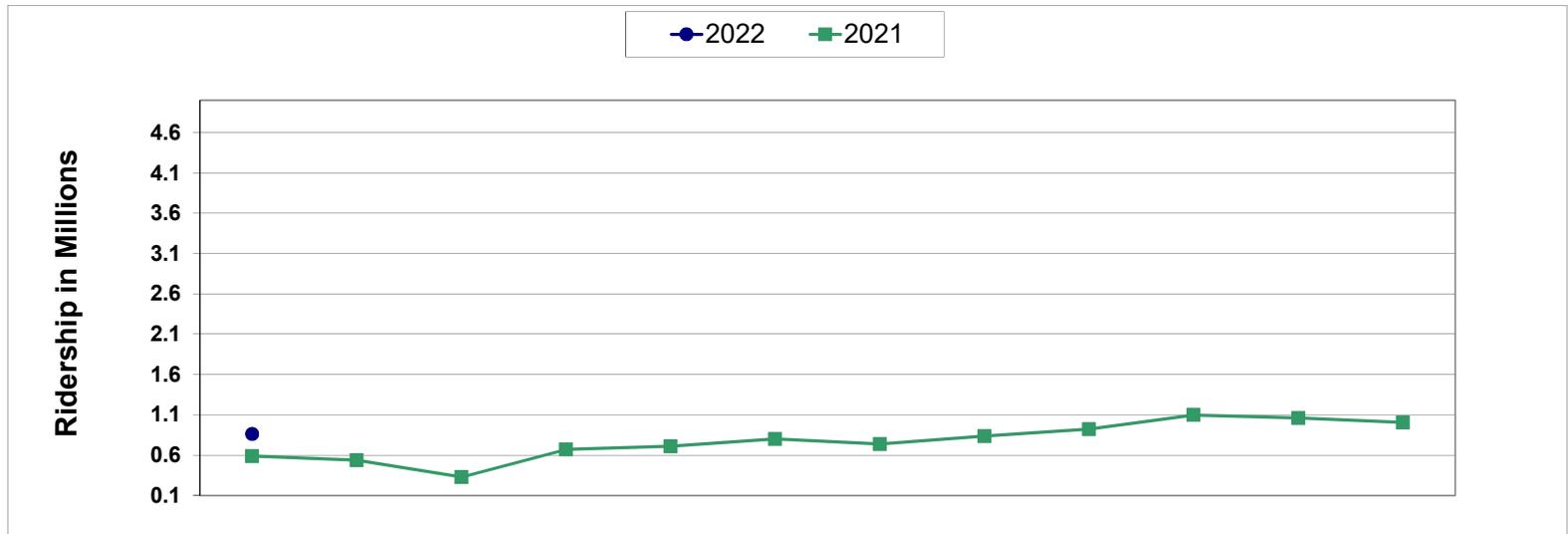


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2022</b>	2.8												2.8
<b>2021</b>	1.7	1.6	1.7	2.2	2.5	3.1	3.3	3.3	3.6	3.9	3.9	3.6	1.7
<b>PCT CHG.</b>	59.0%												59.0%

Please Note: Ridership is based on ticket sales data.

# January COMMUTATION RIDERSHIP

- January Commutation Ridership was 46.5% above '21 and -63.5% below 2022 Budget.

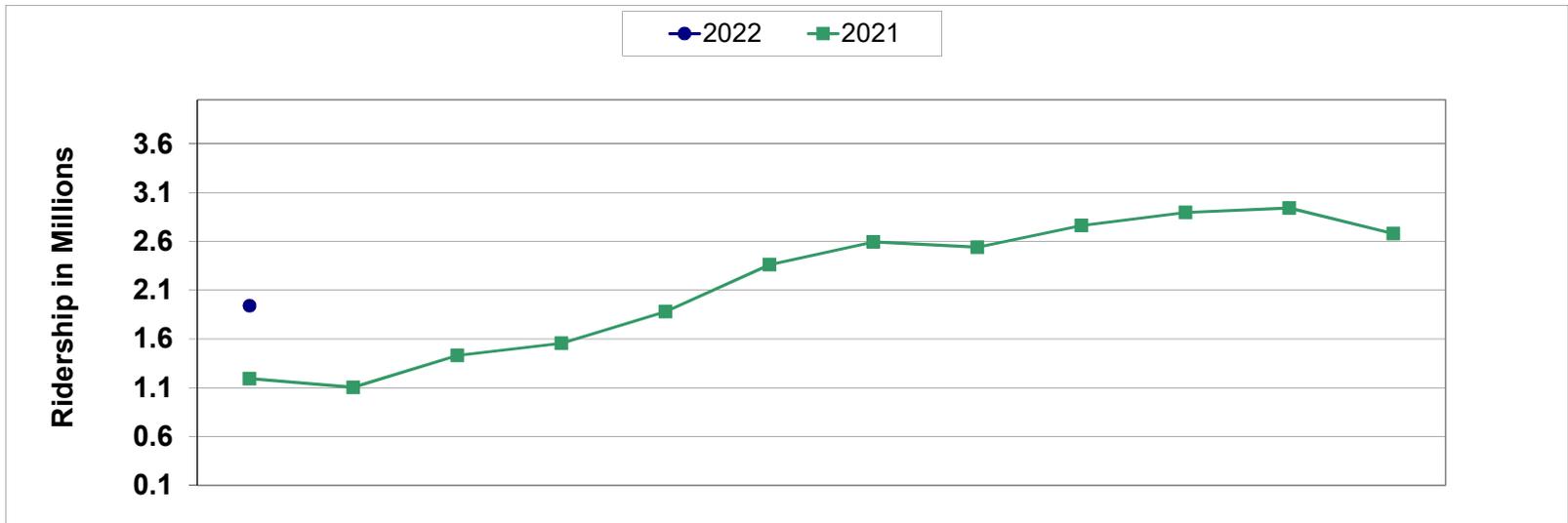


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2022</b>	<b>0.9</b>												<b>0.9</b>
<b>2021</b>	<b>0.6</b>	<b>0.5</b>	<b>0.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.8</b>	<b>0.9</b>	<b>1.1</b>	<b>1.1</b>	<b>1.0</b>	<b>0.6</b>
<b>PCT CHG.</b>	<b>46.5%</b>												<b>46.5%</b>

Please Note: Ridership is based on ticket sales data.

# January NON-COMMUTATION RIDERSHIP

- January Non-Commutation Ridership was 65.4% above '21 and 6.1% above 2022 Budget.

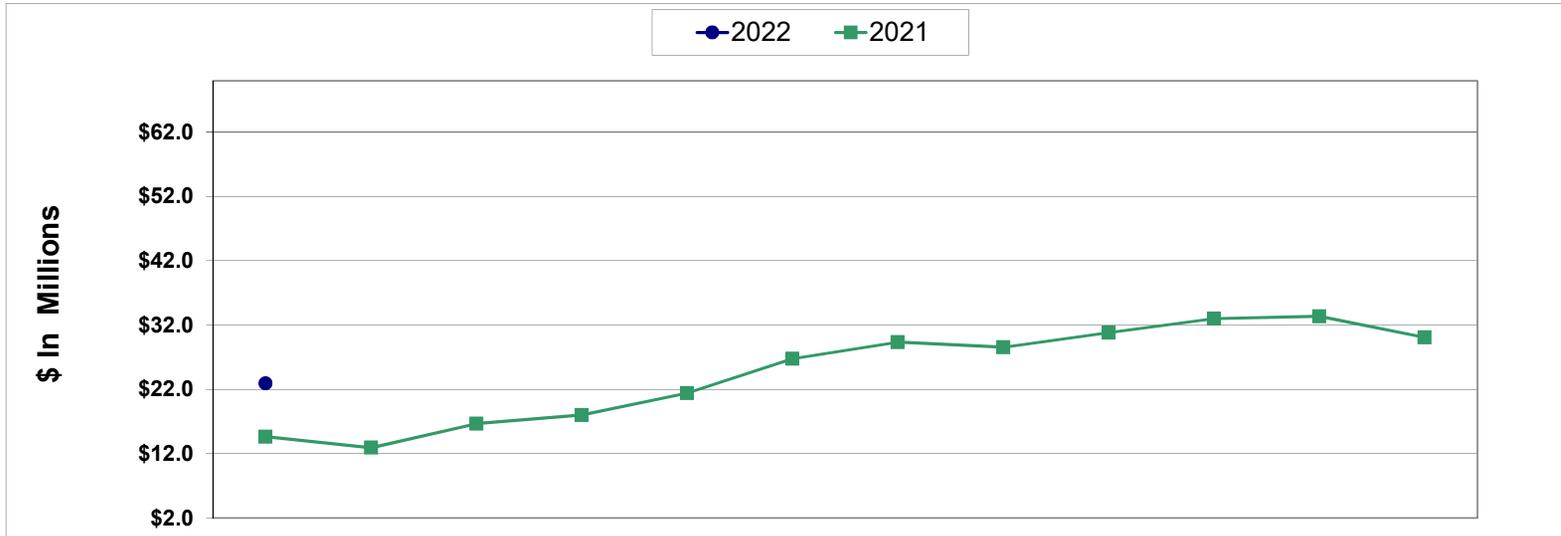


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2022</b>	1.9												1.9
<b>2021</b>	1.1	1.1	1.4	1.5	1.8	2.3	2.5	2.5	2.7	2.8	2.9	2.6	1.1
<b>PCT CHG.</b>	65.4%												65.4%

Please Note: Ridership is based on ticket sales data.

# January REVENUE

- January Total Revenue was 56.6% above '21 and -37.1% below 2022 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2022</b>	\$23.0												\$23.0
<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	\$14.7
<b>PCT CHG.</b>	56.6%												56.6%

Please Note: Ridership is based on ticket sales data.

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
January 2022**

TICKET TYPE/SERVICE	January 2022	*January 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	861,233	587,875	273,358	46.5%
NON-COMMUTATION RIDERSHIP	1,888,905	1,142,139	746,766	65.4%
<b>TOTAL RIDERSHIP</b>	<b>2,750,138</b>	<b>1,730,014</b>	<b>1,020,124</b>	<b>59.0%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2022 YEAR-TO-DATE**

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<b>TOTAL RIDERSHIP</b>	<b>2,750,138</b>	<b>1,730,014</b>	<b>1,020,124</b>	<b>59.0%</b>

\* 2021 ridership numbers were adjusted using 2022 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
January 2022**

REVENUE	January 2022	January 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$6,935,882	\$5,198,947	\$1,736,935	33.4%
NON-COMMUTATION REVENUE	\$16,018,627	\$9,462,846	\$6,555,781	69.3%
<b>TOTAL REVENUE</b>	<b>\$22,954,509</b>	<b>\$14,661,793</b>	<b>\$8,292,716</b>	<b>56.6%</b>

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2022 YEAR-TO-DATE**

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<b>TOTAL REVENUE</b>	<b>\$22,954,509</b>	<b>\$14,661,793</b>	<b>\$8,292,716</b>	<b>56.6%</b>