



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

March 2022

Members

K. Law (Co-Chair)

R. Herman (Co-Chair)

F. Borelli

G. Bringmann

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

H. Porr, III

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Monday, 3/28/2022
9:30 - 10:30 AM ET

1. Public Comments Period

2. Summary of Actions

LIRR Summary of Actions - None

MNR Summary of Actions - None

3. Approval of Minutes - February 22, 2022

LIRR Minutes

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MNR Minutes

MNR Minutes - Page 11

4. 2022 Work Plans

LIRR 2022 Work Plan

LIRR 2022 Work Plan - Page 20

MNR 2022 Work Plan

MNR Work Plan - Page 25

5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR & MNR Reports

- **LIRR Safety Report**

LIRR Safety Report - Page 30

- **MNR Safety Report**

MNR Safety Report - Page 33

MTA Police Report

MTA Police Report - Page 36

6. JOINT/AGENCY INFORMATION ITEMS

Joint Information Item

- **First- and Last-Mile Station Access Mobility Study-presentation by MTA Construction & Development (no materials)**

LIRR Information Items

- **Annual Elevator/Escalator Report**
Annual Elevator Escalator Report - Page 45
- **Spring Trackwork Programs**
Spring Trackwork Programs - Page 54
- **Diversity & EEO Report - 4th Quarter 2021**
Diversity & EEO Report - 4th Quarter 2021 - Page 56

MNR Information Items

- **Annual Elevator & Escalator Report**
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- **Diversity & EEO Report – 4th Quarter 2021**
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7. PROCUREMENTS

LIRR Procurements - None

MNR Procurements - None

8. AGENCY REPORTS ON OPERATIONS, FINANCE AND RIDERSHIP

LIRR Performance Summaries

- **LIRR Operations Report**
LIRR Operations Report - Page 67
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 77
- **LIRR Finance Report**
LIRR Finance Report - Page 80
- **LIRR Ridership Report**
LIRR Ridership Report - Page 100

MNR Performance Summaries

- **MNR Operations Report**
MNR Operations Report - Page 108
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 117
- **MNR Finance Report**
MNR Finance Report - Page 120
- **MNR Ridership Report**
MNR Ridership Report - Page 139

Minutes of the Regular Meeting
Long Island Rail Road Committee
Tuesday, February 22, 2022

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

The following Board members were present in person:

Hon. Rhonda Herman, Co-Chair
Hon. Norman Brown
Hon. David Mack
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. Harold Porr III

Also present:

Andrew Albert
Hon. Jamey Barbas

The following Board members were not present:

Hon. Kevin Law, Co-Chair
Hon. Frank Borelli, Jr.
Hon. Robert Linn

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 February 22, 2022 should be consulted for matters addressed at the joint meeting relating to Metro-North.

Co-Chair Herman called the joint meeting to order.

PUBLIC COMMENTS:

The following public speakers commented on matters related to LIRR:

Lisa Daglian (in person), PCAC Executive Director, noted President Eng's impressive legacy and stated that she felt good that incoming President Rinaldi would be stepping in. Noting the recent Ronkonkoma shooting, she mentioned the need to strengthen partnerships with local law enforcement and community organizations. She also stated that the new fares will entice commuters and occasional riders back on board and encouraged LIRR to steadily increase service and retain the one seat ride to Atlantic Terminal.

Jason Anthony (in person) from Amazon Labor Union stated that he was sad to see President Eng retire but would continue to work with incoming President Rinaldi. He said that, for commuters to return, LIRR needed to promote discounts and improve safety and that they needed to work as a team.

Christopher D. Greif (via video) from New York City Transit Riders Council and NYCT's Advisory Committee for Transit Accessibility stated that the ADA Task Force would miss President Eng and hoped that they would be able to work with incoming President Rinaldi. He also stated his support for the Freedom Ticket and the City Ticket

Matt Kamper (via video) thanked President Eng for what he did for LIRR riders. He also called for police patrols at high priority stations such as Mineola, Hicksville, Ronkonkoma, and Huntington, especially after the recent Ronkonkoma incident, and noted surveys stating that the number one reason riders were not returning was safety and panhandling.

Charlton D'Souza (in person), Passengers United President, said that President Eng was the best president that LIRR ever had and that he was proud of Hector Garcia and the entire LIRR team. He also stated that LIRR needed private security guards and MTA Police guarding main line stations. He asked that President Eng, before leaving, ensure that the Hollis station is in the capital program. He also said that the Atlantic Ticket should be honored at Penn Station from midnight to five a.m.

Murray Bodin (in person) from Concerned Grandparents stated that, because of President Eng's enthusiasm and ability to be flexible, LIRR has built bridges like no other U.S. railroad. He also stated that the public comment period has outlived its usefulness, as people now can use email to express their comments, and that people are required to take masks off when speaking because there are those who cannot understand what is said when masks are on.

Andy Pollack (via video) from Passengers United congratulated President Eng, noting that he transformed LIRR into the best performing U.S. commuter railroad. He mentioned that Passengers United rode one of the first M-9 trains with the ADA task force and that LIRR has concrete ties on the Babylon branch and the Port Washington branch. He said that incoming President Rinaldi will have to deal with many issues, including public safety and keeping trains running on time. He also mentioned recent flat wheels on M-7 trains

John Michno (via video) thanked President Eng. He said that he was dismayed peak fares were returning too soon, that it was unfair that seniors and those with disabilities will be required to pay peak fares on morning westbound trains, that Mineola station is a mess - with elevators

frequently not working and homeless individuals with rare police patrols, and that Willis Avenue underpass has no sidewalk.

Additional details of the comments made by the public speakers are contained in the minutes of the Metro-North Committee for the meeting of February 22, 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 January 24, 2022 LIRR Committee Meeting.

LIRR 2022 WORK PLAN:

President Eng reported one change to the 2022 Work Plan, with the Diversity and EEO report for the 4th Quarter 2021 to be provided by the Division of Diversity and Civil Rights at the Diversity Committee meeting in March.

LIRR PRESIDENT'S REPORT:

President Eng stated that mother nature tested LIRR's resiliency in January, with snow storms, frigid temperatures, and blizzard conditions. On January 7, a storm dropped as much as 8 inches of snow on Long Island. While they hoped that would be the worst, Winter Storm Kenan – with blizzard conditions spanning January 28 to 30, left parts of New York City with up to a foot of snow and Long Island up to two feet. President Eng said that he could not be prouder of how LIRR's managers and workforce battled the elements of this relentless storm, returning service as quickly as it did. It was a true testament to their decision making and commitment to safety, both for the workforce and for the customers.

Coming off of its record-breaking 2021, LIRR closed out January's on-time performance ("OTP") at 95.2%, despite the effects of the storms on its system. There is nothing more important to maintain public confidence and to bring riders back than safe, consistent, and reliable service.

President Eng noted that LIRR's fare promotions are starting, and they are looking forward to hearing from riders regarding these new options and welcoming back more customers to the system as they figure out how best to return to their workplaces.

Regarding ridership patterns, President Eng said that LIRR generally sees lower ridership in December and January - with decreased commuter travel supplemented with discretionary travel to shopping, dinners, and shows. Unfortunately, Omicron affected all of these areas, including ridership. The good thing is that as the number of positives drop dramatically, and LIRR hopes that continues to be the case, LIRR is seeing ridership start to return. In January, it was in the low 40% range compared to pre-pandemic. Although ridership figures fluctuate daily given the flexibility its riders now have in the workplace, with Tuesdays through Thursdays typically the heaviest days, for February ridership levels are between 46% to 49% of pre-pandemic and LIRR

hopes to be back above 50% shortly – with the heaviest ridership during its traditional peak hours. As the weather improves, it is also seeing an increase in off-peak discretionary travel – hitting the mid 70% range on Saturdays and mid 60% range on Sundays. LIRR is optimistic that, with discounted monthlies and new fare options being offered, as businesses and local downtowns continue to welcome people back, it will see ridership return with continued growth starting in March through the rest of 2022. LIRR is ready to serve them, with 17 straight months exceeding its goal of 94% OTP and 23 of the last 25 months exceeding that goal. Safe, consistent, and reliable service is what will bring people back.

President Eng stated that, starting March 21, a new timetable will begin as LIRR starts new rounds of work across the system. Customers should stay tuned closer to the March date for the new schedule, which will be available on the LIRR TrainTime app and website. He also mentioned a few notable weekends of work being: (a) March 12-13, with track outages for Main Line expansion and (b) March 19-20 and March 26-27, with a Main Line shutdown between New Hyde Park and Hicksville for switch installations.

President Eng concluded by saying that LIRR is committed to delivering safe and reliable service, which is the best thing it can do to lure riders back to the system. It is because of the tireless efforts of the workforce and the support of its labor partners that LIRR is able to get this job done. It appreciates the riders who have been riding all along and the ones who have recently returned, and LIRR will be ready for the ones who will be joining soon.

LIRR SAFETY REPORT:

Vice President – Corporate Safety Lori Ebbighausen stated that LIRR’s Safety Report begins on page 33 of the Committee Book, reporting on safety through the end of December 2021. She highlighted the winners of the annual school safety contest, where LIRR asked its education partners to identify a safety superhero. Safety Sam was identified by Iysiah Bachan, the elementary school winner from Mrs. Staco’s 3rd grade class at Sacred Heart Catholic Academy in Queens, and costumed by Genaro Perez, the middle school winner from Mrs. Poulis’s 7th grade class at Oregon Middle School in the Patchogue Medford School District.

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”) Deputy Chief Jennifer Kelly stated that the police report starts on page 36 of the Committee Book and noted the following with regard to LIRR:

There were two felony assaults in January, with one still open under investigation and the other closed out by arrest. There was no relationship between the suspect and the victim. They occurred on the platform at Jamaica station and at Penn Station. At Penn Station, a police officer was injured – although not severely.

There were four grand larcenies in January, all of which were due to unattended property and/or sleeping commuters. One involved a conductor's wallet taken from a closed conductor's cab on the Ronkonkoma line, one was an unattended suitcase from a train vestibule, one was a laptop from a sleeping commuter, and one was a conductor's bag from a cab at Penn Station. MTAPD is reviewing the train videos.

There were two robberies in January, one of which is open and under investigation involving currency on the Bay Shore station platform and one where two suspects were arrested for forcibly removing a cell phone from a victim at Jamaica station.

There were no burglaries in January.

For both LIRR and Metro-North, there have been 73 arrests this year compared to 58 last year for the same time period. There has been an increase in arrests for criminal trespassing and petit larceny, some of which involves arrests at Rite Aid pharmacy in Grand Central Terminal ("GCT"). Summons activity is down slightly in 2022, with a decrease in vehicle and traffic enforcement. There has been a dramatic increase in summons activity for Jamaica, Penn Station, and GCT – highlighting enforcement activity for quality of life and trying to keep the stations presentable.

In response to a question from Board Member Bringmann regarding instructions to officers assigned to ride the trains, Deputy Chief Kelly responded that they are expected to walk the train consist, contact train crews to see if there are problems, and engage with commuters. After Board Member Bringmann said that he saw two officers enter a train, remain in one train car, and engage with customers who were not wearing masks without saying anything about it, Deputy Chief Kelly said that they would bring it to the attention of supervisors.

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 Deputy Chief Kelly's presentation, comments, and questions from Board Members.

JOINT INFORMATION ITEMS:

There were no joint information items.

LIRR INFORMATION ITEMS:

LIRR President Eng reported on the: (a) February Financial Plan for 2022-2025, the 2021 Final Estimate, and the 2022 Adopted Budget and (b) 2021 annual Operating Results.

In response to a question from Board Member Tessitore regarding the meaning of a bullet point in the first information item, President Eng said that LIRR's Finance tower would provide a summary.

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

PROCUREMENTS:

Metro-North Senior Director of Procurement Anthony Gardner, on behalf of Metro-North, LIRR, and New York City Transit (“NYCT”), requested approval to award a five year noncompetitive Original Equipment Manufacturer quality purchase agreement in the estimated amount of \$296,063,000 to Wabtec Corporation to provide various parts, components, and repair services for Metro-North’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 NYCT subway cars.

Upon motion duly made and seconded, the Committee recommended approval of the procurement item.

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, President Eng thanked the public speakers for their sentiments, apologized to incoming President Rinaldi for giving her double duty but stated that if anyone can handle it she can, stated that he had a fantastic partnership with the Committee members, noted that it was hard to say goodbye to LIRR’s management team and workforce but said he was confident that the team would continue to thrive, thanked LIRR’s labor partners, and thanked everyone for their kind words.

Board Member Mack thanked President Eng for his leadership and wished him well.

Board Member Tessitore stated that the compliments that President Eng received demonstrated how great a job he did. He appreciated the respect that President Eng showed the unions and labor members and welcomed incoming President Rinaldi.

Board Member Porr wished President Eng the best in his future.

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

Respectfully submitted,



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

Minutes of the Regular Meeting
Metro-North Committee
Tuesday, February 22, 2022

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

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Hon. Rhonda Herman, Co-Chair
Hon. Norman Brown
Hon. David Mack
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. Harold Porr III

Also present:

Hon. Andrew Albert
Hon. Jamey Barbas

The following Board members were not present:

Hon. Kevin Law, Co-Chair
Hon. Frank Borelli, Jr.
Hon. Robert Linn

Also present in person or via video conference:

Catherine Rinaldi – President
Susan Sarch – Vice President, General Counsel & Secretary
John Longobardi – Chief Transportation Officer
Shelley Prettyman – 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 – Acting Metro-North BU Lead, MTA Construction & Development
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 (“LIRR”) Committee. In addition to Metro-North President Rinaldi and Metro-

North staff noted above, LIRR President Phillip Eng and members of LIRR staff attended the Joint Committee meeting. The minutes of the LIRR Committee for the meeting of February 22, 2022 should be consulted for matters addressed at the joint meeting relating to LIRR.

Co-Chair Herman called the joint meeting to order.

PUBLIC COMMENTS:

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

Lisa Daglian (in person), PCAC Executive Director, mentioned the need to strengthen partnerships with local law enforcement and community organizations. She also stated that the new fares will entice commuters and occasional riders back on board and encouraged a steady increase in service.

Jason Anthony (in person) from Amazon Labor Union. He said that, for commuters to return, they needed to promote discounts and improve safety and that they needed to work as a team.

Christopher D. Greif (via video) from New York City Transit Riders Council and NYCT's Advisory Committee for Transit Accessibility, stated his support for the Freedom Ticket and the City Ticket.

Charlton D'Souza (in person), Passengers United President, stated that customers should be able to buy a single ticket from Grand Central Terminal ("GCT") to New London. He also noted that trains are filthy and many people do not wear masks.

Murray Bodin (in person) from Concerned Grandparents read from the minutes of last month's meeting regarding the box at Roaring Brook Road railroad crossing and said it was the Committee's responsibility to replace President Rinaldi because she does not follow the law. He also stated that the public comment period has outlived its usefulness, as people now can use email to express their comments, and that people are required to take masks off when speaking because there are those who cannot understand what is said when masks are on.

Additional details of the comments made by the public speakers are contained in the minutes of the LIRR Committee for the meeting of February 22, 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 January 24, 2022 Metro-North Committee Meeting.

METRO-NORTH 2022 WORK PLAN:

President Rinaldi reported one change to the 2022 Work Plan, with the Diversity and EEO report for the 4th Quarter 2021 to be provided by the Division of Diversity and Civil Rights at the Diversity Committee meeting in March. The 2022 Work Plan is filed with the records of this meeting.

METRO-NORTH PRESIDENT'S REPORT:

President Rinaldi stated that her report this month focuses on two priority areas – service delivery and ridership trends and initiatives underway as Metro-North continues to welcome back riders.

The 2021 highlights are as follows: (a) overall service delivery was 97.1%, which is the second consecutive year Metro-North finished with on-time performance (“OTP”) above 97%; (b) West of Hudson service performed at 93.4% OTP; and (c) the railroad fleet attained a mean distance between failure (“MDBF”) of over 190,500 miles. Maintaining safe and reliable service and welcoming back more riders is emblematic of Metro-North’s commitment to its customers and is consistent with the priorities of its Way Ahead strategic plan. All of the accomplishments made in 2021 were made possible by the diligent work of the Metro-North workforce.

Moving forward into 2022, Metro-North is already off to a strong start – with January East of Hudson train service operating at a high of 98.1% OTP. The majority of delays in the month of January occurred as a result of winter weather. The following is a recap of Metro-North’s proactive measures taken before, during, and after the storm during the last week of January:

- During the last week of January, Metro-North prepared for a Nor’easter potentially headed toward its territory. As the week leading up to the storm went on, the storm track remained uncertain, but there seemed to be an increasing likelihood that the area in and around New Haven would see approximately two feet of snow. As the weekend approached, it looked as if the storm was drifting to the west, potentially affecting the Hudson and Harlem lines as well.
- As it always does, Metro-North prepared for the worst and hoped for the best. Metro-North made the decision to implement hourly service on the three main East of Hudson lines and to suspend all Branch line service for Saturday, January 29. Maintenance of Way mobilized to ensure that it had adequate resources and equipment at key locations, including critical switches. Maintenance of Equipment got the fleet ready. Once the storm hit, the Transportation Department kept Metro-North’s customers moving safely and kept an eye out for deteriorating conditions in case it needed to curtail service further. Stations Department staff made sure the stations were safe for travel and that customers received the guidance they needed.
- Press coverage during the storm event observed how grateful the customers were that Metro-North kept running trains all day Saturday. Many of the customers riding during the storm were essential workers, who needed to get to jobs around the region and when

interviewed said that they felt the railroad was the safest way to travel during the storm.

- Thanks to the efforts of the entire team, the operating plan worked - with a truly remarkable OTP of 98 percent that day. On Sunday, thanks to efforts by the railroad team, Metro-North was able to run its normal schedule, which got customers who ventured out after the storm where they needed to go.
- Although we have not seen the end of winter weather this year, President Rinaldi stated that she wanted to celebrate and thank the men and women of Metro-North and how they all came together to keep its customers safe during the Nor'easter. Many thanks for all that they do to keep our customers and fellow employees safe.

This past week – Monday through Thursday – Metro-North was at 44.1% of pre-COVID ridership. Ridership was up one-half percent over the previous week, up six percent over ridership from two weeks ago, up 22% from a month ago, and up 42% from the Omicron low, which was the first week in January. Metro-North is only down 10% from its pre-Omicron high in mid-December. By line, the Hudson Line is at approximately 45% of pre-COVID ridership, the Harlem Line is at 50% of pre-COVID ridership, and the New Haven Line is at approximately 43% of pre-COVID ridership. The other good thing is that, in addition to regular commuter and discretionary travel – which has been strong throughout the pandemic – Metro-North is starting to see requests for Spring group travel. Bike groups have traveled with Metro-North already, and more bike groups are booking trips as Spring approaches. With peak hour travel patterns re-emerging, Metro-North is reminding its customers of the existing bike policy.

The Breakneck Ridge station will be reopening in the Spring as soon as safety improvements are completed. This popular station handles hundreds of customers each weekend looking to enjoy outdoor activities and views of the Hudson Valley.

The river ice in the area between Ossining and Haverstraw has sufficiently subsided to allow resumption of the Haverstraw-Ossining ferry tomorrow.

As part of returning ridership and welcoming customers back to the system, LIRR and Metro-North both will continue to offer plenty of discounts and deals for riders. Off peak fares remain in effect through the end of the month, so customers using single ride trips and ten trip tickets can still benefit from savings up to nearly 40% of the normal price. Peak fares will return to both railroads beginning March 1, but simultaneously they are also launching new ways to save and promoting this pilot fare program through ads developed in house by Sarah Meyer and her team. For regular riders, they can try a monthly unlimited ticket and receive an extra ten percent off their ticket cost. Depending upon where they travel from, riders can save up to 61% off one way peak travel. They also have a new option for semi-monthly riders. The new 20 trip ticket saves riders 20% on regular peak fare prices. The new 20 trip ticket can be found on MTA eTix starting February 25 or at ticket windows starting March 1. For those traveling only within New York City limits, Metro-North also has them covered. Starting February 25, City Ticket will also offer five dollar weekday off peak fares when traveling the same day riders purchase their ticket.

The other good news is with respect to a schedule change. As more riders return to traditional peak periods, Metro-North is improving the attractiveness of its weekday service by restoring 66 weekday trains on its three East of Hudson lines. The restoration of more weekday trains increases weekday service to approximately 89% of pre-pandemic levels and takes effect Sunday, March 27. Metro-North has been listening to its customers and the message is clear – they want more trains and seating capacity, as well as faster trips. That is exactly what the latest service increase will provide. Guided by its Way Ahead – Moving Forward plan, these improvements shorten peak period travel times. As ridership recovers from an Omicron-caused dip, Metro-North will restore many of its pre-pandemic zoned express trains. These service adjustments will provide additional seating capacity for customers and reduce some trip times at several stations by up to 13 minutes.

The new schedule will build upon Metro-North’s major service increase that started in August 2021, when it built up service back to 82% of pre-pandemic levels. By line:

- Hudson Line weekday service will increase from 142 trains to 156 trains, with additional trains being added between GCT, Croton-Harmon, and Poughkeepsie.
- Harlem Line weekday service will increase from 190 trains to 208 trains, with additional trains between GCT, White Plains, and Southeast.
- New Haven Line weekday service will increase from 244 trains to 278 trains, with additional trains between GCT, Stamford, and New Haven.

Weekend service, which is already at near 100% of pre-COVID service levels, is unchanged except for some minor scheduling adjustments to support infrastructure projects.

As President Rinaldi has been reporting on every month for the past several months, Metro-North continues to make good progress working with its Construction & Development (“C&D”) partners replacing the culvert at Dobbs Ferry, which washed out from the remnants of Hurricane Ida. The culvert job is more than 90% complete and Metro-North expects to complete the final track work in advance of the upcoming schedule change.

President Rinaldi highlighted the information item on today’s agenda regarding the proposed lease agreement that MTA Real Estate has successfully negotiated for the Pearl River station building. In addition to the rental revenue, the tenant will be making a significant investment to improve the space. This includes new restrooms and new interior and exterior lighting for the building, which will provide added customer amenities to the station environment as Metro-North welcomes back more riders.

For Rockland customers, President Rinaldi is pleased to report that the new platform waiting room shelter at Nanuet station is substantially complete and now available to customers. President Rinaldi looks forward to visiting the station soon and seeing this enhancement firsthand.

Speaking of enhancements, last month in an event held at GCT, Metro-North announced the opening of the new bike pod at GCT. President Rinaldi wants to thank Board Member Norman

Brown, who first brought Oonee to her attention about 1½ years ago. It is a great amenity for Metro-North's customers, and Metro-North looks forward to potentially installing the bike pod elsewhere.

One last amenity, the TrainTime app, which Metro-North launched a couple of months ago, is now available on Android watches. Android users can now keep their phones in their pockets and have all the train information that they need on their wrists.

President Rinaldi concluded with a couple of personnel announcements. President Rinaldi took a moment to honor Joseph Streany, Metro-North's Director of Field Safety Operations and Investigations, on his retirement after 52 years of dedicated service. Joe has spent most of his career dedicated to safety. He began his railroad career in 1969 with the Penn Central and then Conrail as a Mechanical Department Electrician in shops and yards. In 1978, he was promoted into the Transportation Department and became a Locomotive Engineer. In 1983, he accepted a special duty position with Metro-North's Safety Department and stayed in that role until January 1985, when he was promoted to Deputy Director of Safety. In 2016, his role expanded once again with his promotion to the new role of Director of Field Safety Operations and Investigations. He led the establishment of this safety critical function, and his leadership helped build it into the robust partnership with the operations that it is today.

Joe is known across the railroad for his dogged persistence and attention to detail in investigating incidents and rooting out opportunities for improvements, all in the service of safety for Metro-North's employees and customers. Notably as just one part of his work, he has been working with the Metro-North operating departments and local and state agencies in a coordinated effort to improve safety at grade crossings across Metro-North's operating territory. Under his leadership, Metro-North is already mobilizing to restripe and repaint the crossing at Roaring Brook Road, hopefully by the end of March. He leaves behind a legacy that we are all very proud of after 52 years. President Rinaldi asked that the Committee join her in congratulating Joe Streany and wishing him well on his retirement.

President Rinaldi noted that, while LIRR President Eng will be making his remarks at the end, she thanked him for his friendship and his leadership of LIRR. While they compete with each other, they learn from each other, and they are colleagues and friends. She will miss all of the guidance President Eng has given her. She wished him nothing but the best, as he earned everything that he will get in his retirement. He leaves a really proud and wonderful legacy at LIRR. She is privileged to step into his big shoes and lead a wonderful organization.

Following that statement, President Rinaldi provided President Eng with a piece of Tennessee marble from the floor of GCT, which she said seems particularly appropriate because the railroads are going to be unified there.

METRO-NORTH SAFETY REPORT:

Vice President System Safety Shelley Prettyman stated that Metro-North's Safety report can be found starting on page 30 of the Committee Book.

Vice President Prettyman reported that the FRA reportable customer injury rate per million customers was 1.79 for the 12 month reporting period ending December 2021, which is up from 1.39 in the prior reporting period. The increase is primarily because of an uptick in the number of slips, trips, and falls. Metro-North has worked with MTA Customer Communications to launch its Winter customer safety campaign. There is an example of that in the Committee book. They are also working with them on a Spring campaign to refresh and update its messages to customers. This information is on electronic signs throughout the Metro-North system and on social media.

The FRA reportable employee lost time injury rate was 1.97 per 200,000 hours worked for the 12 month reporting period ending December 2021, which is down from 2.17 in the prior reporting period. There have been no grade crossing incidents, no main line FRA reportable derailments, no main line FRA reportable train collisions for the reporting period or for the year through December 2021.

Employee safety training hours were 221,343 for the year and community outreach contacts – including virtual and in-person contacts – were 233,940 for the year.

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 Vice President Prettyman’s remarks.

MTAPD REPORT:

MTA Police Department (“MTAPD”) Deputy Chief Jennifer Kelly stated that the police report starts on page 36 of the Committee Book and noted the following with regard to Metro-North:

There were two felony assaults in January, one of which was closed out by the arrest of two individuals in Yonkers and one of which was closed out due to an uncooperative victim. There was no relationship between the suspects and the victims. The assaults occurred on the platforms at Mamaroneck and Yonkers.

There were three grand larcenies in January. One involved an unattended conductor’s bag at GCT, one involved cable larceny along the right of way in Hastings, and one involved theft of a catalytic converter in the Southeast parking lot.

There were no robberies or burglaries in January.

For both LIRR and Metro-North, there have been 73 arrests this year compared to 58 last year for the same time period. There has been an increase in arrests for criminal trespassing and petit larceny, some of which involves arrests at the Rite Aid pharmacy in GCT. Summons activity is down slightly in 2022, with a decrease in vehicle and traffic enforcement. There has been a dramatic increase in summons activity for Jamaica, Penn Station, and GCT – highlighting enforcement activity for quality of life and trying to keep the stations presentable.

In response to a question from Board Member Bringmann regarding instructions to officers assigned to ride the trains, Deputy Chief Kelly responded that they are expected to walk the train consist, contact train crews to see if there are problems, and engage with commuters.

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 Deputy Chief Kelly's presentation, comments, and questions from Board Members.

JOINT INFORMATION ITEMS:

There were no joint information items.

METRO-NORTH INFORMATION ITEMS:

President Rinaldi reported on the: (a) February Financial Plan for 2022-2025, the 2021 Final Estimate, and the 2022 Adopted Budget, and (b) 2021 annual Operating Results. She also reported on the lease for the Pearl River station building, which will go to the Finance Committee and then to the MTA Board.

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

PROCUREMENTS:

Metro-North Senior Director of Procurement Anthony Gardner, on behalf of Metro-North, LIRR, and New York City Transit ("NYCT"), requested approval to award a five year noncompetitive Original Equipment Manufacturer quality purchase agreement in the estimated amount of \$296,063,000 to Wabtec Corporation to provide various parts, components, and repair services for Metro-North'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 NYCT subway cars.

Upon motion duly made and seconded, the Committee recommended approval of the procurement item.

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:

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

Respectfully submitted,



Susan Sarch
Vice President, General Counsel & Secretary

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2022 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP – Operations
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>March 2022</u>	
Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
Diversity/EEO Report – 4 th Q 2021	Administration/Diversity
<u>April 2022</u>	
Final Review of 2021 Operating Budget Results	Management & Budget
2021 Annual Ridership Report	Finance/Marketing
Spring Trackwork Programs	Service Planning
<u>May 2022</u>	
June Timetable Change & Trackwork Programs	Service Planning
Diversity/EEO Report – 1 st Q 2022	Administration/Diversity
LIRR/MNR PTC Implementation Update	President
<u>June 2022</u>	
Summer Track Work Programs	Service Planning
<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
Diversity/EEO Report – 2 nd Quarter 2022	Administration/Diversity

October 2022

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

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 rd 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

February 2023

Adopted Budget/Financial Plan 2023	Management & Budget
2022 Annual Operating Results	Operations
Diversity/EEO Report – 4 th Q 2022	Administration/Diversity
March Timetable and Spring Trackwork Programs	Service Planning

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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.

Diversity & EEO Report– 4th Quarter 2021

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

APRIL 2022

Final Review of 2021 Operating Results

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

2021 Annual Ridership Report

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

Spring Trackwork Programs

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

MAY 2022

June Timetable Change & Trackwork Programs

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

Diversity & EEO Report– 1st Quarter 2022

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

LIRR/MNR PTC Project Update

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

JUNE 2022

Summer Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs, Main Line Second Track construction and East Side Access Readiness projects

JULY 2022

Summer Trackwork Programs & Summer Service

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

SEPTEMBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Budget.

2022 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2022

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

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Budget.

LIRR/MNR PTC Project Update

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

NOVEMBER 2022

East Side Access Support Projects Update

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

Year-End Schedule

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

DECEMBER 2022

Diversity & EEO Report– 3rd Quarter 2022

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

2023 Final Proposed Budget

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

Proposed 2023 Committee Work Plan

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

Review Committee Charter

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

JANUARY 2023

Approval of 2023 Committee Work Plan

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

FEBRUARY 2023

Adopted Budget/Financial Plan 2023

The Agency will present its revised 2023 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.

2022 Annual Operating Results

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

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

2022 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Summary of Actions	
Approval of Minutes	Committee Chairs & Members
Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>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 st 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	Finance
Diversity/EEO Report – 2 nd Quarter 2022	Diversity and EEO

October 2022

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

Finance
Presidents
Engineering

November 2022

Progress on Way Ahead Strategic Plan

Operations Support & Organizational
Resiliency

December 2022

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

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

January 2023

Approval of 2023 Committee Work Plan
Track Program Quarterly Update

Committee Chairs & Members
Engineering

February 2022

Adopted Budget/Financial Plan 2022
2021 Annual Operating Results

Finance
Operations

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Summary of Actions (if any)

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

Approval of Minutes

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

Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

II. SPECIFIC AGENDA ITEMS

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– 4th Quarter 2021

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

APRIL 2022

Final Review of 2021 Operating Results

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

2021 Annual Ridership Report

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

MAY 2022

Track Program Quarterly Update

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

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 1st Quarter 2022

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

JUNE 2022

Progress on Way Ahead Strategic Plan

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

JULY 2022

Grand Central Terminal Retail Development

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

Track Program Quarterly Update

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

SEPTEMBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Budget.

2022 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2022

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

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Budget.

LIRR/MNR PTC Project Update

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

Track Program Quarterly Update

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

NOVEMBER 2022

Progress on Way Ahead Strategic Plan

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

DECEMBER 2022

2023 Final Proposed Budget

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

2023 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2022

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

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

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.

FEBRUARY 2023

Adopted Budget/Financial Plan 2023

The Agency will present its revised 2023 Financial Plan. These plans will reflect the 2023 Adopted Budget and an updated Financial Plan for 2023 reflecting the out-year impact of any changes incorporated into the 2023 Adopted Budget.

2022 Annual Operating Results

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



Safety Report Highlights

**Long Island Rail Road
Employee
Safety Incentive Awards**



**“If You See Something,
Say Something”**



Employee Safety Incentive Award Winners

For over two decades, our 2021 Annual Employee Safety Incentive Award Ceremony has enabled LIRR employees to nominate their colleagues for performing extraordinary acts affecting the safety of their colleagues, our customers, and the communities we serve. Twenty-seven employees were recognized for their actions including: rendering lifesaving medical assistance, rescuing individuals from the tracks, preventing rail accidents, alerting trains to hazardous conditions, reuniting individuals with dementia with their loved ones, and intervening to persuade individuals contemplating suicide not to end their lives.

Engineering Department

Mark Ruf	Raymond Schmitz	Robert Handford	Paul Platt
Michael Libretto	Steve Mazza	Jason DeNezzo	Robert Goldsmith

Transportation Department

Rebecca King	Christopher Sciarratta	Michael Motts
Gregory Kelly	April Traina	Sean Bergen
Michael Luiso	Joseph Kelly	Andreanna Dominigue
Tom Short	Michael Lescak	Thomas Miller

Maintenance of Equipment Department

Leonard Portello	Steve Paesano	Valonte Hailey
Guy Stalter		Tennille Gaither

Stations Department

John Dunn	Cliff Boland (posthumous)
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Employee Safety Incentive Award Committee

Maintenance of Equipment Ralph Jean	Engineering Linda Stone	Stores Eric Florio	Stations Tom Foulkes	MTA HQ IT Tracey Baratta
Office of Security Terilyn Brennan	Transportation Joseph Grippaldi	Corporate Safety John Kay		Public Affairs Danielle Camirand
Engineering		Justin Serina, Chairperson		

For the reporting period ending January 2022, the average Reportable Customer Injury Rate was 2.44 injuries per million customers as compared to 3.54 injuries per million customers over the same period last year. Slips, trips, and falls in Penn Station generate the most injury reports. During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 3.34 injuries per 200,000 hours worked to 4.11 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

January Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	February 2019 - January 2020	February 2020 - January 2021	February 2021 - January 2022	
FRA Reportable Customer Accident Rate per Million Customers	2.39	3.54	2.44	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	3.39	3.34	4.11	
	2021		2022	
	January	Year to Date	January	Year to Date
Grade Crossing Incidents ²	1	1	1	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

¹ Due to a global issue impacting the Metropolitan Transportation Authority (MTA)'s time keeping system, employee hours of work were estimated for January 2022. The MTA is working to correct the problem and will update the affected employee injury rates after it is resolved.

² Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Focus on Safety Training	2021		2022	
	January	Year to Date	January	Year to Date
First Responders Trained	35	35	56	56
Employee Safety Training Courses	46	46	88	88
Employees Trained	355	355	923	923
Employee Safety Training Hours	5,271	5,271	14,727	14,727
Customer and Community:	January	Year to Date	January	Year to Date
Broken Gates	7	7	10	10
MTA Police Details	88	88	10	10
Summons	248	248	47	47
Warnings	125	125	12	12
Arrests	0	0	0	0
Community Education and Outreach	2,440	2,440	3,509	3,509
Community Education and Outreach via Social Media	118,415	118,415	47,224	47,224

Definitions:

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.

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

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

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

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Community Education and Outreach - The number of participants who participated in live or virtual TRACKS Events.

Community Education and Outreach Web/Social Media- The number of contacts made through the TRACKS website and MTA social media platforms.



**Together Railroads And Communities Keeping Safe (TRACKS)
Public Safety Awareness Event**

Grand Central Terminal, February 25, 2022

Shelley Prettyman
Vice President
System Safety

Safety Report Highlights

For the current 12-month reporting period (February 2021 – January 2022), the reportable employee lost time injury rate remained unchanged at 2.02 per 200,000 working hours compared to the prior reporting period (February 2020 – January 2021).

The reportable customer injury rate for the current reporting period decreased from 1.75 to 1.64 per one million customers compared to the prior reporting period. Slips, trips, and falls remain the most frequent category of customer injury.

Metro-North continues to promote customer safety through the TRACKS (Together Railroads and Communities Keeping Safe) public education and outreach program.

On February 25, TRACKS held its first in-person public event for 2022 in Grand Central Terminal. Additional in-person TRACKS events are planned for the upcoming months, to continue to promote safe behaviors at or around railroad tracks, grade crossings, and trains.

These events continue to be supplemented by safety-focused outreach to the public through the TRACKS web site and social media.

Shelley Prettyman
Vice President
System Safety

January 2022 Safety Report

Performance				
Performance Indicator	12-Month Average			
	February 2019 - January 2020	February 2020 - January 2021	February 2021 - January 2022	
FRA Reportable Customer Injury Rate per Million Customers	1.04	1.75	1.64	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹	1.97	2.02	2.02	
	2021		2022	
	January	Year to Date	January	Year to Date
Grade Crossing Incidents ²	0	0	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

¹ Due to a global issue impacting the Metropolitan Transportation Authority (MTA)'s time keeping system, employee hours of work were estimated for January 2022. The MTA is working to correct the problem and will update the affected employee injury rates after it is resolved.

² 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	2021		2022	
	January	Year to Date	January	Year to Date
First Responders Trained	57	57	239	239
Employee Safety Training Courses	102	102	120	120
Employees Trained	1,082	1,082	887	887
Employee Safety Training Hours	10,403	10,403	14,398	14,398
Customer and Community: Focus on Grade Crossings	2021		2022	
	January	Year to Date	January	Year to Date
Broken Gates	0	0	3	3
MTA Police Details	9	9	39	39
Summonses	29	29	89	89
Warnings	13	13	51	51
Community Education and Outreach (Events)	250	250	709	709
Community Education and Outreach (Web/Social Media)	533	533	30,656	30,656

Definitions

First Responders Trained - The number of first responders trained by MNR 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 (e.g., cell phone use).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (e.g., cell phone use).

Community Education and Outreach (Events) - The number of individuals who participated in live or virtual TRACKS events.

Community Education and Outreach (Web/Social Media) - The number of contacts made through the TRACKS web site and MTA social media platforms.



POLICE REPORT



Long Island Rail Road

February 2022 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (9 vs 2) for the month of February compared to the same period last year.
- Year to date Long Island Rail Road is up 11 crimes (17 vs 6).
- There was one (1) Hate Crime on Long Island Rail Road for the month of February.

Gary J. Beahan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road
February 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	5	0	5	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	2	7	350%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	3	4	-1	-25%
Burglary	0	0	0	0%
Grand Larceny	9	1	8	800%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	6	11	183%



Metro-North Railroad

February 2022 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (13 vs 3) for the month of February compared to the same period last year.
- Year to date Metro-North Railroad is up 8 crimes (18 vs 10).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of February.

Gary J. Beahan
Chief of Police



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

February 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	1	1	0	0%
Burglary	3	0	3	100%
Grand Larceny	7	0	7	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	3	10	333%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	3	2	1	50%
Burglary	3	3	0	0%
Grand Larceny	10	1	9	900%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	18	10	8	80%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

February 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	2	3	-1	-33%
Burglary	3	0	3	100%
Grand Larceny	13	0	13	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	23	5	18	360%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	6	4	2	50%
Felony Assault	6	6	0	0%
Burglary	3	3	0	0%
Grand Larceny	20	2	18	900%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	36	16	20	125%



MTA Police Department Arrest Summary: Department Totals

1/1/2022 to 2/28/2022

Arrest Classification	Total Arrests	
	2022	2021
Robbery	7	4
Felony Assault	7	6
Burglary	2	3
Grand Larceny	8	7
Aggravated Harassment	0	1
Aggravated Unlicensed Operator	0	1
Assault-Misdemeanor	23	14
Breach of Peace	2	0
Child Endangerment	2	0
Criminal Contempt	0	1
Criminal Impersonation	0	1
Criminal Mischief	17	11
Criminal Possession Stolen Property	1	0
Criminal Tampering	3	0
Criminal Trespass	13	0
Drug Offenses	1	3
DUI Offenses	0	2
Falsely Reporting an Incident	0	1
Forgery	2	1
Graffiti	10	13
Harassment	0	1
Menacing	9	0
Petit Larceny	18	7
Public Lewdness	1	4
Reckless Endangerment	3	1
Resisting Arrest	4	2
Theft of Services	8	6
Warrant Arrest	4	5
Total Arrests	145	95

INDEX CRIME REPORT
Per Day Average
February 2022

	Systemwide	LIRR	MNRR	SIRT
Murder	1	1	0	0
Rape	0	0	0	0
Robbery	4	2	2	0
Fel. Assault	2	1	1	0
Burglary	3	0	3	0
Grand Larceny	13	5	7	1
GLA	0	0	0	0
Total	23	9	13	1
Crimes Per Day	0.82	0.32	0.46	0.04



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - February 2022)

Motivation	2022	2021	Diff	% Change
Asian	0	0	0	0 %
Black	0	2	-2	-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	2	-1	-50 %
Sexual Orientation	0	0	0	0 %
White	1	0	1	0 %
Motivation Total	3	4	-1	-25 %

Crime Name	2022	2021	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	1	4	-3	-75 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	3	4	-1	-25 %



Long Island Rail Road

INFORMATION

ITEMS

Long Island Rail Road Elevator/Escalator

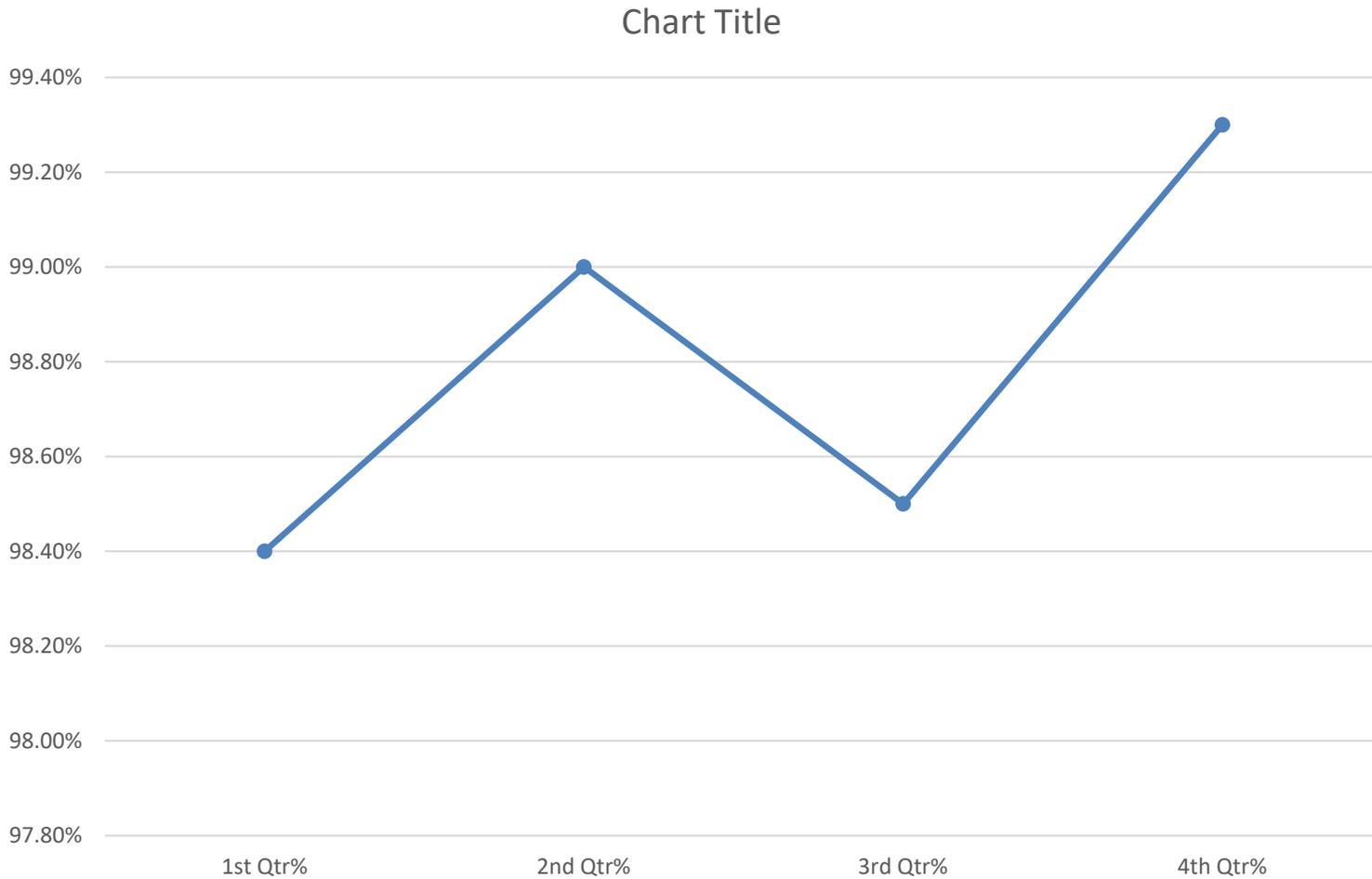
2021 Annual Report



2021 Elevator Availability by Station (Goal 98%)

Branch/Station	Availability	Branch/Station	Availability
BABYLON		HEMPSTEAD	
Babylon (A)	99.6%	Floral Park (A)	99.4%
Babylon (B)	99.5%	Floral Park (A)	99.5%
Baldwin	99.3%	Floral Park (A)	99.3%
Bellmore	99.4%	Queens Village (A)	99.5%
Freeport	99.3%	Queens Village (B)	99.3%
Massapequa	99.1%	PORT JEFFERSON	
Merrick	99.1%	Carle Place (B)	99.7%
Rockville Centre	99.5%	Carle Place (A) ⁽²⁾	97.1%
Seaford	99.6%	Hicksville A1	99.3%
Wantagh	99.6%	Hicksville B1	99.5%
PORT WASHINGTON		Hicksville A2	99.6%
Great Neck (A)	99.5%	Hicksville B2	99.6%
Great Neck (B)	99.1%	Mineola 1 ⁽³⁾	97.7
Auburndale ⁽¹⁾	95.9%	Mineola 2	98.4%
Murray Hill A	99.2%	Westbury Garage 1	99.0%
Murray Hill B	99.2%	Westbury Garage 2	99.2%
Flushing (A)	99.2%	CITY TERMINAL	
Flushing (B)	99.2%	Atlantic Terminal 1 ⁽⁴⁾	93.7%
RONKONKOMA		Atlantic Terminal 2 ⁽⁵⁾	91.0%
Ronkonkoma (A)	99.3%	Nostrand Ave A ⁽⁶⁾	96.8%
Ronkonkoma (B)	98.3%	Nostrand Ave B ⁽⁷⁾	97.3%
Ronkonkoma (C)	99.5%	Woodside 415x	98.3%
Ronkonkoma Garage 1	99.5%	Woodside 418x ⁽⁸⁾	97.2%
Ronkonkoma Garage 2	99.5%	Woodside 419x	99.3%
Wyandanch 1	99.6%	Penn 34S-ELV-P34	98.7%
Wyandanch 2	99.4%	Penn CEN-ELV-P-7	99.5%
Wyandanch 3	99.7%	Penn CEN-ELV-P-8	99.3%
Wyandanch A	99.1%	Penn CEN-ELV-P-9	99.7%
Wyandanch B	99.2%	Penn CEN-ELV-P10	99.4%
		Penn CEN-ELV-P11 ⁽⁹⁾	91.5%
		Jamaica F14	98.6%

2021 Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

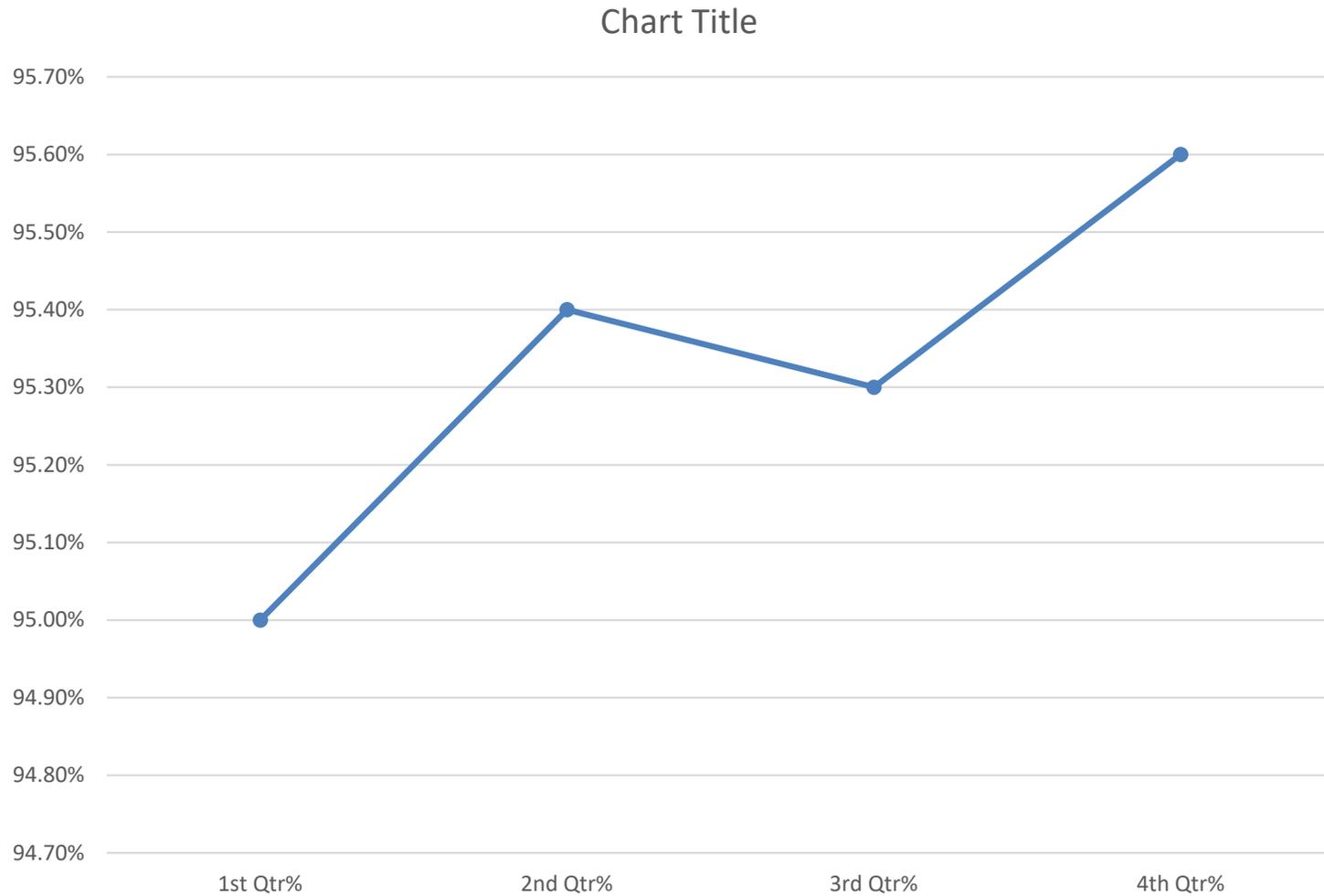
2021 Escalator Availability by Station (Goal 97%)

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION	
Babylon A (W/B) ⁽¹⁾	95.9%	Valley Stream ⁽⁵⁾	91.8%	Penn 34S-ESC-34A ⁽⁶⁾	95.2%
Babylon B (E/B)	97.7%	PORT JEFFERSON		Penn 34S-ESC-34B ⁽⁷⁾	96.7%
Lindenhurst ⁽²⁾	95.2%	Hicksville A (W/B)	97.3%	Penn 34S-ESC-34C	97.4%
Copiague	97.5%	Hicksville B (E/B)	97.8%	Penn EXI-ESC-09E ⁽⁸⁾	93.0%
Amityville	97.1%	LONG BEACH		Penn EXI-ESC-10E ⁽⁹⁾	95.7%
Massapequa Park	98.2%	Lynbrook	97.9%	Penn EXI-ESC-10EW ⁽¹⁰⁾	94.7%
Massapequa	98.3%	HEMPSTEAD		Penn EXI-ESC-7EW ⁽¹¹⁾	80.0%
Seaford	97.8%	Floral Park	97.3%	Penn EXI-ESC-8EW ⁽¹²⁾	79.6%
Wantagh	97.1%	JAMAICA		Penn MG-ESC-11MG ⁽¹³⁾	90.9%
Bellmore	97.0%	Jamaica F8	98.9%	Penn MG-ESC-1MG ⁽¹⁴⁾	95.8%
Merrick	97.8%			Penn MG-ESC-2MG ⁽¹⁵⁾	92.7%
Freeport ⁽³⁾	96.9%			Penn MG-ESC-3MG ⁽¹⁶⁾	95.4%
Baldwin	97.0%			Penn MG-ESC-7MG ⁽¹⁷⁾	94.7%
Rockville Center ⁽⁴⁾	96.9%			Penn MG-ESC-8MG ⁽¹⁸⁾	95.4%
				Penn 33S-ESC-33A ⁽¹⁹⁾	96.3%
				Penn 33S-ESC-33B ⁽²⁰⁾	94.7%
				Penn 33S-ESC-33C ⁽²¹⁾	95.0%

- (1) Babylon A – Guide frame crack; handrail drive sheave bearing.
- (2) Lindenhurst-CPU issues; bull gear bearing replacement.
- (3) Freeport – Power outages.
- (4) RVC – Power outages.
- (5) Valley Stream – Water damage; step chain replacement; track replacement.
- (6) Penn 34A – Skirt panel replacement; Drive issues
- (7) Penn 34B – Skirt panel replacement; .
- (8) Penn 09E– Speed sensor failures; excessive stop switch activation..
- (9) Penn 10E – Excessive stop switch activation.
- (10) Penn 10EW– Excessive stop switch activation; Drive issues.
- (11) Penn 7EW – Excessive stop switch activation; Hold down track replacement.

- (12) Penn 8EW – Excessive stop switch activation.
- (13) Penn 11MG – Step track repair; handrail drive pully replacement; stop switch activation.
- (14) Penn 1MG – Excessive stop switch activations.
- (15) Penn 2MG – Excessive stop switch activation; Step wreck.
- (16) Penn 3MG – Excessive stop switch activation; Speed sensor faults.
- (17) Penn 7MG – Excessive stop switch activation; Drive issues.
- (18) Penn 8MG – Excessive stop switch activation.
- (19) Penn 33A – Comb impact switches; Handrail inlet switches; Stop switch activations.
- (20) Penn 33B – Excessive stop switch activations
- (21) Penn 33C – Comb impact switches; excessive stop switch activations.

2021 Escalator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

2021 Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Mineola	0	0	1
Woodside	0	0	1
Nostrand Ave.	0	0	1

2021 Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Penn Station	0	4
Babylon	0	2
Baldwin	0	1
Bellmore	0	2
Freeport	0	1

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2021.

(1) Jamaica elevators and escalators maintained by the Port Authority except for platform F equipment.

Staff Summary



Subject SPRING TRACKWORK PROGRAMS						Date March 7, 2022			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. FREE						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	3/28/22				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 to support a Series of Switch Installations on the Main Line as part of Main Line Third Track Expansion. Additionally, schedules will be temporarily adjusted to support a Rail Drop on the Montauk Branch.

TRACK WORK PROGRAMS

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

- **Main Line – Switch Installation** – On the weekends of April 2-3, April 9-10, and April 23-24, 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. Additionally, over the course of these three weekends, new concrete ties will be installed, and existing rail will be replaced between Queens Village and Merillon Avenue Stations. Installing the new concrete ties will offer greater reliability versus traditional wooden ties, and a longer lifespan, thus reducing the need for future outages.
 - **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.*
- **Montauk Branch Rail Drop between Jamaica and Valley Stream** – On Saturday, April 16th, one of the two main tracks will be out of service on the Montauk Branch between Jamaica and Valley Stream to support a rail drop.
 - **Temporary Service Adjustments:** With one of the two main tracks out of service between Jamaica and Valley Stream, temporary schedule adjustments will be required on the Babylon, Montauk, and West Hempstead Branches.

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

IMPACT ON FUNDING

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



Long Island Rail Road

Diversity & EEO Report – 4th Quarter 2021

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

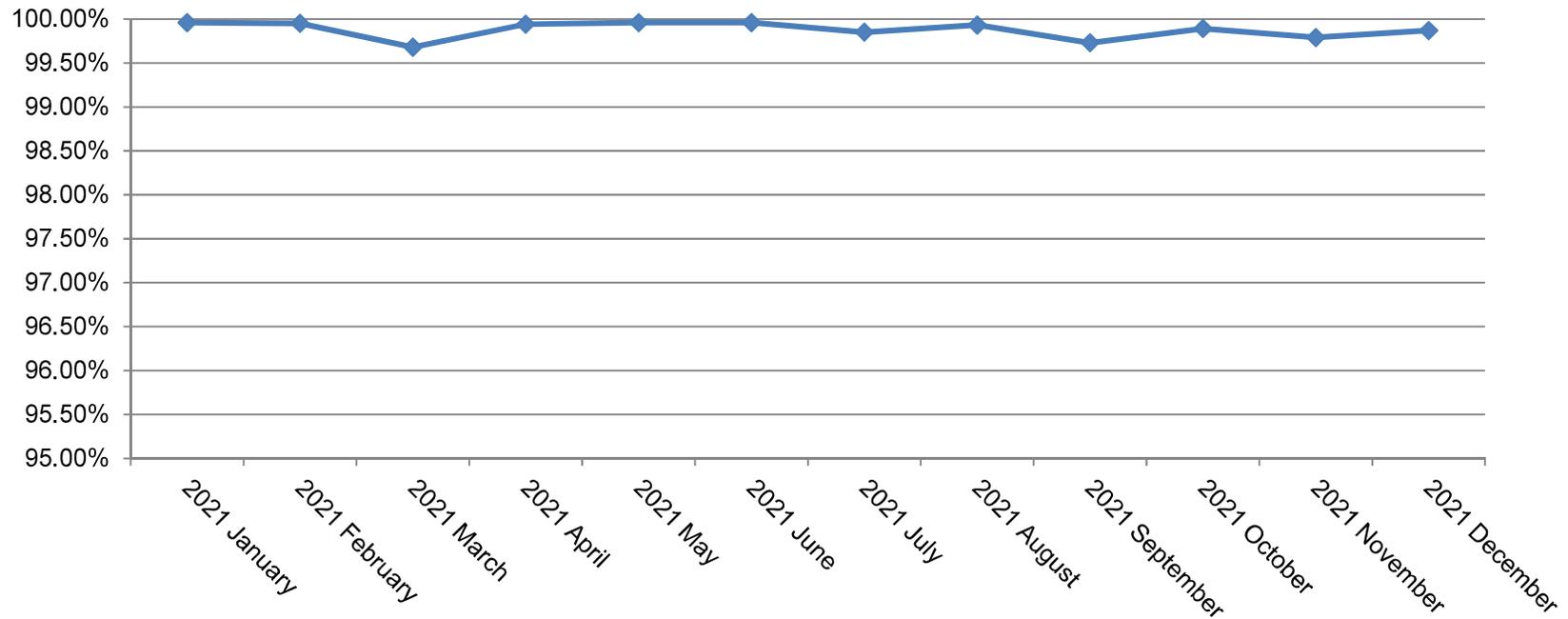


Metro-North Railroad Elevator/Escalator

**Year-End Report
2021**



2021 Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service **as of 7:00 AM daily.**

2021 Elevator Availability by Station - Hudson Line



Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
ARDSLEY-ON-HUDSON	026N	99.7%	HARLEM 125th	002S	99.9%
ARDSLEY-ON-HUDSON	026S	100.0%	HASTINGS-ON-HUDSON	022N	100.0%
BEACON	056I	99.9%	HASTINGS-ON-HUDSON	022S	99.9%
COLD SPRING	054N	98.8%	GRAND CENTRAL TERMINAL	T-6	100.0%
COLD SPRING	054S	98.7%	GRAND CENTRAL TERMINAL	T-7	99.7%
CORTLANDT	043P	100.0%	GRAND CENTRAL TERMINAL	T-8	99.7%
CORTLANDT	043I	99.9%	GRAND CENTRAL TERMINAL	T-9	99.7%
CORTLANDT	043PW	99.9%	GRAND CENTRAL TERMINAL	T-10	98.9%
CROTON-HARMON	3813	99.9%	GRAND CENTRAL TERMINAL	T-11	99.7%
CROTON-HARMON	3821	100.0%	GRAND CENTRAL TERMINAL	T-12	99.2%
CROTON-HARMON	3842	100.0%	GRAND CENTRAL TERMINAL	T-18	99.7%
CROTON-HARMON	038P	100.0%	GRAND CENTRAL TERMINAL	T-19	98.3%
DOBBS FERRY	024N	99.8%	GRAND CENTRAL TERMINAL	T-20	99.7%
DOBBS FERRY	024S	100.0%	GRAND CENTRAL TERMINAL	WCL	100.0%
GARRISON	050N	100.0%	GRAND CENTRAL TERMINAL NORTH	NE-1	O.O.S
GARRISON	050S	100.0%	GRAND CENTRAL TERMINAL NORTH	NE-2	99.7%
GLENWOOD	018N	100.0%	GRAND CENTRAL TERMINAL NORTH	NE-3	99.5%
GLENWOOD	018S	100.0%	GRAND CENTRAL TERMINAL NORTH	NE-5	98.5%
GREYSTONE	020N	99.9%	GRAND CENTRAL TERMINAL NORTH	NE-6	100.0%
GREYSTONE	020S	99.9%			
HARLEM 125th	002N	99.9%			

2021 Elevator Availability by Station - Hudson Line



Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
MORRIS HEIGHTS	004I	100.0%	RIVERDALE	012S	100.0%
OSSINING	3624	99.4%	SCARBOROUGH	034N	100.0%
OSSINING	363	100.0%	SCARBOROUGH	034S	100.0%
OSSINING	036N	100.0%	TARRYTOWN	030N	99.9%
OSSINING	036S	100.0%	TARRYTOWN	030S	99.7%
PEEKSKILL	046N	99.5%	UNIVERSITY HEIGHTS	006N	99.2%
PEEKSKILL	046S	99.9%	YANKEES - E. 153RD STREET	321	100.0%
POUGHKEEPSIE	058N	100.0%	YANKEES - E. 153RD STREET	364	100.0%
POUGHKEEPSIE	058PE	99.9%	YANKEES - E. 153RD STREET	003P	100.0%
POUGHKEEPSIE	058PW	100.0%	YANKEES - E. 153RD STREET	003W	100.0%
POUGHKEEPSIE	058S	100.0%	YONKERS	016N	99.8%
RIVERDALE	012N	100.0%	YONKERS	016S	100.0%

2021 Elevator Availability by Station - Harlem Line



Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	99.9%	HAWTHORNE	142I	99.9%
BEDFORD HILLS	152I	99.6%	KATONAH	154P	99.9%
BOTANICAL GARDEN	110N	99.8%	KATONAH	154I	99.9%
BOTANICAL GARDEN	110S	100.0%	MOUNT KISCO	150P	99.8%
BREWSTER	162P	99.9%	MOUNT KISCO	150I	99.4%
BREWSTER	162I	100.0%	MOUNT VERNON WEST	118N	99.9%
CHAPPAQUA	148P	100.0%	MOUNT VERNON WEST	118S	100.0%
CHAPPAQUA	148I	100.0%	NORTH WHITE PLAINS	134N	99.1%
CRESTWOOD	126N	99.9%	NORTH WHITE PLAINS	134P	100.0%
CRESTWOOD	126P	99.9%	NORTH WHITE PLAINS	134S	99.9%
CRESTWOOD	126S	99.9%	PLEASANTVILLE	146I	99.9%
CROTON FALLS	160P	99.7%	PURDYS	158P	100.0%
CROTON FALLS	160I	99.9%	PURDYS	158I	100.0%
FLEETWOOD	120N	100.0%	SCARSDALE	128N	100.0%
FLEETWOOD	120S	100.0%	SOUTHEAST	163P	99.9%
FORDHAM	108N	99.8%	SOUTHEAST	163I	100.0%
FORDHAM	108S	100.0%	TUCKAHOE	124N	99.7%
GOLDENS BRIDGE	156P	100.0%	VALHALLA	136P	99.9%
GOLDENS BRIDGE	156I	100.0%	VALHALLA	136I	100.0%
HAWTHORNE	142P	99.9%	WHITE PLAINS	132I	99.9%



2021 Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures)
GREENWICH	218E	100.0%
GREENWICH	218T	100.0%
GREENWICH	218W	99.9%
HARRISON	212E	99.9%
HARRISON	212W	98.3%
LARCHMONT	208E	99.8%
LARCHMONT	208W	99.9%
MOUNT VERNON EAST	202E	99.3%
MOUNT VERNON EAST	202W	99.6%
NEW ROCHELLE	206E	99.7%
NEW ROCHELLE	206W	99.9%
RYE	214E	100.0%
RYE	214W	100.0%

These are the only elevators Metro-North maintains on the New Haven Line.



2021 Escalator Failures

Escalator Number	Escalator Location	Outages	Escalator Number	Escalator Location	Outages
1	West Side near Transit Museum	0 (a)	NE-8	47th ST Cross Passage to East Spine	0
2	West Side near Transit Museum	0 (a)	NE-9	East Spine to 48th ST and Park	0
3	East Side near Market	0	NE-10	45th ST Cross Passage to West Spine	0
4	East Side near Market	0	NE-11	47th ST Cross Passage to 47th and Madison	O.O.S (b)
5	East Side near Market	0	NE-12	245 Park Ave	0
6	East Side near Market	0	N	White Plains	0
NE-7	45th ST Cross Passage to East Spine	1	S	White Plains	0

Notes:

Escalator failures exclude escalators that are out of service for planned long-term repair.

- a) Escalators 1 & 2 were taken out of service (O.O.S) for upgrade work on 2/26/20 and were returned to service (RTS) on 4/8/21.
- b) Escalator 11 is currently out of service (O.O.S) for planned upgrade work.



2021 Escalator Availability

Escalator Number	Escalator Location	% Available	Escalator Number	Escalator Location	% Available
1	West Side near Transit Museum	100.0%	NE-8	47th ST Cross Passage to East Spine	100.0%
2	West Side near Transit Museum	100.0%	NE-9	East Spine to 48th ST and Park	100.0%
3	East Side near Market	100.0%	NE-10	45th ST Cross Passage to West Spine	100.0%
4	East Side near Market	100.0%	NE-11	47th ST Cross Passage to 47th and Madison	O.S.S (a)
5	East Side near Market	100.0%	NE-12	245 Park Ave	100.0%
6	East Side near Market	100.0%	N	White Plains	100.0%
NE-7	45th ST Cross Passage to East Spine	100.0%	S	White Plains	100.0%

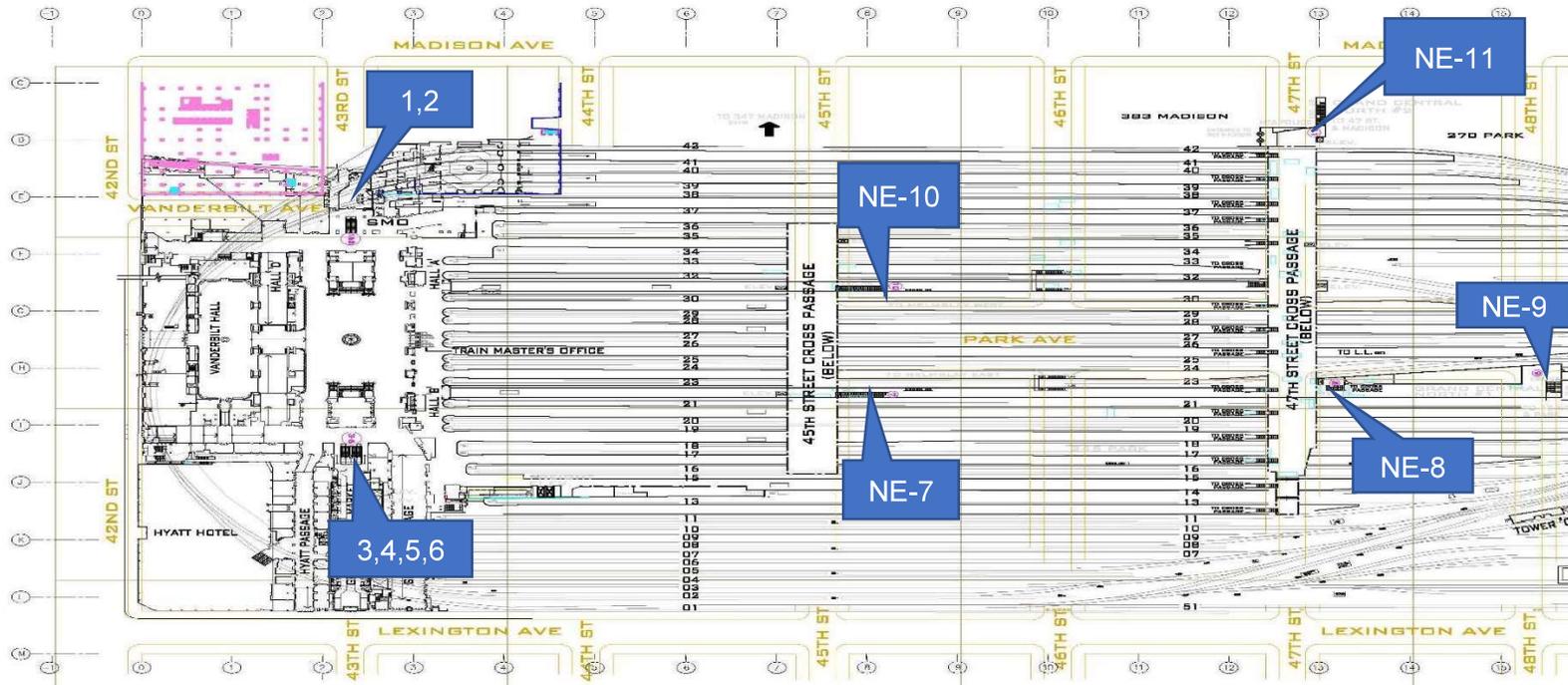
Notes:

Availability percentages exclude time escalators are out of service for planned long-term repair.

- a) Escalator 11 is currently out of service (O.O.S) for planned upgrade work.



Grand Central Escalator Map





Metro-North Railroad

Diversity & EEO Report – 4th Quarter 2021

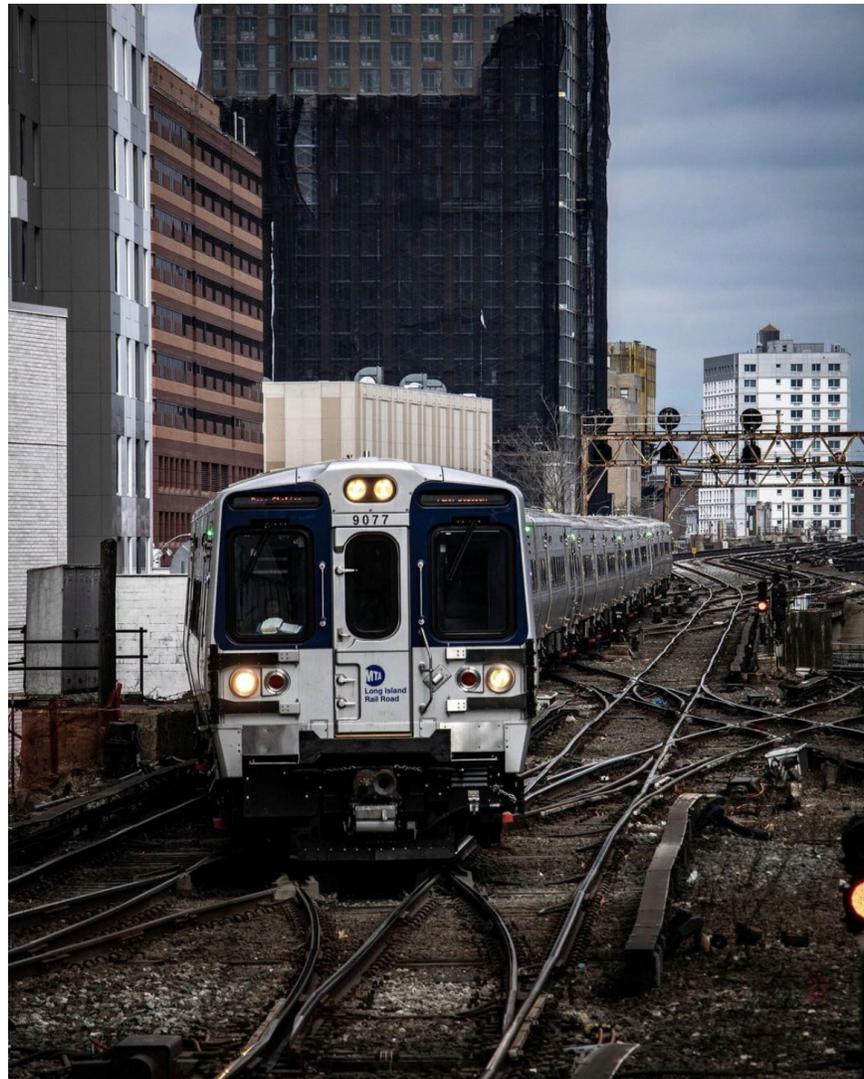
Due to continued update of workforce information resulting from Transformation and the need to reconcile individual agencies' data agency-wide, all reporting of agency-wide Diversity workforce data will be provided by DDCR at the Diversity Committee. Once the new census data is available, underutilization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



Long Island Rail Road

February 2022 Performance Summary

Robert Free, Senior Vice President – Operations





Long Island Rail Road

February 2022 Performance Summary

Highlights

On-Time Performance (OTP) for the month of February closed at **96.1%**, which is above the monthly goal of 94.0%.

2022 year-to-date OTP is also **95.6%**, which is a decrease of **0.9** percentage points as compared to last year.

Branch Performances

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

Delays

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

The most impactful was a trespasser strike east of Forest Hills Station on February 22, 2022. The incident affected 78 trains, delayed our customers an average of 13.2 minutes, and reduced our monthly OTP by 0.5%

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated 273,364 in January and exceeded the goal. The year to date performance also continued to remain above it's 5-year average.

Performance Summary			2022 Data			2021 Data	
			Annual Goal	February	YTD thru February	February	YTD thru February
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	96.1%	95.6%	95.6%	96.5%
		AM Peak		93.8%	93.1%	95.1%	95.6%
		PM Peak		95.7%	96.7%	97.7%	98.3%
		Total Peak		94.7%	94.8%	96.3%	96.9%
		Off Peak Weekday		96.2%	96.2%	94.2%	95.5%
		Weekend		97.1%	95.3%	97.4%	97.7%
	Babylon Branch	Overall	93.9%	96.7%	96.3%	96.3%	96.2%
		AM Peak		95.5%	93.8%	95.7%	93.7%
		PM Peak		96.8%	96.8%	99.0%	98.2%
		Total Peak		96.1%	95.1%	97.2%	95.8%
	Off Peak Weekday		97.7%	97.5%	95.8%	95.7%	
	Weekend		95.6%	95.3%	96.4%	97.3%	
Far Rockaway Branch	Overall	96.6%	97.4%	97.3%	97.5%	98.0%	
	AM Peak		96.5%	95.3%	97.4%	98.3%	
	PM Peak		97.7%	98.2%	100.0%	99.7%	
	Total Peak		97.0%	96.6%	98.5%	98.9%	
	Off Peak Weekday		96.8%	97.7%	96.5%	97.2%	
	Weekend		98.8%	97.1%	98.8%	98.9%	
Huntington Branch	Overall	92.5%	94.6%	93.5%	94.6%	96.1%	
	AM Peak		92.1%	92.5%	92.5%	95.6%	
	PM Peak		93.7%	95.0%	97.1%	97.9%	
	Total Peak		92.8%	93.6%	94.7%	96.7%	
	Off Peak Weekday		94.5%	93.6%	92.2%	94.4%	
	Weekend		98.5%	93.0%	98.6%	98.4%	
Hempstead Branch	Overall	96.5%	96.5%	96.7%	95.7%	97.0%	
	AM Peak		92.5%	93.2%	95.0%	97.6%	
	PM Peak		97.4%	97.5%	99.0%	99.2%	
	Total Peak		94.7%	95.2%	96.8%	98.3%	
	Off Peak Weekday		96.2%	96.6%	94.1%	95.4%	
	Weekend		97.8%	97.7%	97.3%	98.2%	
Long Beach Branch	Overall	95.9%	97.4%	97.3%	96.5%	97.4%	
	AM Peak		97.4%	96.2%	97.6%	97.1%	
	PM Peak		98.7%	98.1%	98.5%	99.1%	
	Total Peak		98.0%	97.1%	98.0%	98.0%	
	Off Peak Weekday		97.1%	97.9%	95.3%	96.4%	
	Weekend		97.6%	96.5%	97.6%	98.5%	
Montauk Branch	Overall	90.8%	93.1%	92.3%	93.2%	94.1%	
	AM Peak		89.5%	86.9%	93.3%	93.1%	
	PM Peak		91.5%	94.4%	98.8%	97.3%	
	Total Peak		90.4%	90.1%	95.6%	94.8%	
	Off Peak Weekday		93.7%	93.3%	90.3%	93.3%	
	Weekend		93.9%	92.1%	95.2%	94.7%	
Oyster Bay Branch	Overall	94.1%	96.5%	95.2%	95.5%	96.8%	
	AM Peak		93.9%	95.0%	92.9%	96.0%	
	PM Peak		95.8%	97.0%	98.5%	99.3%	
	Total Peak		94.7%	95.9%	95.4%	97.4%	
	Off Peak Weekday		96.8%	96.1%	94.6%	95.8%	
	Weekend		97.6%	93.1%	97.6%	98.1%	
Port Jefferson Branch	Overall	90.9%	94.3%	92.7%	93.4%	94.5%	
	AM Peak		88.7%	87.5%	92.4%	93.4%	
	PM Peak		94.7%	96.0%	95.8%	96.1%	
	Total Peak		91.7%	91.8%	94.1%	94.8%	
	Off Peak Weekday		91.9%	91.5%	90.6%	93.0%	
	Weekend		99.1%	95.2%	98.2%	97.0%	

Port Washington Branch	Overall	95.3%	97.8%	97.9%	97.5%	98.1%
	AM Peak		98.6%	98.2%	96.7%	97.1%
	PM Peak		96.2%	97.9%	99.5%	99.8%
	Total Peak		97.3%	98.0%	98.2%	98.5%
	Off Peak Weekday		97.7%	98.0%	97.1%	97.6%
	Weekend		98.2%	97.6%	97.9%	98.7%
Ronkonkoma Branch	Overall	91.6%	93.9%	93.6%	93.4%	94.8%
	AM Peak		90.4%	91.1%	94.1%	95.1%
	PM Peak		94.3%	96.0%	93.6%	96.9%
	Total Peak		92.0%	93.1%	93.9%	95.9%
	Off Peak Weekday		94.6%	94.6%	90.7%	92.8%
	Weekend		95.3%	91.4%	98.4%	97.4%
West Hempstead Branch	Overall	95.8%	97.8%	98.0%	96.8%	97.8%
	AM Peak		96.1%	93.8%	100.0%	98.6%
	PM Peak		94.7%	96.5%	95.3%	96.8%
	Total Peak		95.3%	95.3%	97.4%	97.6%
	Off Peak Weekday		98.8%	99.0%	95.5%	97.3%
	Weekend		98.1%	98.8%	98.8%	99.2%
Operating Statistics	Trains Scheduled		16,973	35,668	16,508	36,074
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		-12.3	-13.4	-13.1	-13.2
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		117	336	115	224
	Trains Canceled		29	77	41	92
	Trains Terminated		39	91	51	87
	Percent of Scheduled Trips Completed		99.6%	99.5%	99.4%	99.5%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>						
	AM Peak		100.0%			
	PM Peak		100.0%			
	Total Peak		100.0%			

System Categories Of Delay	% Total	2022	2022 Data		2021 Data		YTD 2022 Vs 2021
		Jan	February	YTD Thru February	February	YTD Thru February	
Engineering (Scheduled)	3.6%	10	24	34	34	60	(26)
Engineering (Unscheduled)	9.5%	148	63	211	96	243	(32)
Maintenance of Equipment	13.9%	64	92	156	61	143	13
Transportation	3.6%	18	24	42	12	28	14
Capital Projects	6.2%	52	41	93	47	88	5
Weather and Environmental	12.8%	353	85	438	261	276	162
Police	22.0%	71	146	217	57	137	80
Customers	11.9%	65	79	144	37	64	80
Special Events	0.8%	8	5	13	-	-	13
Other	5.3%	79	35	114	36	59	55
3rd Party Operations	10.5%	22	70	92	83	177	(85)
Total:	100.0%	890	664	1,554	724	1,275	279

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Feb	Tue	Winter Storm Kenan	5		1				4			9		1
2-Feb	Wed	Amtrak related power issue in JO Interlocking				24	5		6	1		30	6	
4-Feb	Fri	Extreme cold causing delays				4			6			10		
15-Feb	Tue	Smoke condition west of Nostrand Ave. Station				1			6	1	4	7	1	4
16-Feb	Wed	Train struck motor vehicle west of Hewlett Station				3			4	2	1	7	2	1
22-Feb	Tue	Trespasser strike east of Forest Hills Station	35	5	7				26	4	1	61	9	8
TOTAL FOR MONTH			40	5	8	32	5	0	52	8	6	124	18	14
												156		

Long Island Rail Road

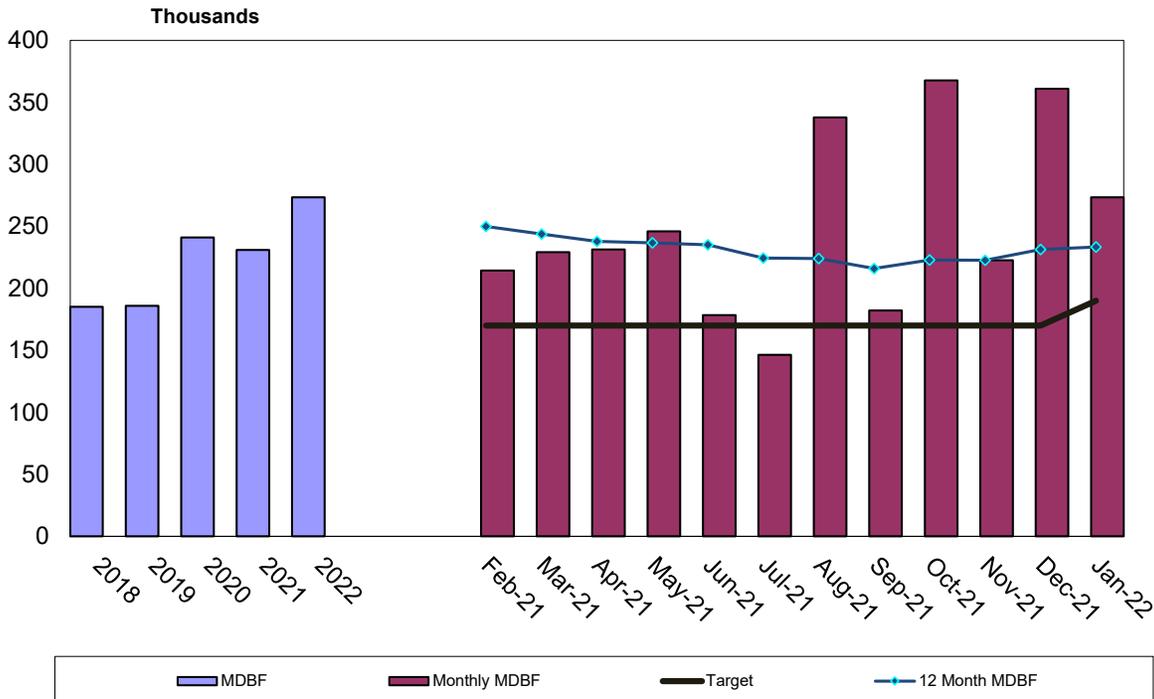
MEAN DISTANCE BETWEEN FAILURES - JANUARY 2022

	Equip-ment Type	Total Fleet Owned	2021 Data					2020 Data		
			MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month Rolling Avg MDBF (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
Mean Distance Between Failures	M-3	122	60,000	0	0	0	-	0	0	-
	M-7	836	360,000	503,884	9	503,884	411,864	399,382	12	399,382
	M-9	122	180,000	317,132	2	317,132	248,283	343,061	1	343,061
	C-3	134	103,000	136,387	5	136,387	150,471	158,189	4	158,189
	DE	24	19,000	28,444	3	28,444	19,230	20,785	4	20,785
	DM	21	19,000	25,839	3	25,839	25,206	22,140	3	22,140
	Diesel	179	51,000	76,799	11	76,799	70,614	71,120	11	71,120
	Fleet	1,259	190,000	273,364	22	273,364	233,318	246,582	24	246,582

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 in service during entire last year and this year so far.

ALL FLEETS Mean Distance Between Failure 2018 - 2022





Long Island Rail Road

OPERATING REPORT FOR MONTH OF FEBRUARY 2022

Standee Report

East Of Jamaica

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

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF FEBRUARY 2022

Standee Report

West Of Jamaica

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

Definitions

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

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

"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 FEBRUARY 2022**

Elevator Availability		2022		2021	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	99.5%	99.4%	99.6%	99.5%
	Far Rockaway Branch	99.5%	99.5%	99.6%	99.3%
	Hempstead Branch	99.5%	98.0%	99.6%	99.6%
	Long Beach Branch	99.6%	99.6%	99.7%	99.7%
	Port Jefferson Branch	99.6%	97.5%	98.8%	98.9%
	Port Washington Branch	96.6%	99.0%	97.9%	98.7%
	Ronkonkoma Branch	99.3%	99.0%	99.5%	99.5%
	City Terminal Branch	99.1%	99.0%	96.7%	95.7%
	Overall Average	98.8%	98.7%	98.5%	98.3%

Escalator Availability		2022		2021	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	90.5%	93.1%	97.8%	97.9%
	Far Rockaway Branch	98.6%	91.0%	69.5%	83.6%
	Hempstead Branch	99.7%	96.6%	99.6%	99.3%
	Long Beach Branch	98.3%	98.0%	98.9%	99.1%
	Port Jefferson Branch	97.4%	98.2%	94.5%	96.9%
	City Terminal Branch	95.9%	95.5%	92.1%	92.7%
	Overall Average	96.2%	94.7%	94.1%	95.0%

Long Island Rail Road Performance Metrics Report

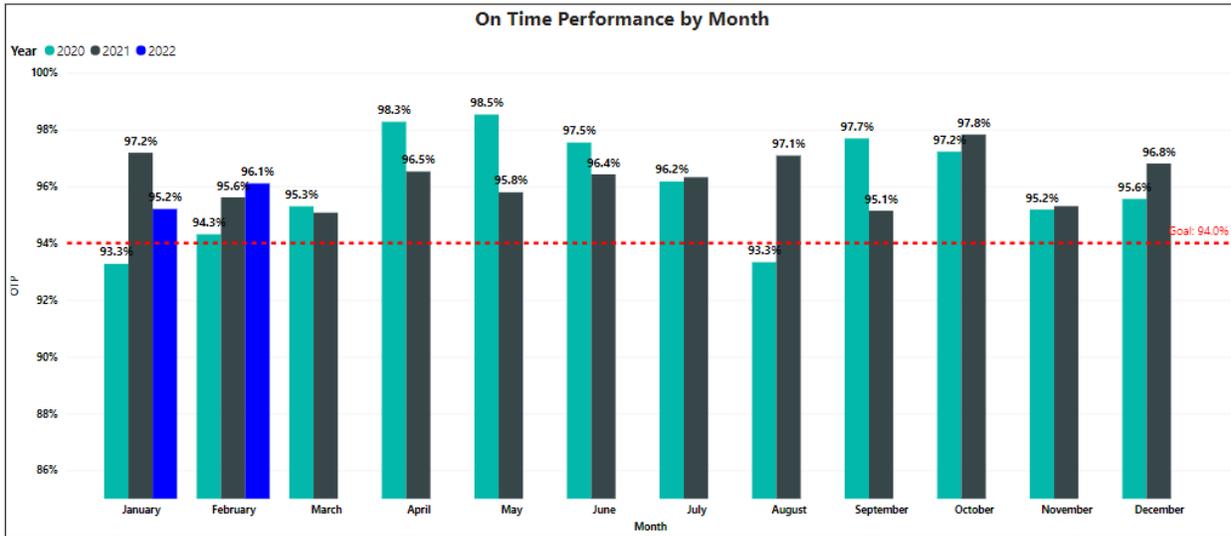




On Time Performance

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

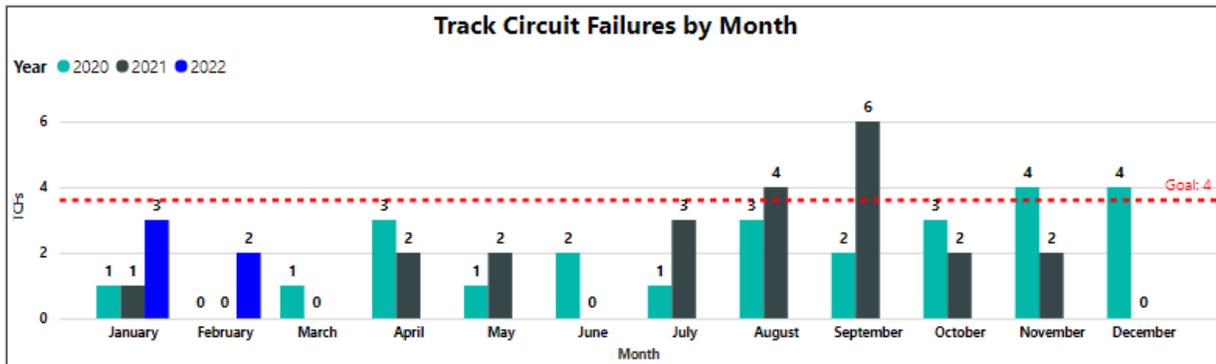
Goal	2022		2021	
	February	YTD	February	YTD
94.0%	96.1%	95.6%	95.6%	96.5%



Number of Track Circuit Failures

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

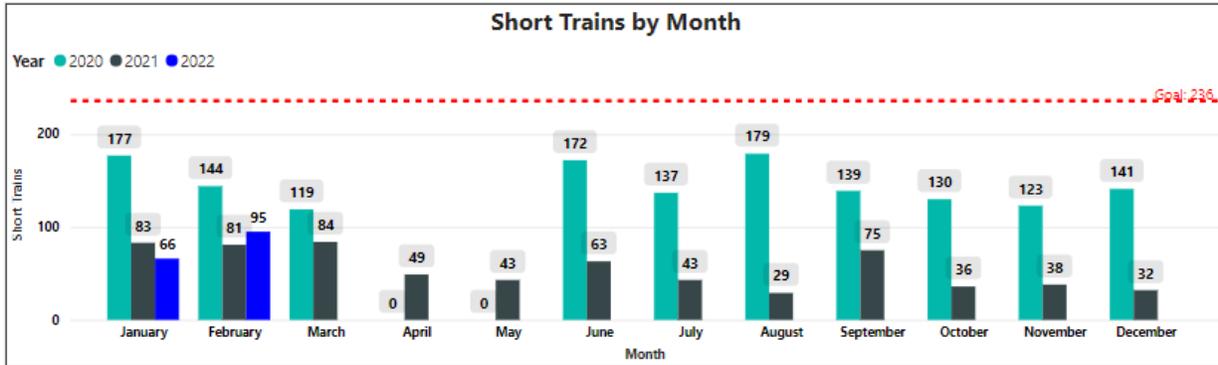
Goal	2022		2021	
	February	YTD	February	YTD
48 annually	2	5	0	1



Number of Short Trains*

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

Goal	2022		2021	
	February	YTD	February	YTD
2,828 annually	95	161	83	164



* 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

Financial Report Highlights

February 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.

February 2022 Highlights

- Total revenue of \$106.0 million was \$(30.4) million lower than the budget. This was primarily due to lower farebox revenue and the timing of capital and other reimbursements.
- Through February ridership was 5.9 million, which was 78.8% above 2021 and (55.7)% below 2019 pre-COVID levels (adjusted for the same number of work days), and (27.6)% below the budget. Commutation ridership of 1.8 million was 56.7% above 2021 and (62.6%) below the budget. Non-Commutation ridership of 4.2 million was 90.1% above 2021 and 19.6% above the budget. Consequently, farebox revenue of \$49.9 million was \$(22.3) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$316.0 million were \$28.7 million or 8.3% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, lower overtime, OPEB current, claims, and the timing of pension payments, material usage, and maintenance contracts, partially offset by higher fuel and electric costs and the timing of professional service contracts.

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

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$136.4	\$106.0	(\$30.4)
Total Expenses Before Non-Cash Liabilities	344.6	316.0	28.7
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$208.2)	(\$209.9)	(\$1.7)
Other Non-Cash Liabilities	70.5	75.1	(4.6)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$278.7)	(\$285.0)	(\$6.3)
Cash Adjustments	142.3	222.5	80.3
Net Cash Surplus/(Deficit)	(\$136.5)	(\$62.5)	\$74.0

NON-REIMBURSABLE SUMMARY

February operating results were unfavorable by \$(6.3) million or (2.2)% higher than the budget.

Non-Reimbursable revenues through February were \$(22.4) million unfavorable to the budget. Farebox Revenue was unfavorable due to lower ridership and lower yield per passenger. Total Non-Reimbursable expenses were \$16.1 million favorable primarily due to vacant positions and associated fringe costs, OPEB Current, claims, other business expense, and the timing of pension payments, material usage and maintenance contracts, partially offset by higher depreciation, overtime, fuel and electric, and the timing of professional service contracts and FELA indemnity reserves.

February capital and other reimbursable expenditures (and reimbursements) were (\$8.0) lower than the budget due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

February **Total Revenues** (including Capital and Other Reimbursements) of \$106.0 were \$(30.4) or (22.3)% unfavorable to the budget.

- **Farebox Revenues** were \$(22.3) unfavorable to the budget due to lower ridership and lower yield per passenger. Ridership through February was 5.9 million. This was 78.8% higher than 2021 (adjusted for the same number of calendar work days) and (27.6)% lower than the budget.
- **Other Operating Revenues** were (\$0.0) unfavorable to the budget due to the timing of advertising and freight revenue, partially offset by the timing of miscellaneous and rental revenue.
- **Capital and Other Reimbursements** were (\$8.0) unfavorable due the timing of capital activity and interagency reimbursements.

EXPENSES

February **Total Expenses** (including depreciation and other) of \$391.0 were favorable to the budget by \$24.1 or 5.8%.

Labor Expenses, \$18.1 favorable.

- **Payroll**, \$10.7 favorable (primarily vacant positions).
- **Overtime**, \$1.8 favorable (primarily lower capital activity, vacancy/absentee coverage, and scheduled/unscheduled service, partially offset by higher weather emergencies, programmatic/routine maintenance and unscheduled maintenance).
- **Health & Welfare**, \$1.7 favorable (vacant positions).
- **OPEB Current Payment**, \$2.2 favorable (fewer retirees/beneficiaries than projected).
- **Pension**, \$1.2 favorable (timing of pension payments).
- **Other Fringe**, \$0.4 favorable (primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by higher FELA indemnity reserves and Railroad Unemployment Insurance).

Non-Labor Expenses, \$10.6 favorable.

- **Electric Power**, (\$0.4) unfavorable (primarily due to higher rates and timing, partially offset by lower consumption)
- **Fuel**, (\$0.5) unfavorable (primarily higher rates and timing, partially offset by lower consumption).
- **Insurance**, \$1.0 favorable (primarily force account insurance).
- **Claims**, \$0.5 favorable (primarily due to a decrease in reserves).
- **Maintenance and Other Operating Contracts**, \$1.5 favorable (primarily due to timing of capital project activity, Moynihan Train hall payments, uniforms, lower bussing and water, partially offset by higher leases and rentals and snow removal).
- **Professional Services**, \$(0.3) unfavorable (primarily due to the timing of other outside services and 2021 decommissioning and mobile ticketing accruals which have not been reversed).

- **Materials and Supplies**, \$8.0 favorable (primarily due to the timing of capital project activity, modifications and RCM activity for revenue fleet, and lower miscellaneous inventory adjustments).
- **Other Business Expenses**, \$0.8 favorable (primarily due to lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses).

Depreciation and Other, \$(4.6) unfavorable (primarily depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through February of (\$62.5) was \$74.0 favorable to the budget due to the timing of and lower expenditures, partially offset by lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The February Farebox Operating Ratio was 22.2%, (3.7) percentage points below the budget resulting from lower farebox revenue, partially offset by lower expenses.
- The February Adjusted Farebox Operating Ratio was 26.4%, which is below the budget resulting from lower farebox revenue, partially offset by lower expenses.
- The February Adjusted Cost per Passenger was \$34.36, which is higher than the budget due to lower ridership, partially offset by lower expenses.
- The February 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
FEBRUARY 2022
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$35.693	\$26.897	(\$8.797)	(24.6)	\$0.000	\$0.000	\$0.000	-	\$35.693	\$26.897	(\$8.797)	(24.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.102	1.965	(0.137)	(6.5)	0.000	0.000	0.000	-	2.102	1.965	(0.137)	(6.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	31.381	31.011	(0.370)	(1.2)	31.381	31.011	(0.370)	(1.2)
Total Revenue	\$37.795	\$28.862	(\$8.933)	(23.6)	\$31.381	\$31.011	(\$0.370)	(1.2)	\$69.177	\$59.873	(\$9.304)	(13.4)
Expenses												
<i>Labor:</i>												
Payroll	\$47.127	\$40.771	\$6.356	13.5	\$11.194	\$9.589	\$1.605	14.3	\$58.321	\$50.361	\$7.961	13.6
Overtime	11.817	12.149	(0.332)	(2.8)	3.762	2.437	1.325	35.2	15.579	14.586	0.994	6.4
Health and Welfare	11.356	11.050	0.306	2.7	2.839	2.333	0.506	17.8	14.195	13.383	0.813	5.7
OPEB Current Payment	6.700	5.612	1.089	16.2	0.000	0.000	0.000	-	6.700	5.612	1.089	16.2
Pensions	14.793	14.363	0.430	2.9	4.613	4.429	0.184	4.0	19.406	18.792	0.614	3.2
Other Fringe Benefits	13.610	12.749	0.861	6.3	2.903	2.404	0.500	17.2	16.513	15.152	1.361	8.2
Reimbursable Overhead	(2.301)	(3.149)	0.848	36.8	2.301	3.149	(0.848)	(36.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$103.102	\$93.544	\$9.558	9.3	\$27.613	\$24.340	\$3.273	11.9	\$130.716	\$117.885	\$12.831	9.8
<i>Non-Labor:</i>												
Electric Power	\$7.125	\$7.572	(\$0.447)	(6.3)	\$0.021	(\$0.001)	\$0.022	*	\$7.146	\$7.571	(\$0.425)	(5.9)
Fuel	1.915	1.840	0.074	3.9	0.000	0.000	0.000	-	1.915	1.840	0.074	3.9
Insurance	1.827	1.775	0.052	2.8	0.534	0.098	0.436	81.7	2.361	1.873	0.488	20.7
Claims	0.390	(0.043)	0.433	*	0.000	0.000	0.000	-	0.390	(0.043)	0.433	*
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	6.457	5.703	0.754	11.7	1.167	0.621	0.547	46.8	7.624	6.324	1.301	17.1
Professional Service Contracts	3.238	2.940	0.298	9.2	0.050	0.024	0.026	52.1	3.288	2.963	0.324	9.9
Materials & Supplies	12.223	4.656	7.567	61.9	1.957	5.874	(3.917)	*	14.180	10.530	3.650	25.7
Other Business Expenses	1.100	0.735	0.366	33.2	0.039	0.056	(0.016)	(41.1)	1.140	0.790	0.350	30.7
Total Non-Labor Expenses	\$34.275	\$25.178	\$9.098	26.5	\$3.768	\$6.671	(\$2.902)	(77.0)	\$38.044	\$31.849	\$6.195	16.3
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$137.378	\$118.722	\$18.656	13.6	\$31.381	\$31.011	\$0.370	1.2	\$168.759	\$149.733	\$19.026	11.3
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
Total Expenses	\$172.631	\$156.253	\$16.378	9.5	\$31.381	\$31.011	\$0.370	1.2	\$204.012	\$187.264	\$16.748	8.2
Net Surplus/(Deficit)	(\$134.835)	(\$127.391)	\$7.444	5.5	\$0.000	\$0.000	\$0.000	-	(\$134.835)	(\$127.391)	\$7.444	5.5
<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)	(0.948)	(0.555)	*	0.000	0.000	0.000	-	(0.394)	(0.948)	(0.555)	*
Other Cash Adjustments	(6.537)	(0.018)	6.519	99.7	0.000	0.000	0.000	-	(6.537)	(0.018)	6.519	99.7
Total Cash Conversion Adjustments	\$28.156	\$36.398	\$8.242	29.3	0.000	\$0.000	\$0.000	-	\$28.156	\$36.398	\$8.242	29.3
Net Cash Surplus/(Deficit)	(\$106.679)	(\$90.993)	\$15.687	14.7	\$0.000	\$0.000	\$0.000	-	(\$106.679)	(\$90.993)	\$15.687	14.7

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results. 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
FEBRUARY 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
Revenue												
Farebox Revenue	\$72.196	\$49.851	(\$22.344)	(30.9)	\$0.000	\$0.000	\$0.000	-	\$72.196	\$49.851	(\$22.344)	(30.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.954	3.913	(0.040)	(1.0)	0.000	0.000	0.000	-	3.954	3.913	(0.040)	(1.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	60.226	52.249	(7.978)	(13.2)	60.226	52.249	(7.978)	(13.2)
Total Revenue	\$76.150	\$53.765	(\$22.385)	(29.4)	\$60.226	\$52.249	(\$7.978)	(13.2)	\$136.376	\$106.013	(\$30.362)	(22.3)
Expenses												
<i>Labor:</i>												
Payroll	\$102.960	\$96.203	\$6.757	6.6	\$21.035	\$17.095	\$3.940	18.7	\$123.995	\$113.298	\$10.697	8.6
Overtime	22.777	23.745	(0.968)	(4.3)	7.635	4.845	2.790	36.5	30.412	28.590	1.822	6.0
Health and Welfare	23.100	22.614	0.487	2.1	5.413	4.191	1.223	22.6	28.514	26.804	1.709	6.0
OPEB Current Payment	13.400	11.176	2.225	16.6	0.000	0.000	0.000	-	13.400	11.176	2.225	16.6
Pensions	30.017	29.522	0.495	1.6	8.795	8.061	0.734	8.3	38.812	37.583	1.229	3.2
Other Fringe Benefits	26.881	27.719	(0.838)	(3.1)	5.535	4.321	1.214	21.9	32.417	32.040	0.376	1.2
Reimbursable Overhead	(4.372)	(5.755)	1.383	31.6	4.372	5.755	(1.383)	(31.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$214.764	\$205.224	\$9.540	4.4	\$52.786	\$44.268	\$8.518	16.1	\$267.550	\$249.492	\$18.058	6.7
<i>Non-Labor:</i>												
Electric Power	\$12.938	\$13.315	(\$0.377)	(2.9)	\$0.042	\$0.027	\$0.015	34.9	\$12.980	\$13.342	(\$0.362)	(2.8)
Fuel	3.898	4.412	(0.513)	(13.2)	0.000	0.000	0.000	-	3.898	\$4.412	(0.513)	(13.2)
Insurance	3.654	3.550	0.104	2.8	1.039	0.138	0.900	86.7	4.693	\$3.688	1.005	21.4
Claims	0.780	0.294	0.487	62.4	0.000	0.000	0.000	-	0.780	\$0.294	0.487	62.4
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	13.920	13.365	0.555	4.0	2.315	1.341	0.974	42.1	16.235	\$14.705	1.529	9.4
Professional Service Contracts	7.742	8.099	(0.357)	(4.6)	0.099	0.084	0.015	14.9	7.841	\$8.183	(0.342)	(4.4)
Materials & Supplies	24.460	14.000	10.459	42.8	3.870	6.295	(2.425)	(62.6)	28.330	\$20.296	8.035	28.4
Other Business Expenses	2.226	1.451	0.775	34.8	0.075	0.095	(0.020)	(26.1)	2.301	\$1.546	0.755	32.8
Total Non-Labor Expenses	\$69.619	\$58.486	\$11.133	16.0	\$7.440	\$7.980	(\$0.540)	(7.3)	\$77.058	\$66.466	\$10.593	13.7
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$284.382	\$263.709	\$20.673	7.3	\$60.226	\$52.249	\$7.978	13.2	\$344.608	\$315.958	\$28.650	8.3
Depreciation	\$70.172	\$74.728	(4.556)	(6.5)	\$0.000	\$0.000	\$0.000	-	\$70.172	\$74.728	(\$4.556)	(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	0.333	0.333	0.000	0.0	0.000	0.000	0.000	-	0.333	0.333	0.000	0.0
Total Expenses	\$354.888	\$338.771	\$16.117	4.5	\$60.226	\$52.249	\$7.978	13.2	\$415.114	\$391.020	\$24.094	5.8
Net Surplus/(Deficit)	(\$278.738)	(\$285.006)	(\$6.268)	(2.2)	\$0.000	\$0.000	(\$0.000)	-	(\$278.738)	(\$285.006)	(\$6.268)	(2.2)
<i>Cash Conversion Adjustments</i>												
Depreciation	\$70.172	\$74.728	\$4.556	6.5	\$0.000	\$0.000	\$0.000	-	70.172	\$74.728	\$4.556	6.5
Operating/Capital	(0.787)	(1.164)	(0.377)	(47.9)	0.000	0.000	0.000	-	(0.787)	(1.164)	(0.377)	(47.9)
Other Cash Adjustments	72.880	148.965	76.085	*	0.000	0.000	0.000	-	72.880	148.965	76.085	*
Total Cash Conversion Adjustments	\$142.265	\$222.529	\$80.264	56.4	\$0.000	\$0.000	\$0.000	-	\$142.265	\$222.529	\$80.264	56.4
Net Cash Surplus/(Deficit)	(\$136.473)	(\$62.477)	\$73.996	54.2	\$0.000	\$0.000	\$0.000	0.0	(\$136.473)	(\$62.477)	\$73.996	54.2

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.

**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.	FEBRUARY 2022		Reason for Variance	Year-To-Date FEBRUARY 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(8.797)	(24.6)	Lower ridership \$(7.693) and lower yield per passenger \$(1.104).	(22.344)	(30.9)	Lower ridership \$(19.933) and lower yield per passenger \$(2.411).
Other Operating Revenue	Non Reimb.	(0.137)	(6.5)	Primarily due to the timing of advertising revenue, partially offset by the timing of miscellaneous and rental revenue.	(0.040)	(1.0)	Primarily due to the timing of advertising and freight revenue, partially offset by the timing of miscellaneous and rental revenue.
Capital & Other Reimbursements	Reimb.	(0.370)	(1.2)	Primarily due to the timing of capital project activity and interagency reimbursements.	(7.978)	(13.2)	Primarily due to the timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	6.356	13.5	Primarily vacant positions.	6.757	6.6	Primarily vacant positions.
	Reimb.	1.605	14.3	Primarily due to timing of project activity.	3.940	18.7	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.332)	(2.8)	Unfavorable weather emergencies, programmatic/routine maintenance and unscheduled maintenance, partially offset by favorable vacancy/absentee coverage and scheduled/unscheduled service.	(0.968)	(4.3)	Unfavorable weather emergencies, programmatic/routine maintenance and unscheduled maintenance, partially offset by favorable vacancy/absentee coverage and scheduled/unscheduled service.
	Reimb.	1.325	35.2	Primarily due to timing of project activity.	2.790	36.5	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.306	2.7	Vacant positions.	0.487	2.1	Vacant positions.
	Reimb.	0.506	17.8	Primarily due to timing of project activity.	1.223	22.6	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.089	16.2	Fewer retirees/beneficiaries.	2.225	16.6	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.430	2.9	Timing of pension payments.	0.495	1.6	Timing of pension payments.
	Reimb.	0.184	4.0	The estimated percentage of pension allocated to reimbursable was over-estimated.	0.734	8.3	The estimated percentage of pension allocated to reimbursable was over-estimated.

**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.	FEBRUARY 2022		Reason for Variance	Year-To-Date FEBRUARY 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	0.861	6.3	Primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by higher FELA indemnity reserves and higher Railroad Unemployment Insurance.	(0.838)	(3.1)	Primarily higher FELA indemnity reserves and Railroad Unemployment Insurance, partially offset by lower Railroad Retirement Taxes due to vacant positions.
	Reimb.	0.500	17.2	Primarily due to timing of project activity.	1.214	21.9	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	0.848	36.8	Primarily due to timing of project activity.	1.383	31.6	Primarily due to timing of project activity.
	Reimb.	(0.848)	(36.8)	Primarily due to timing of project activity.	(1.383)	(31.6)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.447)	(6.3)	Primarily due to higher rates and timing, partially offset by lower consumption.	(0.377)	(2.9)	Primarily due to higher rates and timing, partially offset by lower consumption.
	Reimb.	0.022	*		0.015	34.9	
Fuel	Non Reimb.	0.074	3.9	Primarily due to lower usage and timing, partially offset by higher rates.	(0.513)	(13.2)	Primarily due to higher rates and timing, partially offset by lower consumption.
Insurance	Non Reimb.	0.052	2.8	Lower liability insurance.	0.104	2.8	Lower liability insurance.
	Reimb.	0.436	81.7	Force Account Insurance associated with project activity.	0.900	86.7	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.433	*	Primarily due to a decrease in reverses	0.487	62.4	Primarily due to a decrease in reverses
Maintenance & Other Operating Contracts	Non Reimb.	0.754	11.7	Primarily due to the timing of West Side Yard and Penn Station janitorial expenses and garage maintenance invoices, water, lower scheduled bussing, real estate rental costs, and maintenance security systems, partially offset by higher snow removal, the timing of security services and elevator/escalator.	0.555	4.0	Primarily due to the timing of Moynihan Train hall payments, uniforms, lower bussing and water, partially offset by higher leases and rentals and snow removal.
	Reimb.	0.547	46.8	Primarily due to timing of project activity.	0.974	42.1	Primarily due to timing of project activity.

**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.	FEBRUARY 2022		Reason for Variance	Year-To-Date FEBRUARY 2022		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.298	9.2	Primarily due to timing of engineering services, other professional service contracts and lower MTA chargebacks, partially offset by other outside services.	(0.357)	(4.6)	Primarily due to timing of other outside services and 2021 decommissioning and mobile ticketing accruals which have not been reversed.
	Reimb.	0.026	52.1	Primarily due to timing of project activity.	0.015	14.9	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	7.567	61.9	Primarily due to the timing of modifications and RCM activity for revenue fleet and lower miscellaneous inventory adjustments.	10.459	42.8	Primarily due to the timing of modifications and RCM activity for revenue fleet and lower miscellaneous inventory adjustments.
	Reimb.	(3.917)	*	Primarily due to timing of project activity.	(2.425)	(62.6)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.366	33.2	Lower credit card processing fees, travel meetings and conventions, office supplies, and bottled drinking water.	0.775	34.8	Lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses.
	Reimb.	(0.016)	(41.1)	Primarily due to timing of project activity.	(0.020)	(26.1)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.278)	(6.5)	Based on certain capital assets being fully depreciated.	(4.556)	(6.5)	Based on certain capital assets being fully depreciated.
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
FEBRUARY 2022
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$36.308	\$26.857	(\$9.451)	(26.0)	\$73.439	\$49.794	(\$23.646)	(32.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.365	0.875	(0.490)	(35.9)	102.834	101.586	(1.248)	(1.2)
Capital & Other Reimbursements	23.997	23.549	(0.448)	(1.9)	54.379	72.428	18.049	33.2
Total Receipts	\$61.670	\$51.281	(\$10.389)	(16.8)	\$230.653	\$223.808	(\$6.845)	(3.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$58.068	\$53.035	\$5.033	8.7	\$129.503	\$106.371	\$23.132	17.9
Overtime	15.579	15.472	0.107	0.7	33.255	28.297	4.958	14.9
Health and Welfare	14.195	(0.852)	15.047	*	28.514	11.874	16.639	58.4
OPEB Current Payment	6.700	0.754	5.946	88.7	13.400	6.179	7.221	53.9
Pensions	19.406	18.770	0.637	3.3	38.812	37.851	0.961	2.5
Other Fringe Benefits	17.514	14.979	2.535	14.5	38.755	28.736	10.020	25.9
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$131.463	\$102.158	\$29.305	22.3	\$282.239	\$219.308	\$62.931	22.3
<i>Non-Labor:</i>								
Electric Power	\$7.146	\$10.681	(\$3.535)	(49.5)	\$12.980	\$14.404	(\$1.424)	(11.0)
Fuel	1.915	1.810	0.105	5.5	3.898	4.008	(0.110)	(2.8)
Insurance	0.000	1.760	(1.760)	-	11.013	0.771	10.243	93.0
Claims	0.154	0.084	0.071	45.9	0.309	0.258	0.050	16.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.624	10.318	(2.693)	(35.3)	16.235	16.722	(0.488)	(3.0)
Professional Service Contracts	1.264	1.775	(0.511)	(40.4)	3.794	3.389	0.405	10.7
Materials & Supplies	16.759	12.346	4.413	26.3	32.574	24.579	7.996	24.5
Other Business Expenses	1.409	1.086	0.323	22.9	2.840	2.170	0.670	23.6
Total Non-Labor Expenditures	\$36.272	\$39.859	(\$3.588)	(9.9)	\$83.643	\$66.302	\$17.342	20.7
<i>Other Expenditure Adjustments:</i>								
Other	\$0.615	\$0.257	\$0.358	58.2	\$1.244	\$0.675	\$0.568	45.7
Total Other Expenditure Adjustments	\$0.615	\$0.257	\$0.358	58.2	\$1.244	\$0.675	\$0.568	45.7
Total Expenditures	\$168.349	\$142.274	\$26.075	15.5	\$367.126	\$286.285	\$80.841	22.0
Net Cash Surplus/(Deficit)	(\$106.679)	(\$90.993)	\$15.687	14.7	(\$136.473)	(\$62.477)	\$73.996	54.2
MTA Subsidy	106.679	62.962	(43.718)	(41.0)	136.473	126.155	(10.318)	(7.6)
Cash Timing and Availability Adjustment	0.000	28.031	28.031	-	0.000	(63.678)	(63.678)	-

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	FEBRUARY 2022			Year-To-Date as of FEBRUARY 2022		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(9.451)	(26.0)	Lower ridership \$(7.693), lower yield per passenger \$(1.104), lower advance sales impact \$(0.346) and lower MetroCard/AirTrain sales \$(0.309).	(23.646)	(32.2)	Lower ridership \$(19.933), lower yield per passenger \$(2.411) lower advance sales impact \$(0.621) and lower MetroCard/AirTrain sales \$(0.681).
Other Operating Revenue	(0.490)	(35.9)	Primarily due to the timing of an annual rental revenue payment.	(1.248)	(1.2)	Primarily due to the timing of an annual rental revenue payment.
Capital and Other Reimbursements	(0.448)	(1.9)	Timing of activity and reimbursement for capital and other reimbursements.	18.049	33.2	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	5.033	8.7	Primarily due to vacant positions, partially offset by the timing of intercompany reimbursements.	23.132	17.9	Primarily due to vacant positions and timing of payments.
Overtime	0.107	0.7	Primarily due to lower reimbursable overtime, vacancy/absentee coverage, and scheduled & unscheduled service, partially offset by higher weather-related overtime.	4.958	14.9	Primarily due to lower reimbursable overtime, scheduled & unscheduled service and vacancy/absentee coverage, partially offset by higher weather-related overtime.
Health and Welfare	15.047	*	Primarily due to vacant positions, and the timing of payments.	16.639	58.4	Primarily due to vacant positions, timing of intercompany reimbursements and the timing of payments.
OPEB Current Payment	5.946	88.7	Primarily due to fewer retirees/beneficiaries and the timing of payments.	7.221	53.9	Primarily due to fewer retirees/beneficiaries and the timing of payments.
Pensions	0.637	3.3	Due to timing of pension payments and intercompany reimbursements.	0.961	2.5	Due to timing of pension payments and intercompany reimbursements.
Other Fringe Benefits	2.535	14.5	Primarily due to lower Railroad Retirement Tax payments, partially offset by the timing of FELA payments.	10.020	25.9	Primarily due to lower Railroad Retirement Tax payments and timing of intercompany reimbursements, partially offset by the timing of FELA payments.
Non-Labor:						
Electric Power	(3.535)	(49.5)	Primarily due to higher rates and the of timing payments, partially offset by consumption.	(1.424)	(11.0)	Primarily due to higher rates and the of timing payments, partially offset by consumption.

**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	FEBRUARY 2022			Year-To-Date as of FEBRUARY 2022		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Fuel	0.105	5.5	Primarily due to the lower consumption and timing, partially offset by higher rates.	(0.110)	(2.8)	Primarily due to the higher rates and timing, partially offset by lower consumption.
Insurance	(1.760)	-	Timing of insurance premium payments.	10.243	93.0	Timing of insurance premium payments.
Claims	0.071	45.9	Timing of payments for claims.	0.050	16.3	Timing of payments for claims.
Maintenance and Other Operating Contracts	(2.693)	(35.3)	Timing of payments.	(0.488)	(3.0)	Timing of payments.
Professional Service Contracts	(0.511)	(40.4)	Timing of payments for professional service contracts.	0.405	10.7	Timing of payments for professional service contracts and the timing of MTA Chargeback services.
Materials and Supplies	4.413	26.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.	7.996	24.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.323	22.9	Primarily the timing of office supplies, bottled water expense and travel payments.	0.670	23.6	Primarily the timing of office supplies, bottled water expense and travel payments.
Other Expenditure Adjustments	0.358	58.2	Lower MetroCard/AirTrain pass through payments.	0.568	45.7	Lower MetroCard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.615	(\$0.039)	(\$0.654)	*	\$1.244	(\$0.058)	(\$1.302)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.737)	(1.090)	(0.353)	(47.9)	98.881	97.673	(1.208)	(1.2)
Capital & Other Reimbursements	(7.385)	(7.462)	(0.077)	(1.0)	(5.847)	20.179	26.026	*
Total Receipts	(\$7.507)	(\$8.592)	(\$1.085)	(14.5)	\$94.277	\$117.794	\$23.517	24.9
Expenditures								
<i>Labor:</i>								
Payroll	\$0.253	(\$2.675)	(\$2.928)	*	(\$5.508)	\$6.927	\$12.435	*
Overtime	0.000	(0.886)	(0.886)	-	(2.842)	0.294	3.136	*
Health and Welfare	0.000	14.235	14.235	*	0.000	14.930	14.930	*
OPEB Current Payment	0.000	4.857	4.857	-	0.000	4.996	4.996	-
Pensions	0.000	0.022	0.022	-	0.000	(0.268)	(0.268)	-
Other Fringe Benefits	(1.000)	0.174	1.174	*	(6.339)	3.305	9.643	*
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.747)	\$15.727	\$16.474	*	(\$14.689)	\$30.184	\$44.873	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$3.110)	(\$3.110)	-	\$0.000	(\$1.062)	(\$1.062)	-
Fuel	0.000	0.030	0.030	-	0.000	0.403	0.403	-
Insurance	2.361	0.113	(2.248)	(95.2)	(6.321)	2.917	9.238	*
Claims	0.236	(0.126)	(0.362)	*	0.472	0.035	(0.437)	(92.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(3.994)	(3.994)	-	0.000	(2.017)	(2.017)	-
Professional Service Contracts	2.024	1.188	(0.835)	(41.3)	4.047	4.794	0.747	18.5
Materials & Supplies	(2.579)	(1.816)	0.763	29.6	(4.244)	(4.283)	(0.039)	(0.9)
Other Business Expenses	(0.269)	(0.296)	(0.027)	(9.9)	(0.539)	(0.624)	(0.085)	(15.8)
Total Non-Labor Expenditures	\$1.772	(\$8.011)	(\$9.783)	*	(\$6.585)	\$0.164	\$6.749	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.615)	(\$0.257)	\$0.358	58.2	(\$1.244)	(\$0.675)	\$0.568	45.7
Total Other Expenditure Adjustments	(\$0.615)	(\$0.257)	\$0.358	58.2	(\$1.244)	(\$0.675)	\$0.568	45.7
Total Expenditures	\$0.410	\$7.459	\$7.049	*	(\$22.517)	\$29.673	\$52.191	*
Depreciation Adjustment	\$35.086	\$37.364	\$2.278	6.5	\$70.172	\$74.728	\$4.556	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	0.333	0.333	0.000	0.0
Total Expenditures After Non-Cash Liabilities	\$35.663	\$44.990	\$9.327	26.2	\$47.988	\$104.735	\$56.747	*
Total Cash Conversion Adjustments	\$28.156	\$36.398	\$8.242	29.3	\$142.265	\$222.529	\$80.264	56.4

LONG ISLAND RAIL ROAD - NON-REIMBURSABLE OVERTIME

OVERVIEW

- Increase of \$2.0M vs YTD 2021 due to higher Fleet & Right of Way maintenance partially offset by Covid sanitizing/cleaning costs.
- Decrease of \$1.6M vs YTD 2019 due to lower Right of Way & Fleet maintenance required to be completed on overtime, lower scheduled/unscheduled train service partially offset by higher vacancy/absentee coverage, higher weather overtime and higher Covid sanitizing/cleaning costs.
- Overspend of \$0.9M vs YTD 2022 Adopted Budget due to higher weather overtime partially offset by lower scheduled/unscheduled train service.
- Overspend of \$0.3M vs Adopted Budget February Month only due to higher weather overtime partially offset by lower scheduled/unscheduled train service.

Non-Reimbursable Overtime - YTD February Variance
(all dollars in millions)



Agency Detail

• Maintenance of Equipment:

- Maintenance of Equipment Overtime of \$11.9M is 50.2% of 2022 YTD Actuals.
- \$1.8M unfavorable vs YTD Adopted Budget driven by higher vacancy/absentee coverage (open vacancies), higher weather-related overtime, higher fleet maintenance related to wheel defects and higher unscheduled maintenance sanitizing/cleaning costs.

• Maintenance of Way:

- Maintenance of Way Overtime of \$5.9M is 24.9% of 2022 YTD Actuals.
- \$2.1M unfavorable vs YTD Adopted Budget driven by higher weather overtime, higher accrual & pay rate differences offset by lower Right of Way Maintenance.

• Transportation:

- Transportation Overtime of \$4.7M is 20% of 2022 YTD Actuals.
- \$2.2M favorable vs YTD Adopted Budget driven by lower vacancy/absentee coverage related to fewer tours as a result of the efficient management of the current train service plan, lower scheduled service (less Train & Engine hours and holiday hours), lower unscheduled service as a result less incidents partially offset by higher accrual & pay rate differences.

• Stations:

- Stations Overtime of \$0.9M is 3.6% of 2022 YTD Actuals.
- \$0.7M favorable vs YTD Adopted Budget driven by lower vacancy/absentee coverage.

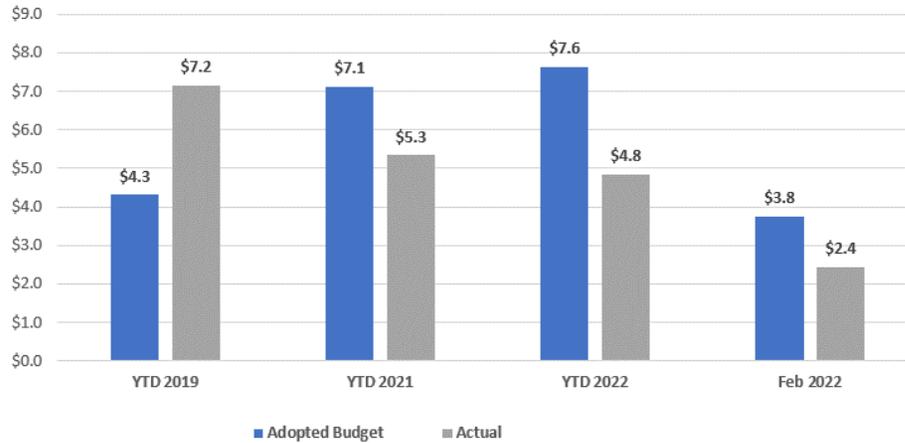
- Note that February overtime actuals are preliminary estimates and will require subsequent revision due to the impacts of the Kronos timekeeping system outage.

LONG ISLAND RAIL ROAD - REIMBURSABLE OVERTIME

OVERVIEW

- Decrease of \$0.5M vs YTD 2021 mainly due to the reduction in the amount of MOW reimbursable required to be completed on overtime.
- Decrease of \$2.4M vs YTD 2019 mainly due to the reduction in the amount MOW and Transportation reimbursable overtime.
- Underspending of \$2.9M vs YTD Adopted Budget due to lower than planned scheduled reimbursable project work.
- Underspending of \$1.4M vs Adopted Budget February Month only due to lower than planned scheduled reimbursable project work.

Reimbursable Overtime - YTD February Variance
(all dollars in millions)



Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$2.9M is 59.9% of 2022 YTD Actuals.
 - \$2.5M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements.
- **Transportation**
 - Transportation Overtime of \$1.5M is 32% of 2022 YTD Actuals.
 - \$0.4M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements related to flagging needs.

- Note that February overtime actuals are preliminary estimates and will require subsequent revision due to the impacts of the 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 FEBRUARY 2022

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	0	-	0
Enterprise Asset Management	9	7	2
Sr. Vice President - Engineering	1	1	0
Labor Relations	14	11	3
Procurement & Logistics (excl. Stores)	46	47	(2)
Human Resources	35	33	2
Sr VP Administration	2	2	0
Strategic Investments	25	10	15
President	8	4	4
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	60	3
Gen. Counsel & Secretary	29	23	6
Diversity Management	3	-	3
Security	15	12	3
System Safety	46	41	5
Training	68	63	5
Service Planning	28	27	1
Rolling Stock Programs	17	8	9
Sr Vice President - Operations	5	3	2
Total Administration	473	409	64
Operations			
Transportation Services - Train Operations	2,317	2,159	158
Customer Services	476	446	30
Total Operations	2,794	2,605	189
Maintenance			
Engineering	1,957	1,951	6
Equipment	2,251	2,042	209
Procurement (Stores)	112	92	20
Total Maintenance	4,320	4,085	235
Engineering/Capital			
Department of Program Management	112	107	5
Special Projects	59	45	14
Operational Support Group	45	13	32
Total Engineering/Capital	216	165	51
Baseline Total Positions	7,802	7,264	538
<i>Non-Reimbursable</i>	6,590	6,240	351
<i>Reimbursable</i>	1,212	1,025	187
Total Full-Time	7,802	7,264	538
Total Full-Time-Equivalents			

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 FEBRUARY 2022

Explanation of Variances
<p>NON-REIMBURSABLE POSITIONS - Favorable 351 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>REIMBURSABLE POSITIONS - Favorable 187 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
0
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH FEBRUARY 2022

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	262	235	27
Professional, Technical, Clerical	188	152	36
Operational Hourlies	23	22	1
Total Administration	473	409	64
Operations			
Managers/Supervisors	352	317	35
Professional, Technical, Clerical	129	102	27
Operational Hourlies	2,313	2,186	127
Total Operations	2,794	2,605	189
Maintenance			
Managers/Supervisors	875	783	92
Professional, Technical, Clerical	292	246	46
Operational Hourlies	3,153	3,056	97
Total Maintenance	4,320	4,085	235
Engineering/Capital			
Managers/Supervisors	151	125	26
Professional, Technical, Clerical	65	40	25
Operational Hourlies	0	0	0
Total Engineering/Capital	216	165	51
Total Positions			
Managers/Supervisors	1,639	1,460	179
Professional, Technical, Clerical	674	540	134
Operational Hourlies	5,489	5,264	225
Total Positions	7,802	7,264	538

Note: Totals may not add due to rounding

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

	MONTH			VARIANCE	
	Actual 2022	Budget 2022	Actual 2021	vs. Budget	vs. 2021
Farebox Operating Ratio					
Standard ⁽¹⁾	22.2%	25.9%	11.5%	-3.7%	10.7%
Adjusted ⁽²⁾	26.4%	30.0%	15.1%	-3.6%	11.3%
Cost Per Passenger					
Standard ⁽¹⁾	\$37.63	\$33.98	\$73.75	(\$3.65)	\$36.12
Adjusted ⁽²⁾	\$34.36	\$31.12	\$67.72	(\$3.24)	\$33.36
Passenger Revenue/Passenger ⁽³⁾	\$8.35	\$8.80	\$8.47	(\$0.45)	(\$0.12)
	YEAR-TO-DATE			VARIANCE	
	Actual 2022	Budget 2021	Actual 2021	vs. Budget	vs. 2021
Farebox Operating Ratio					
Standard ⁽¹⁾	18.7%	25.3%	11.5%	-6.6%	7.2%
Adjusted ⁽²⁾	22.0%	29.1%	15.1%	-7.1%	6.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$44.66	\$34.81	\$73.75	(\$9.85)	\$29.09
Adjusted ⁽²⁾	\$41.12	\$31.95	\$67.72	(\$9.17)	\$26.60
Passenger Revenue/Passenger ⁽³⁾	\$8.35	\$8.81	\$8.47	(\$0.46)	(\$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

Ridership Report Highlights

February 2022 vs. 2021

- Total ridership increased +100.4% compared to February 2021 (3,180,253 in February 2022 vs. 1,586,865 in February 2021). When compared to February 2019, total ridership decreased -51.4% (3,180,253 passengers in February 2022 vs. 6,544,351 passengers in February 2019)
- Commutation ridership increased +68.0% compared to February 2021
- Non-Commutation ridership increased +116.9% compared to February 2021

2022 vs. 2021 YTD

- Total YTD ridership is +78.8% above 2021 and -27.6% below Budget
- YTD Commutation ridership is +56.7% above 2021
- YTD Non-Commutation ridership is +90.1% above 2021

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

February 2022

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

EXECUTIVE SUMMARY

February Ridership and Revenue (millions)

	February 2022	% Change vs. 2021
Total Rail Ridership	3.180	100.4% ▲
Commutation Ridership	0.897	68.0% ▲
Non-Commutation Ridership	2.283	116.9% ▲
Rail Revenue	\$26.9	107.9% ▲

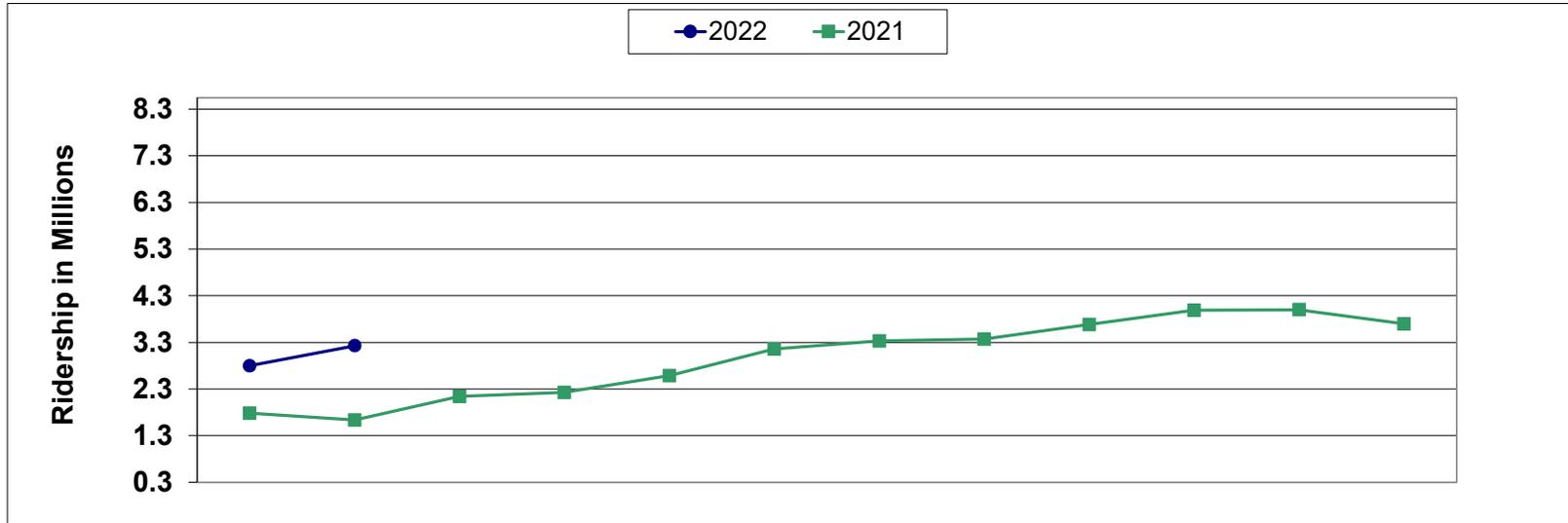
Year-to-Date through February Prelim. Ridership and Revenue (millions)

	February 2022	% Change vs. 2021	Comparison to 2022 Budget
Total Rail Ridership	5.930	78.8% ▲	-27.6% ▼
Commutation Ridership	1.758	56.7% ▲	-62.6% ▼
Non-Commutation Ridership	4.172	90.1% ▲	19.6% ▲
Rail Revenue	\$49.9	80.6% ▲	-30.9% ▼

Please Note: Ridership is based on ticket sales data.

February RIDERSHIP

- February Total Ridership was 100.4% above '21 and -21.6% below 2022 Budget.

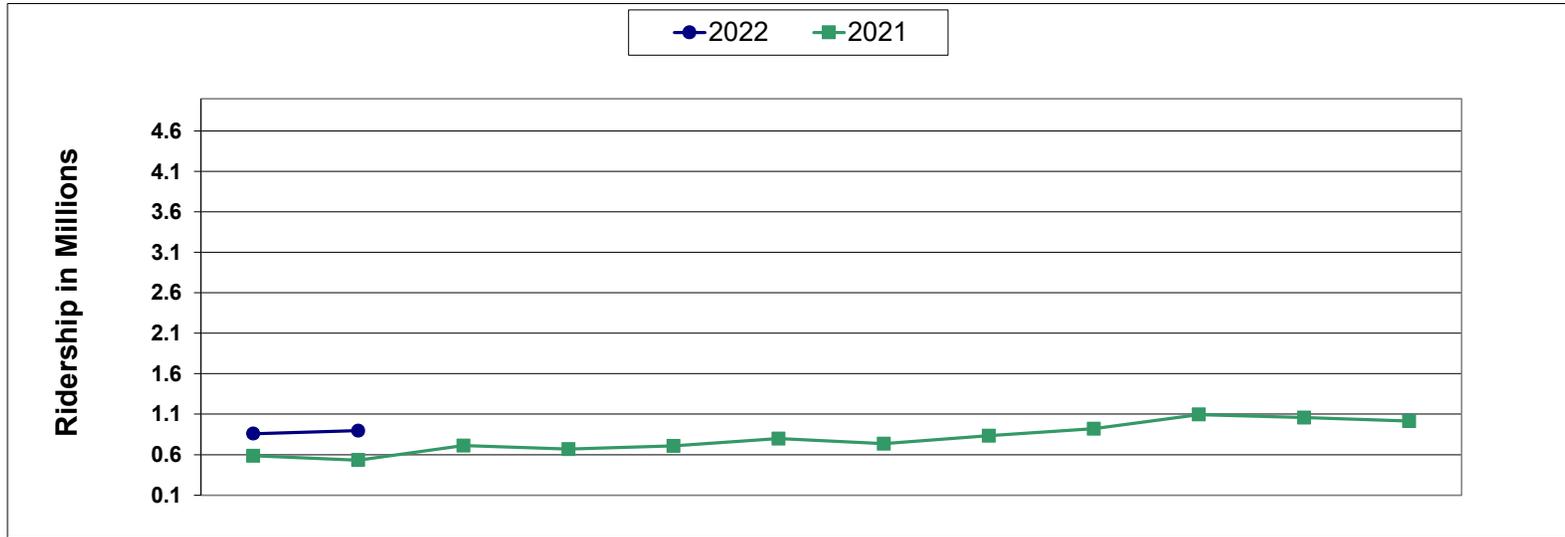


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	2.8	3.2											5.9
2021	1.7	1.6	2.1	2.2	2.5	3.1	3.3	3.3	3.6	3.9	3.9	3.6	3.3
PCT CHG.	59.0%	100.4%											78.8%

Please Note: Ridership is based on ticket sales data.

February COMMUTATION RIDERSHIP

- February Commutation Ridership was 68.0% above '21 and -61.8% below 2022 Budget.

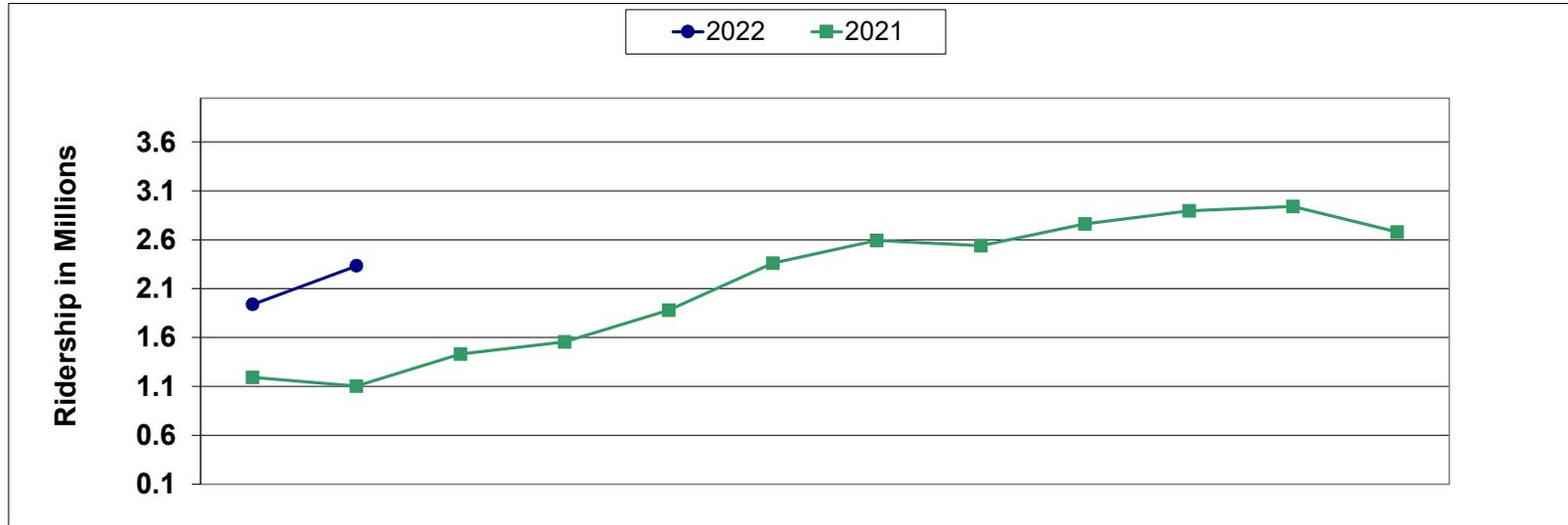


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	0.9	0.9											1.8
2021	0.6	0.5	0.7	0.7	0.7	0.8	0.7	0.8	0.9	1.1	1.1	1.0	1.1
PCT CHG.	46.5%	68.0%											56.7%

Please Note: Ridership is based on ticket sales data.

February NON-COMMUTATION RIDERSHIP

- February Non-Commutation Ridership was 116.9% above '21 and 33.8% above 2022 Budget.

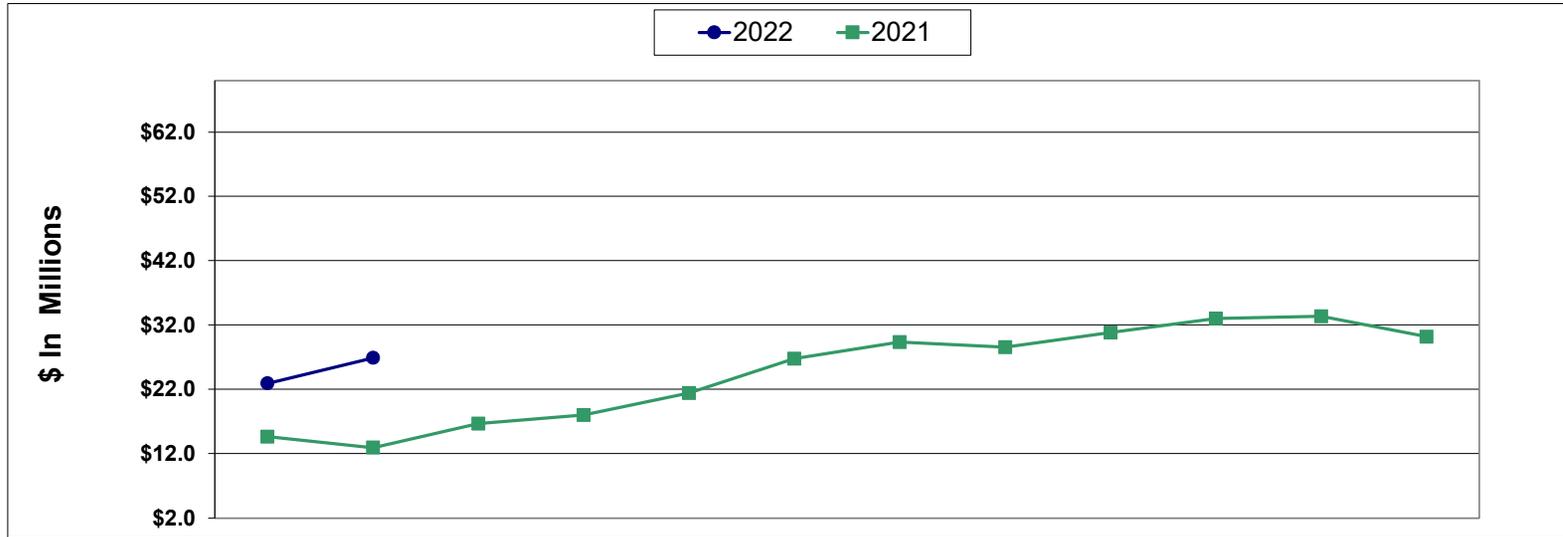


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	1.9	2.3											4.2
2021	1.1	1.1	1.4	1.5	1.8	2.3	2.5	2.5	2.7	2.8	2.9	2.6	2.2
PCT CHG.	65.4%	116.9%											90.1%

Please Note: Ridership is based on ticket sales data.

February REVENUE

- February Total Revenue was 107.9% above '21 and -24.6% below 2022 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	\$23.0	\$26.9											\$49.9
2021	\$14.7	\$12.9	\$16.7	\$18.0	\$21.4	\$26.8	\$29.3	\$28.5	\$30.8	\$33.0	\$33.4	\$30.2	\$27.6
PCT CHG.	56.6%	107.9%											80.6%

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	February 2022	*February 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	897,061	534,116	362,945	68.0%
NON-COMMUTATION RIDERSHIP	2,283,192	1,052,749	1,230,443	116.9%
TOTAL RIDERSHIP	3,180,253	1,586,865	1,593,388	100.4%

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

TICKET TYPE/SERVICE	February 2022	*February 2021	CHANGE VS. 2021	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,758,294	1,121,991	636,303	56.7%
NON-COMMUTATION RIDERSHIP	4,172,097	2,194,888	1,977,209	90.1%
TOTAL RIDERSHIP	5,930,391	3,316,879	2,613,512	78.8%

* 2021 ridership numbers were adjusted using 2022 factors.

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

REVENUE	February 2022	February 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$7,292,499	\$4,135,823	\$3,156,676	76.3%
NON-COMMUTATION REVENUE	\$19,604,363	\$8,799,440	\$10,804,923	122.8%
TOTAL REVENUE	\$26,896,862	\$12,935,263	\$13,961,599	107.9%

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

REVENUE	February 2022	February 2021	CHANGE VS. 2021	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$14,228,380	\$9,334,770	\$4,893,610	52.4%
NON-COMMUTATION REVENUE	\$35,622,990	\$18,262,286	\$17,360,705	95.1%
TOTAL REVENUE	\$49,851,371	\$27,597,056	\$22,254,315	80.6%

Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

February 2022 Highlights: Operations Report

East of Hudson

February East of Hudson service operated above the annual 94% OTP goal at 97.8% OTP, and YTD performance was above goal at 98.0%.

Hudson Line – 98.7% YTD: 98.4%

3 trains (0.04%) canceled or terminated

Harlem Line – 98.3% YTD: 98.2%

2 trains (0.04%) canceled or terminated

New Haven Line – 97.0% YTD: 97.5%

10 trains (0.15%) canceled or terminated

Major Incidents: 5 major incidents resulting in 106 delays.

- On February 1st, a trespasser strike at Stamford on the New Haven Line resulted in 12 delays.
- On February 4th, an ice storm resulted in change-over problems at Pelham for trains moving from the New Haven Line catenary system to the third rail system, causing 13 delays.
- On February 8th, a New York City Water main break at 72nd Street impacted trains on all three main lines. This event led to 41 delays.
- On February 18th, a local electrical utility power issue impacting an electrical feeder which powers MNR trains at Cos Cob on the New Haven Line resulted in 28 delays.
- On February 26th, police in pursuit of a suspect on the right of way between Mount Vernon East and New Rochelle on the New Haven Line resulted in 12 delays.

West of Hudson

February West of Hudson service operated below the annual 94% OTP goal at 91.8% OTP, and YTD performance was below goal at 92.5%.

Pascack Valley – 91.0% YTD: 92.9%

Port Jervis – 92.8.0% YTD: 92.0%

Nine trains (0.58%) were canceled or terminated on West of Hudson. Pascack Valley Line: 2, and Port Jervis Line: 7. The cancelations and terminations were primarily due to mechanical issues.

Equipment

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

In January, Fleet Mean Distance Between Failures was 321,977 miles, 83% 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	February	YTD thru February	February	YTD thru February	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	97.8%	98.0%	98.0%	98.1%	
		AM Peak	94.0%					
		AM Reverse Peak	94.0%					
		PM Peak	94.0%					
		Total Peak	94.0%					
		Off Peak Weekday	94.0%	97.5%	97.8%	97.8%	98.0%	
		Weekend	94.0%	98.8%	98.6%	98.4%	98.5%	
		Hudson Line	Overall	94.0%	98.7%	98.4%	97.9%	98.5%
			AM Peak	94.0%				
			AM Reverse Peak	94.0%				
			PM Peak	94.0%				
			Total Peak	94.0%				
			Off Peak Weekday	94.0%	98.5%	98.4%	98.1%	98.7%
			Weekend	94.0%	99.2%	98.5%	97.4%	98.1%
		Harlem Line	Overall	94.0%	98.3%	98.2%	99.2%	99.3%
			AM Peak	94.0%				
			AM Reverse Peak	94.0%				
			PM Peak	94.0%				
			Total Peak	94.0%				
			Off Peak Weekday	94.0%	97.9%	97.9%	99.0%	99.1%
			Weekend	94.0%	99.4%	99.0%	100.0%	99.7%
		New Haven Line	Overall	94.0%	97.0%	97.5%	97.2%	97.1%
			AM Peak	94.0%				
		AM Reverse Peak	94.0%					
		PM Peak	94.0%					
		Total Peak	94.0%					
		Off Peak Weekday	94.0%	96.6%	97.3%	96.8%	96.7%	
		Weekend	94.0%	98.1%	98.3%	98.1%	98.0%	
Operating Statistics	Trains Scheduled			14,959	31,029	11,391	23,667	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			14.4	14.5	15.5	14.2	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	87	161	72	108	
	Trains Canceled		230	5	10	7	11	
	Trains Terminated		230	10	20	13	23	
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.9%	99.8%	99.9%	
Consist Compliance	System	Overall	99.0%	100.0%	100.0%	100.0%	100.0%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.0%					
		AM Reverse Peak	99.0%					
		PM Peak	99.0%					
		Total Peak	99.0%					
		Off Peak Weekday	99.0%	100.0%	100.0%	100.0%	100.0%	
		Weekend	99.0%	100.0%	100.0%	100.0%	100.0%	
		Hudson Line	AM Peak	99.0%				
			PM Peak	99.0%				
		Harlem Line	AM Peak	99.0%				
			PM Peak	99.0%				
		New Haven Line	AM Peak	99.0%				
			PM Peak	99.0%				

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	January	2022 Data		2021 Data		YTD 2022 Vs 2021
			February	YTD thru February	February	YTD thru February	
Engineering (Scheduled)	3.1%	3	26	29	27	69	-40
Engineering (Unscheduled)	18.4%	239	151	391	78	130	261
Maintenance of Equipment	25.7%	284	212	497	175	402	95
Transportation	3.6%	46	30	76	41	71	5
Capital Projects	0.0%	1	0	1	3	6	-5
Weather and Environmental	15.4%	119	127	246	113	114	132
Police	18.1%	48	149	198	53	116	82
Customers	0.7%	24	6	30	7	25	5
Other	1.9%	26	16	42	52	97	-55
3rd Party Operations	13.1%	0	108	108	0	0	108
TOTAL	100.0%	791	825	1,616	549	1,028	587
HUDSON LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2022 Vs 2021
Engineering (Scheduled)	1.4%	3	2	6	3	3	3
Engineering (Unscheduled)	1.4%	49	2	52	3	19	33
Maintenance of Equipment	27.3%	49	38	87	40	61	26
Transportation	0.0%	6	0	7	0	6	1
Capital Projects	0.0%	1	0	1	0	4	-3
Weather and Environmental	10.8%	49	15	64	84	84	-20
Police	33.8%	9	47	56	27	33	23
Customers	1.4%	3	2	6	3	3	3
Other	7.2%	5	10	15	4	12	3
3rd Party Operations	16.5%	0	23	23	0	0	23
TOTAL	100.0%	174	139	317	164	225	92
HARLEM LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2022 Vs 2021
Engineering (Scheduled)	6.9%	0	10	10	0	2	8
Engineering (Unscheduled)	30.3%	60	44	104	8	15	89
Maintenance of Equipment	19.3%	76	28	104	15	43	61
Transportation	2.1%	20	3	22	5	5	17
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	5.5%	16	8	24	13	13	11
Police	4.8%	12	7	19	1	19	0
Customers	1.4%	8	2	9	0	2	7
Other	0.7%	5	1	6	15	26	-20
3rd Party Operations	29.0%	0	42	42	0	0	42
TOTAL	100.0%	197	145	340	57	125	215
NEW HAVEN LINE	% Total	January	February	YTD thru February	February	YTD thru February	YTD 2022 Vs 2021
Engineering (Scheduled)	2.2%	0	10	10	24	48	-38
Engineering (Unscheduled)	21.6%	107	99	206	67	90	116
Maintenance of Equipment	19.4%	102	89	192	109	274	-82
Transportation	3.1%	17	14	30	36	60	-30
Capital Projects	0.0%	0	0	0	3	3	-3
Weather and Environmental	22.3%	27	102	129	16	17	112
Police	20.7%	27	95	122	25	64	58
Customers	0.4%	12	2	15	4	14	1
Other	0.9%	16	4	20	26	46	-26
3rd Party Operations	9.4%	0	43	43	0	0	43
TOTAL	100.0%	308	458	767	310	616	151

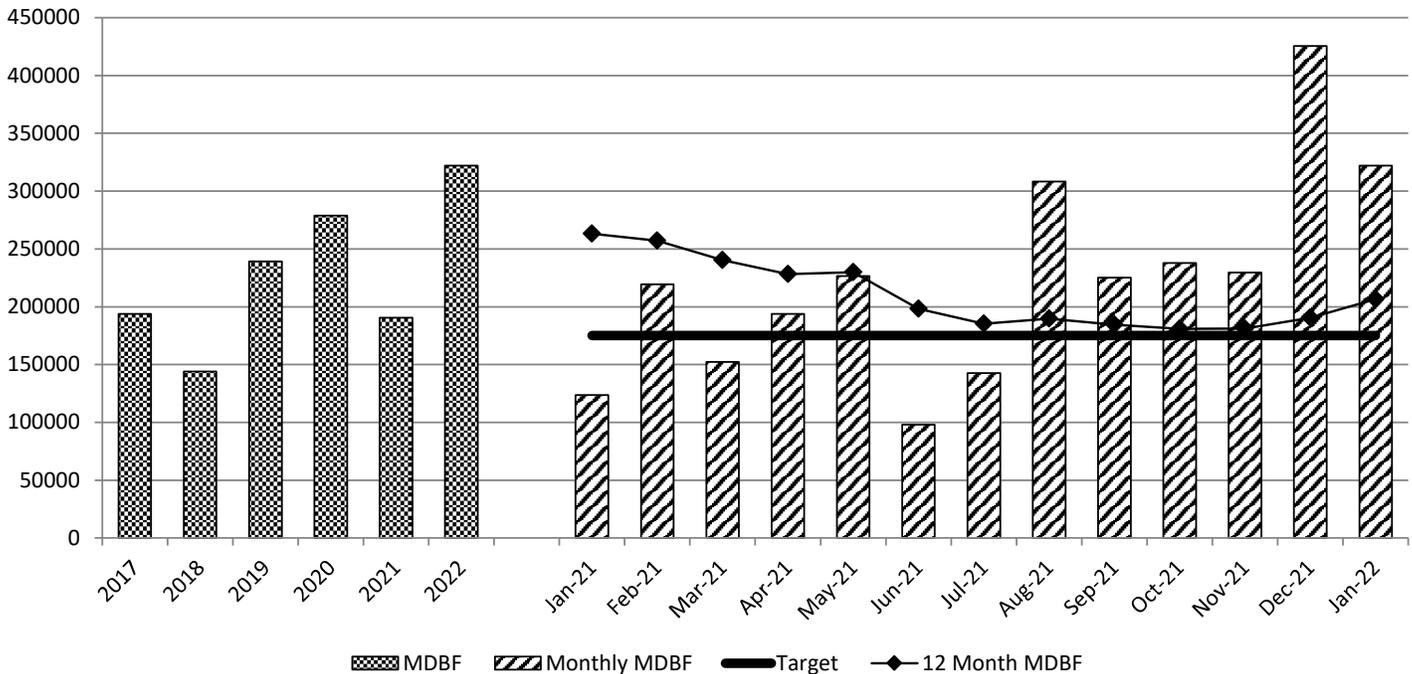
SYSTEM ENGINEERING Category of Delay

Delay Minutes / Delay Threshold	% Total	January	2022 Data		2021 Data		YTD 2022 Vs 2021
			February	YTD thru February	February	YTD thru February	
Track - Failures	8.9%	48	15	64	4	9	55
Track - Scheduled Work	13.0%	3	22	25	27	53	-28
Track - Switch and Signal	0.6%	0	1	1	2	4	-3
Track - Bridges	0.0%	0	0	0	0	0	0
Signals	23.7%	143	40	183	27	44	139
Grade Crossings	9.5%	4	16	20	8	14	6
Telco / Utilities	1.8%	0	3	3	0	0	3
PTC	0.0%	4	0	4	4	10	-6
Catenary	6.5%	3	11	14	24	24	-10
3rd Rail	7.1%	4	12	16	9	18	-2
SCADA / Signal Power	2.4%	9	4	12	0	0	12
Local Utility / Other	26.6%	0	45	45	0	0	45
Unclassified	0.0%	0	0	0	0	1	-1
TOTAL	100.0%	218	169	387	105	177	210

	2022 Data							2021 Data			
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Jan MDBF (miles)	Primary Failure Goal	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)	12 month MDBF Rolling Avg (miles)	Jan MDBF (miles)	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)
Mean Distance Between Failures	M8	405	290,000	2,250,037	5	1	2,250,037	224,205	67,022	23	67,022
	M3	138	80,000	114,619	2	2	114,619	118,776	189,902	1	189,902
	M7	334	340,000	428,796	5	4	428,796	470,248	1,326,592	1	1,326,592
	Coach	207	210,000	690,933	5	2	690,933	332,429	364,176	3	364,176
	P-32	31	21,000	25,986	6	7	25,986	31,270	27,909	5	27,909
	BL-20	12	13,000	18,676	3	2	18,676	17,504	19,685	2	19,685
	Fleet	1127	175,000	321,977	26	18	321,977	206,576	123,699	35	123,699
	M8		290,000	2,250,037	5	1	2,250,037	224,205	67,022	23	67,022
M3/7		235,000	324,070	7	6	324,070	337,726	758,247	2	758,247	
Diesel/Coach		85,000	145,556	14	11	145,556	129,752	127,145	10	127,145	

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 2017 - 2022



West of Hudson Performance Summary			2022 Data			2021 Data	
			Annual Goal	February	YTD thru February	February	YTD thru February
On Time Performance	West of Hudson	Overall	94.0%	91.8%	92.5%	90.6%	92.2%
	Total						
<i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>		AM Peak	94.0%	96.2%	94.2%	91.1%	89.7%
		PM Peak	94.0%	92.7%	93.3%	97.2%	96.8%
		Total Peak	94.0%	94.4%	93.8%	94.1%	93.2%
		Off Peak Weekday	94.0%	88.1%	91.1%	87.5%	89.9%
		Weekend	94.0%	95.5%	93.6%	91.6%	94.8%
	Pascack Valley	Overall	94.0%	91.0%	92.9%	88.1%	92.2%
	Line	AM Peak	94.0%	98.1%	95.9%	92.5%	94.7%
		PM Peak	94.0%	91.4%	93.9%	95.5%	97.4%
		Total Peak	94.0%	95.0%	95.0%	94.0%	96.1%
		Off Peak Weekday	94.0%	84.7%	90.0%	83.7%	88.2%
		Weekend	94.0%	96.9%	95.0%	88.6%	94.3%
	Port Jervis	Overall	94.0%	92.8%	92.0%	94.1%	92.2%
	Line	AM Peak	94.0%	93.0%	91.5%	89.5%	83.8%
		PM Peak	94.0%	94.2%	92.5%	99.1%	96.1%
		Total Peak	94.0%	93.6%	92.0%	94.3%	89.9%
		Off Peak Weekday	94.0%	92.2%	92.3%	92.6%	92.3%
		Weekend	94.0%	92.9%	91.0%	96.8%	95.7%
Operating Statistics	Trains Scheduled			1,528	3,170	1,505	3,131
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			23.4	23.0	16.0	17.5
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		300	74	125	56	109
	Trains Canceled		60	2	20	5	9
	Trains Terminated		60	7	16	1	4
	Percent of Scheduled Trips Completed		99.4%	99.4%	98.9%	99.6%	99.6%
Consist Compliance	System - AM		99.0%	93.3%	93.1%	90.4%	91.4%
<i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	Pascack Valley - AM		99.0%	92.5%	92.1%	90.7%	91.8%
	Port Jervis - AM		99.0%	88.0%	88.2%	90.1%	90.9%

Elevator Availability	2022		2021	
	February	Year to Date	February	Year to Date
Grand Central Terminal	100.00%	100.00%	99.72%	99.74%
Harlem	99.98%	99.99%	99.98%	99.99%
Hudson	99.98%	99.99%	99.98%	99.98%
New Haven	99.96%	99.97%	99.96%	99.96%
Overall Average	99.98%	99.98%	99.91%	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	
	February	Year to Date	February	Year to Date
Grand Central Terminal	100.00%	100.00%	100.00%	99.29%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	100.00%	100.00%	99.65%

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

FEBRUARY 2022 STANDEE REPORT

East of Hudson			FEB 2021	YTD 2021	FEB 2022	YTD 2022
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	11	11	0	0
AM Peak	Total Standees		12	11	0	0
	Harlem Line	Program Standees	31	16	0	0
Add'l Standees		15	17	0	0	
Total Standees		46	32	0	0	
New Haven Line	Program Standees	24	12	0	0	
	Add'l Standees	34	58	0	0	
	Total Standees	58	70	0	0	
EAST OF HUDSON TOTAL - AM PEAK			116	113	0	0
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
PM Peak	Total Standees		0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
Add'l Standees		0	1	0	0	
Total Standees		0	1	0	0	
New Haven Line	Program Standees	140	70	0	0	
	Add'l Standees	8	9	0	0	
	Total Standees	148	79	0	0	
EAST OF HUDSON TOTAL - PM PEAK			148	80	0	0

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

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

Definitions

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

"**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/pg



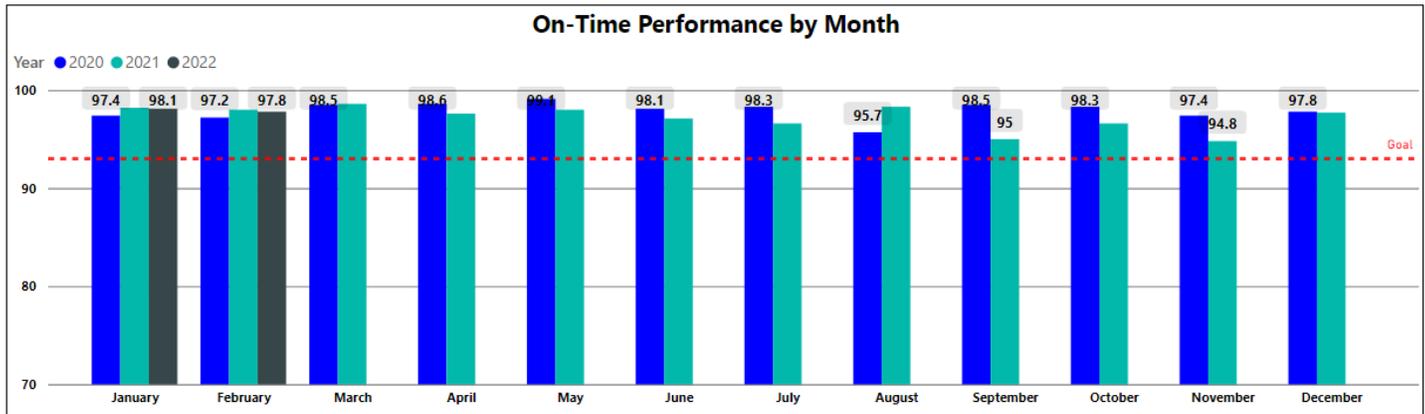
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

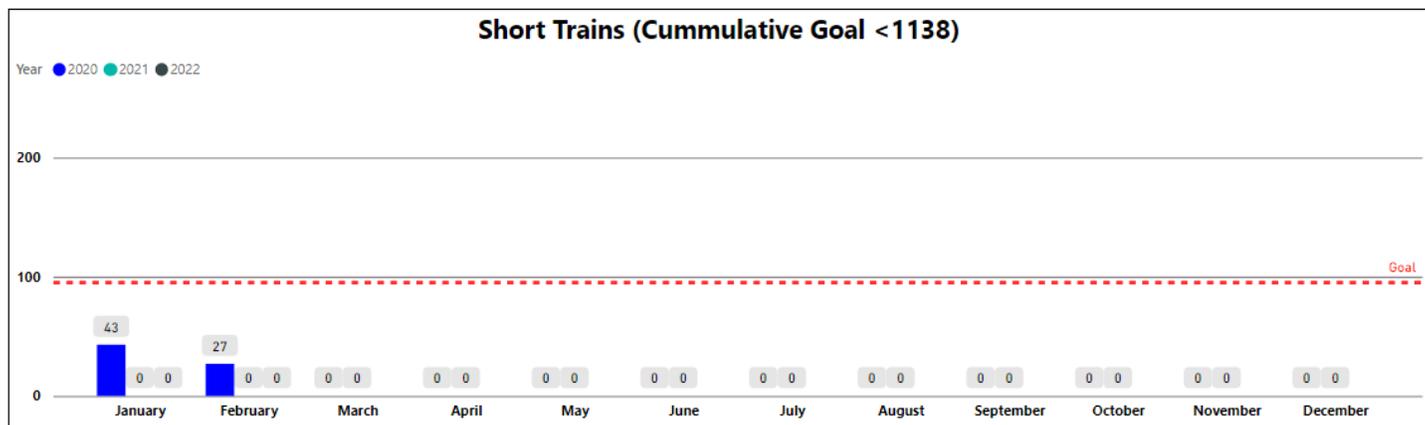
	2022		2021	
Goal	February	YTD	February	YTD
94.0%	97.8%	98.0%	98%	98.1%



Short Trains

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

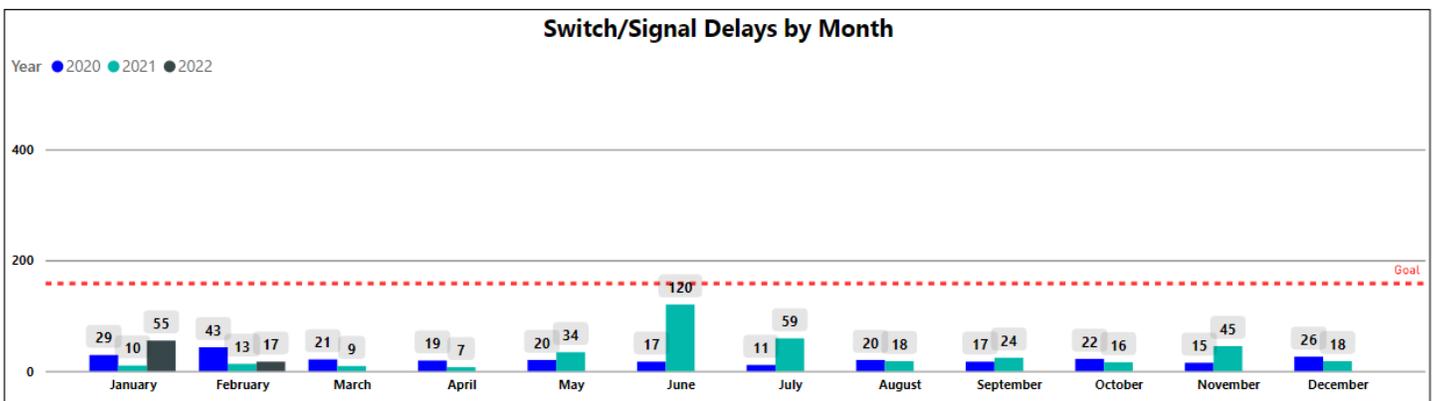
	2022		2021	
Goal	February	YTD	February	YTD
1138	0	0	0	0



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	February	YTD	February	YTD
158	17	72	13	23





Metro-North Railroad

Finance Report

Steven Weiss

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



Beginning 3/28, we're restoring 66 weekday trains on our East-of-Hudson lines, bringing back zoned-express trains & increasing service to 89% of pre-pandemic levels.



Metro-North Railroad

February 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) February 2022 Financial Results

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

- Ridership of 5.2 million was 91.2% favorable vs. 2021 and 59.5% unfavorable vs. 2019 pre-COVID levels. Ridership was 29.0% unfavorable vs. Budget primarily due to lower commutation ridership. Consequently, farebox revenue of \$43.7 million was \$19.8 million lower than Budget.
- Total revenue of \$48.3 million was \$19.9 million lower vs. Budget primarily due to lower East of Hudson commutation ridership.
- Total expenses of \$216.7 million were \$15.9 million or 6.8% 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) February 2022 are presented in the table below and compared to the Adopted Budget.

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$68.2	\$48.3	(\$19.9)	-29.1%
Total Expenses before Non-Cash Liability Adjs.	232.6	216.7	15.9	6.8%
Operating Surplus/(Deficit)	(164.5)	(168.4)	(3.9)	-2.4%
<i>Other Non-Cash Liabilities</i>	47.1	54.7	(7.6)	-16.1%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(211.5)	(223.1)	(11.5)	-5.4%
<i>Cash Adjustments</i>	110.5	124.3	13.8	12.5%
Net Cash Surplus/(Deficit)	(\$101.0)	(\$98.8)	\$2.3	2.2%

Steven Weiss

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

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

February 2022 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$223.1 million was \$11.5 million or 5.4% unfavorable vs. the Budget.

Major drivers of the February 2022 YTD unfavorable result of \$11.5 million include lower Non-Reimbursable Revenues of \$19.9 million primarily due to lower East of Hudson Commutation Revenue partially offset by lower Non-Reimbursable Expenses of \$8.3 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.

February 2022 YTD Reimbursable Expenses of \$21.6 million were \$17.7 million favorable vs. the Budget due to the scheduling and timing of several projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$19.8 million lower vs. the Budget primarily due to lower East of Hudson commutation ridership.
 - YTD Ridership of 5.2 million was 29.0% unfavorable vs. the Budget, 91.2% favorable vs 2021 and 59.5% unfavorable vs. pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$0.1 million unfavorable vs. the Budget primarily due lower parking revenue partially offset by higher advertising revenue.
- **Capital and Other Reimbursements** – YTD was \$17.7 million or 45.1% 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 \$293.0 million were \$26.1 million or 8.2% favorable vs. the Budget.

Labor Expenses (including fringes and overhead recoveries) of \$176.3 million YTD were \$14.9 million favorable vs. the Budget.

- **Payroll** – YTD was \$9.6 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 \$2.8 million favorable vs. the Budget primarily due to lower reimbursable activity in Maintenance of Way.

Non-Labor Expenses of \$62.0 million YTD were \$18.8 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$4.4 million unfavorable vs. the Budget primarily due to higher rates.
- **Fuel** – YTD expenses were \$0.6 million unfavorable vs. the Budget primarily due to higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$3.7 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 \$4.9 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 \$14.3 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 \$7.6 million unfavorable vs. Budget.

CASH DEFICIT SUMMARY

February YTD Net Cash Deficit of \$98.8 million was \$2.3 million or 2.2% favorable to the Budget primarily due to the timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 24.9% was 6.1 percentage points unfavorable vs. the Budget.
- Adjusted Cost per Passenger of \$39.79 was \$8.31 unfavorable vs. the Budget.
- Revenue per Passenger of \$8.47 was \$0.27 unfavorable vs. the Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 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
Revenue												
Farebox Revenue	\$30.918	\$24.231	(\$6.687)	(21.6)	\$0.000	\$0.000	\$0.000	-	\$30.918	\$24.231	(\$6.687)	(21.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.347	0.947	(1.399)	(59.6)	0.000	0.000	0.000	-	2.347	0.947	(1.399)	(59.6)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.529	7.593	(3.937)	(34.1)	11.529	7.593	(3.937)	(34.1)
CDOT	0.000	0.000	0.000	-	8.057	4.679	(3.377)	(41.9)	8.057	4.679	(3.377)	(41.9)
Other	0.000	0.000	0.000	-	0.777	1.005	0.228	29.3	0.777	1.005	0.228	29.3
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	20.363	13.277	(7.086)	(34.8)	20.363	13.277	(7.086)	(34.8)
Total Revenue	\$33.265	\$25.178	(\$8.086)	(24.3)	\$20.363	\$13.277	(\$7.086)	(34.8)	\$53.628	\$38.455	(\$15.173)	(28.3)
Expenses												
<i>Labor:</i>												
Payroll	\$41.876	\$38.497	\$3.379	8.1	\$3.992	\$4.198	(\$0.206)	(5.2)	\$45.868	\$42.695	\$3.172	6.9
Overtime	7.465	7.566	(0.101)	(1.4)	2.598	1.321	1.277	49.2	10.063	8.887	1.176	11.7
Health and Welfare	8.180	8.609	(0.430)	(5.3)	1.433	1.157	0.277	19.3	9.613	9.766	(0.153)	(1.6)
OPEB Current Payment	3.333	3.840	(0.506)	(15.2)	0.000	0.000	0.000	-	3.333	3.840	(0.506)	(15.2)
Pensions	9.589	9.434	0.156	1.6	1.178	0.856	0.322	27.3	10.767	10.290	0.477	4.4
Other Fringe Benefits	10.805	9.842	0.963	8.9	1.139	0.864	0.275	24.2	11.944	10.705	1.238	10.4
Reimbursable Overhead	(4.203)	(4.708)	0.505	12.0	4.047	4.603	(0.556)	(13.7)	(0.156)	(0.105)	(0.051)	(32.7)
Total Labor	\$77.045	\$73.080	\$3.965	5.1	\$14.387	\$12.998	\$1.389	9.7	\$91.432	\$86.078	\$5.354	5.9
<i>Non-Labor:</i>												
Electric Power	\$5.443	\$10.901	(\$5.458)	*	\$0.000	\$0.003	(\$0.003)	-	\$5.443	\$10.904	(\$5.461)	*
Fuel	1.659	2.246	(0.587)	(35.4)	0.000	0.000	0.000	-	1.659	2.246	(0.587)	(35.4)
Insurance	1.670	1.529	0.140	8.4	0.195	0.092	0.103	52.9	1.865	1.621	0.244	13.1
Claims	0.096	0.000	0.096	100.0	0.000	0.000	0.000	-	0.096	0.000	0.096	100.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.903	8.953	0.951	9.6	0.732	0.108	0.624	85.3	10.635	9.061	1.574	14.8
Professional Service Contracts	3.350	2.467	0.883	26.4	1.782	0.078	1.703	95.6	5.131	2.545	2.586	50.4
Materials & Supplies	11.132	5.712	5.420	48.7	3.268	(0.014)	3.282	*	14.400	5.698	8.702	60.4
Other Business Expenses	1.910	1.931	(0.022)	(1.1)	0.000	0.011	(0.011)	-	1.910	1.942	(0.033)	(1.7)
Total Non-Labor	\$35.162	\$33.740	\$1.423	4.0	\$5.977	\$0.279	\$5.698	95.3	\$41.139	\$34.018	\$7.121	17.3
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$112.208	\$106.820	\$5.388	4.8	\$20.363	\$13.277	\$7.086	34.8	\$132.571	\$120.096	\$12.475	9.4
Depreciation	23.200	27.324	(4.124)	(17.8)	0.000	0.000	0.000	-	23.200	27.324	(4.124)	(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	-
Total Expenses	\$135.741	\$134.143	\$1.598	1.2	\$20.363	\$13.277	\$7.086	34.8	\$156.104	\$147.420	\$8.684	5.6
Net Surplus/(Deficit)	(\$102.476)	(\$108.965)	(\$6.489)	(6.3)	\$0.000	\$0.000	\$0.000	-	(\$102.476)	(\$108.965)	(\$6.489)	(6.3)
<i>Cash Conversion Adjustments:</i>												
Depreciation	23.200	27.324	4.124	17.8	0.000	0.000	0.000	-	23.200	27.324	4.124	17.8
Operating/Capital	(3.463)	(1.380)	2.083	60.2	0.000	0.000	0.000	-	(3.463)	(1.380)	2.083	60.2
Other Cash Adjustments	7.241	9.843	2.602	35.9	0.000	0.000	0.000	-	7.241	9.843	2.602	35.9
Total Cash Conversion Adjustments	\$26.978	\$35.787	\$8.809	32.7	\$0.000	\$0.000	\$0.000	-	\$26.978	\$35.787	\$8.809	32.7
Net Cash Surplus/(Deficit)	(\$75.498)	(\$73.178)	\$2.320	3.1	\$0.000	\$0.000	\$0.000	-	(\$75.498)	(\$73.178)	\$2.320	3.1

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
FEBRUARY 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
Revenue												
Farebox Revenue	\$63.449	\$43.666	(\$19.783)	(31.2)	\$0.000	\$0.000	\$0.000	-	\$63.449	\$43.666	(\$19.783)	(31.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.715	4.647	(0.069)	(1.5)	0.000	0.000	0.000	-	4.715	4.647	(0.069)	(1.5)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	22.622	12.493	(10.129)	(44.8)	22.622	12.493	(10.129)	(44.8)
CDOT	0.000	0.000	0.000	-	15.196	7.420	(7.776)	(51.2)	15.196	7.420	(7.776)	(51.2)
Other	0.000	0.000	0.000	-	1.558	1.714	0.156	10.0	1.558	1.714	0.156	10.0
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	39.375	21.626	(17.749)	(45.1)	39.375	21.626	(17.749)	(45.1)
Total Revenue/Receipts	\$68.165	\$48.313	(\$19.852)	(29.1)	\$39.375	\$21.626	(\$17.749)	(45.1)	\$107.540	\$69.939	(\$37.601)	(35.0)
Expenses												
<i>Labor:</i>												
Payroll	\$87.588	\$79.446	\$8.141	9.3	\$8.168	\$6.693	\$1.475	18.1	\$95.756	\$86.140	\$9.616	10.0
Overtime	16.506	16.634	(0.127)	(0.8)	5.209	2.277	2.932	56.3	21.715	18.911	2.805	12.9
Health and Welfare	17.519	18.552	(1.033)	(5.9)	2.912	1.808	1.105	37.9	20.431	20.359	0.072	0.4
OPEB Current Payment	6.667	7.639	(0.972)	(14.6)	0.000	0.000	0.000	-	6.667	7.639	(0.972)	(14.6)
Pensions	20.194	19.926	0.268	1.3	2.395	1.389	1.007	42.0	22.589	21.315	1.274	5.6
Other Fringe Benefits	22.033	20.833	1.200	5.4	2.317	1.369	0.948	40.9	24.349	22.201	2.148	8.8
Reimbursable Overhead	(8.571)	(7.430)	(1.141)	(13.3)	8.250	7.172	1.077	13.1	(0.322)	(0.258)	(0.064)	(19.8)
Total Labor	\$161.934	\$155.598	\$6.336	3.9	\$29.251	\$20.707	\$8.544	29.2	\$191.186	\$176.306	\$14.880	7.8
<i>Non-Labor:</i>												
Electric Power	\$10.785	\$15.178	(\$4.393)	(40.7)	\$0.000	\$0.003	(\$0.003)	-	\$10.785	\$15.181	(\$4.396)	(40.8)
Fuel	3.575	4.142	(0.567)	(15.9)	0.000	0.000	0.000	-	3.575	4.142	(0.567)	(15.9)
Insurance	3.339	3.058	0.281	8.4	0.398	0.139	0.259	65.1	3.737	3.197	0.540	14.5
Claims	0.191	0.011	0.180	94.1	0.000	0.000	0.000	-	0.191	0.011	0.180	94.1
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	19.817	17.406	2.412	12.2	1.463	0.140	1.323	90.4	21.280	17.546	3.735	17.6
Professional Service Contracts	6.910	5.502	1.408	20.4	3.563	0.078	3.485	97.8	10.473	5.581	4.893	46.7
Materials & Supplies	22.273	12.152	10.121	45.4	4.699	0.535	4.164	88.6	26.972	12.688	14.284	53.0
Other Business Expenses	3.808	3.677	0.131	3.4	0.000	0.023	(0.023)	-	3.808	3.699	0.108	2.8
Total Non-Labor	\$70.698	\$61.126	\$9.572	13.5	\$10.124	\$0.919	\$9.205	90.9	\$80.822	\$62.045	\$18.777	23.2
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$232.633	\$216.724	\$15.908	6.8	\$39.375	\$21.626	\$17.749	45.1	\$272.008	\$238.351	\$33.657	12.4
Depreciation	46.400	54.651	(8.251)	(17.8)	0.000	0.000	0.000	-	46.400	54.651	(8.251)	(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	0.667	0.000	0.667	100.0	0.000	0.000	0.000	-	0.667	0.000	0.667	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$279.699	\$271.376	\$8.323	3.0	\$39.375	\$21.626	\$17.749	45.1	\$319.075	\$293.002	\$26.073	8.2
Net Surplus/(Deficit)	(\$211.535)	(\$223.063)	(\$11.529)	(5.4)	\$0.000	\$0.000	\$0.000	-	(\$211.535)	(\$223.063)	(\$11.529)	(5.4)
<i>Cash Conversion Adjustments:</i>												
Depreciation	46.400	54.651	8.251	17.8	0.000	0.000	0.000	-	46.400	54.651	8.251	17.8
Operating/Capital	(8.979)	(2.089)	6.889	76.7	0.000	0.000	0.000	-	(8.979)	(2.089)	6.889	76.7
Other Cash Adjustments	73.090	71.732	(1.358)	(1.9)	0.000	0.000	0.000	-	73.090	71.732	(1.358)	(1.9)
Total Cash Conversion Adjustments	\$110.512	\$124.294	\$13.783	12.5	\$0.000	\$0.000	\$0.000	-	\$110.512	\$124.294	\$13.783	12.5
Net Cash Surplus/(Deficit)	(\$101.023)	(\$98.769)	\$2.254	2.2	\$0.000	\$0.000	\$0.000	-	(\$101.023)	(\$98.769)	\$2.254	2.2

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
February 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	(\$6.687)	(21.6%)	Reflects lower commutation ridership on East of Hudson Lines.	(\$19.783)	(31.2%)	Reflects lower commutation ridership on East of Hudson Lines.
OTHER OPERATING REVENUE	Non-Reimb	(\$1.399)	(59.6%)	Lower GCT retail and advertising revenue	(\$0.069)	(1.5%)	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$7.086)	(34.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$17.749)	(45.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	\$3.379	8.1%	Primarily lower train and engine contractual payments as well as delayed hiring.	\$8.141	9.3%	Primarily lower train and engine contractual payments as well as delayed hiring.
	Reimb	(\$0.206)	(5.2%)	Reflects timing of project activity.	\$1.475	18.1%	Reflects timing of project activity.
OVERTIME	Non-Reimb	(\$0.101)	(1.4%)	See overtime graphs.	(\$0.127)	(0.8%)	See overtime graphs.
	Reimb	\$1.277	49.2%	See overtime graphs.	\$2.932	56.3%	See overtime graphs.
HEALTH AND WELFARE	Non-Reimb	(\$0.430)	(5.3%)	Primarily reflects higher than budgeted rates partially offset by lower labor costs.	(\$1.033)	(5.9%)	Primarily reflects higher than budgeted rates partially offset by lower labor costs.
	Reimb	\$0.277	19.3%	Reflects timing of project activity.	\$1.105	37.9%	Reflects timing of project activity.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.506)	(15.2%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.	(\$0.972)	(14.6%)	Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums.
	Reimb						
PENSIONS	Reimb	\$0.322	27.3%	Reflects timing of project activity.	\$1.007	42.0%	Reflects timing of project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.963	8.9%	Primarily reflects a lower employee claim provision, labor costs and other employee reimbursements partially offset by higher rates than budgeted.	\$1.200	5.4%	Primarily reflects lower labor costs, employee claim provision and other employee reimbursements partially offset by higher rates than budgeted.
	Reimb	\$0.275	24.2%	Reflects timing of project activity.	\$0.948	40.9%	Reflects timing of project activity.
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.505	12.0%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.	(\$1.141)	(13.3%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	(\$0.556)	(13.7%)		\$1.077	13.1%	

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
February 2022
(\$ in millions)

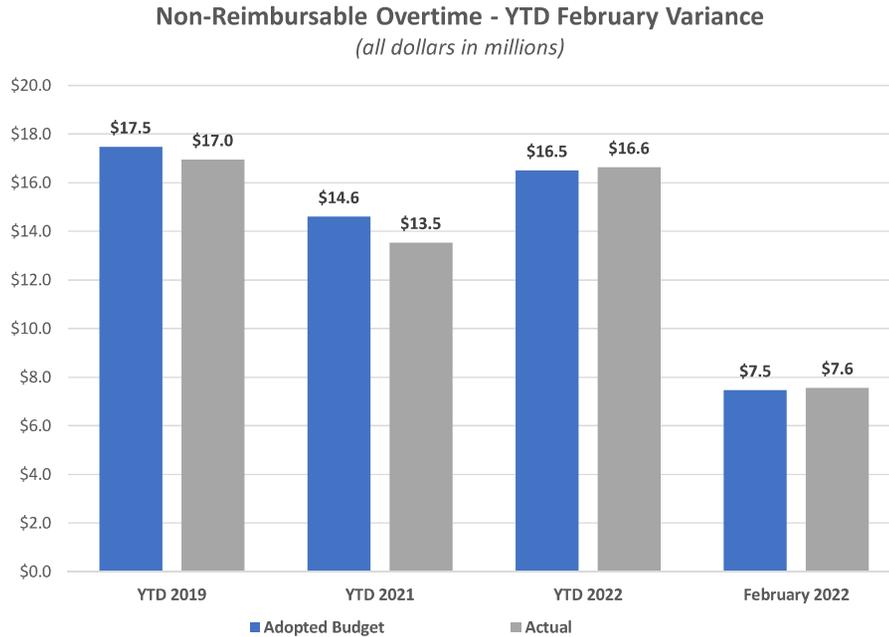
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
ELECTRIC POWER	Non-Reimb	(\$5.458)	*	Primarily higher than budgeted electric rates.	(\$4.393)	(40.7%)	Primarily higher than budgeted electric rates.
FUEL	Non-Reimb	(\$0.587)	(35.4%)	Primarily higher than budgeted fuel rates.	(\$0.567)	(15.9%)	Primarily higher than budgeted fuel rates.
INSURANCE	Non-Reimb	\$0.140	8.4%	Reflects lower insurance premiums than budgeted.	\$0.281	8.4%	Reflects lower insurance premiums than budgeted.
	Reimb	\$0.103	52.9%	Reflects timing of project activity.	\$0.259	65.1%	Reflects timing of project activity.
CLAIMS	Non-Reimb	\$0.096	100.0%	Reflects a lower passenger claims provision than budgeted.	\$0.180	94.1%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.951	9.6%	Reflects timing of expenses for miscellaneous maintenance and operating contracts partially offset by timing of the BL-20 locomotive overhaul.	\$2.412	12.2%	Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts.
	Reimb	\$0.624	85.3%	Reflects timing of project activity.	\$1.323	90.4%	Reflects timing of project activity.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.883	26.4%	Lower than anticipated consulting and engineering services.	\$1.408	20.4%	Lower than anticipated consulting and engineering services.
	Reimb	\$1.703	95.6%	Reflects timing of project activity.	\$3.485	97.8%	Reflects timing of project activity.
MATERIALS AND SUPPLIES	Non-Reimb	\$5.420	48.7%	Timing of rolling stock maintenance events and rolling stock material usage.	\$10.121	45.4%	Timing of rolling stock maintenance events and rolling stock material usage as well as the net impact of various inventory adjustments.
	Reimb	\$3.282	*	Reflects timing of project activity.	\$4.164	88.6%	Reflects timing of project activity.
DEPRECIATION	Non-Reimb	(\$4.124)	(17.8%)	Primarily reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	(\$8.251)	(17.8%)	Primarily reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.000	100.0%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDATION	Non-Reimb	\$0.333	100.0%	Reflects timing of projects requiring remediation.	\$0.667	100.0%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$2.083	60.2%	Reflects timing of project activity.	\$6.889	76.7%	Reflects timing of project activity.

* Variance exceeds 100%.

METRO-NORTH RAILROAD - NON-REIMBURSABLE OVERTIME

Overview

- Increase of \$2.1M vs YTD 2021 due to 2021 increase of revenue Train service at end of August 2021
- Decrease of \$0.4M vs YTD 2019 due to lower scheduled Train service
- Overspending of \$0.1M vs YTD Adopted Budget
- Overspending of \$0.1M vs Adopted Budget February Month only Budget



Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$6.8M is 41.1% of 2022 YTD Actuals
 - Weather response accounted for roughly \$1.6M of YTD Overtime
 - Maintenance of Way is favorable to Budget
- **Transportation**
 - Transportation Overtime of \$5.3M is 32% of 2022 Actuals
 - Transportation is unfavorable to Budget
- **Maintenance of Equipment**
 - Maintenance of Equipment Overtime of \$3.4M is 20.2% of 2022 YTD Actuals
 - Maintenance of Equipment is unfavorable to Budget
- **Stations**
 - Customer Service & Stations Overtime of \$1.1M is 6.5% of 2022 YTD Actuals
 - Stations is unfavorable to Budget
- Note that 2022 overtime actuals are preliminary estimates and may require subsequent revision due to the impacts of the Kronos timekeeping system outage.

METRO-NORTH RAILROAD - REIMBURSABLE OVERTIME

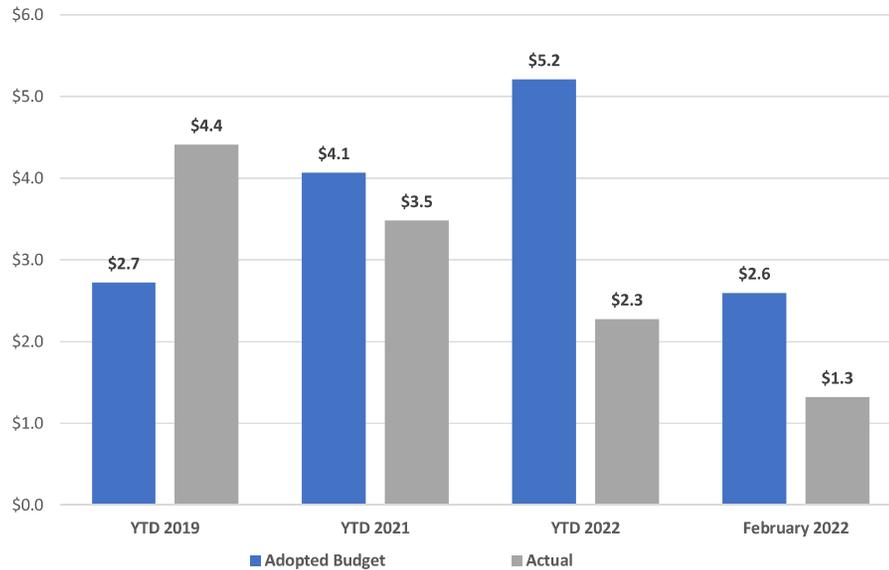
Overview

- Decrease of \$2.2M vs YTD 2021
- Decrease of \$3.1M vs YTD 2019 due to less reimbursable project work
- Underspending of \$2.9M vs YTD Adopted Budget due to lower than planned scheduled reimbursable project work
- Underspending of \$1.3M vs Adopted Budget February Month only Budget due to lower than planned scheduled reimbursable project work

Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$1.7M is 71.5% of 2022 YTD Actuals
 - Maintenance of Way is favorable to Budget
- **Transportation**
 - Transportation Overtime of \$0.6M is 25.9% of 2022 YTD Actuals
 - Transportation Overtime is favorable to Budget

Reimbursable Overtime - YTD February Variance
(all dollars in millions)



- Note that 2022 overtime actuals are preliminary estimates and may require subsequent revision due to the impacts of the Kronos timekeeping system outage.

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

SCHEDULE III

	FEBRUARY 2022				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$30.556	\$23.176	(\$7.380)	(24.2)	\$62.671	\$41.655	(\$21.016)	(33.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.597	6.305	1.708	37.2	67.786	70.093	2.307	3.4
<i>Capital & Other Reimbursements:</i>								
MTA	11.529	4.732	(6.797)	(59.0)	22.622	12.921	(9.701)	(42.9)
CDOT	8.057	7.608	(0.449)	(5.6)	15.196	14.659	(0.537)	(3.5)
Other	0.777	2.112	1.335	*	1.558	2.740	1.182	75.9
Total Capital and Other Reimbursements	20.363	14.452	(5.911)	(29.0)	39.375	30.320	(9.055)	(23.0)
Total Receipts	\$55.517	\$43.933	(\$11.584)	(20.9)	\$169.832	\$142.068	(\$27.764)	(16.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$45.997	\$43.454	\$2.543	5.5	\$93.020	\$89.776	\$3.244	3.5
Overtime	10.145	9.252	0.893	8.8	21.323	19.549	1.774	8.3
Health and Welfare	10.537	1.853	8.684	82.4	22.372	13.434	8.938	40.0
OPEB Current Payment	3.333	0.719	2.614	78.4	6.667	4.521	2.146	32.2
Pensions	11.873	11.804	0.069	0.6	23.747	20.016	3.731	15.7
Other Fringe Benefits	11.065	11.445	(0.380)	(3.4)	22.530	25.200	(2.670)	(11.8)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$92.951	\$78.527	\$14.424	15.5	\$189.658	\$172.496	\$17.162	9.0
<i>Non-Labor:</i>								
Electric Power	\$5.708	\$7.651	(\$1.943)	(34.0)	\$11.314	\$14.211	(\$2.897)	(25.6)
Fuel	1.659	1.954	(0.295)	(17.8)	3.575	3.704	(0.129)	(3.6)
Insurance	0.073	0.000	0.073	100.0	0.148	0.000	0.148	100.0
Claims	0.096	0.233	(0.138)	*	0.191	0.284	(0.093)	(48.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.330	9.547	(0.217)	(2.3)	23.556	18.269	5.287	22.4
Professional Service Contracts	4.378	3.588	0.790	18.0	10.270	6.757	3.513	34.2
Materials & Supplies	12.431	9.802	2.629	21.1	23.431	16.762	6.669	28.5
Other Business Expenditures	4.390	5.809	(1.419)	(32.3)	8.712	8.354	0.358	4.1
Total Non-Labor	\$38.064	\$38.584	(\$0.520)	(1.4)	\$81.198	\$68.341	\$12.857	15.8
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$131.015	\$117.111	\$13.904	10.6	\$270.855	\$240.837	\$30.018	11.1
Net Cash Deficit (excludes Opening Cash Balance)	(\$75.498)	(\$73.178)	\$2.320	3.1	(\$101.023)	(\$98.769)	\$2.254	2.2
Subsidies								
MTA	54.944	0.000	(54.944)	(100.0)	58.398	25.500	(32.898)	(56.3)
CDOT	20.554	20.424	(0.130)	(0.6)	42.625	38.118	(4.507)	(10.6)
Total Subsidies	\$75.498	\$20.424	(\$55.074)	(72.9)	\$101.023	\$63.618	(\$37.405)	(37.0)
Cash Timing and Availability Adjustment	\$0.000	\$1.125	\$1.125	-	\$0.000	\$1.723	\$1.723	-

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 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
(\$ in millions)**

Generic Receipt or Expense Category	February Month vs Budget			Year-to-Date as of February 28th, 2022 vs. Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(7.380)	(24.2%)	Reflects lower commutation ridership on East of Hudson Lines.	(21.016)	(33.5%)	Reflects lower commutation ridership on East of Hudson Lines.
OTHER OPERATING REVENUE	1.708	37.2%	Primarily reflects higher net GCT revenues than budgeted.	2.307	3.4%	Primarily reflects higher net GCT revenues than budgeted.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(6.797)	(59.0%)	Primarily reflects lower cash receipts and capital related project activity than budgeted.	(9.701)	(42.9%)	Primarily reflects lower capital related project activity and cash receipts than budgeted.
CDOT	(0.449)	(5.6%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.	(0.537)	(3.5%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	1.335	*	Primarily reflects higher cash receipts and reimbursable related project activity than budgeted.	1.182	75.9%	Primarily reflects higher cash receipts and reimbursable related project activity than budgeted.
PAYROLL	2.543	5.5%	Primarily reflects the timing of pay periods partially offset by inter-agency payroll.	3.244	3.5%	Primarily reflects the timing of pay periods partially offset by remittance payments for the employee portion of withheld income taxes and inter-agency payroll.
OVERTIME	0.893	8.8%	Primarily reflects the timing of project activity.	1.774	8.3%	Primarily reflects the timing of project activity.
HEALTH & WELFARE	8.684	82.4%	Primarily reflects the timing of payments for employee health insurance premiums.	8.938	40.0%	Primarily reflects the timing of payments for employee health insurance premiums.
OPEB CURRENT PAYMENT	2.614	78.4%	Primarily reflects the timing of payments for retiree health insurance premiums.	2.146	32.2%	Primarily reflects the timing of payments for retiree health insurance premiums.
PENSIONS	0.069	0.6%		3.731	15.7%	Reflects 2021 DB advance payment credit applied in January.
OTHER FRINGE BENEFITS	(0.380)	(3.4%)	Primarily reflects the timing of payroll taxes partially offset by the timing of other employee reimbursements.	(2.670)	(11.8%)	Primarily reflects the timing of payroll taxes partially offset by the timing of other employee reimbursements.
ELECTRIC POWER	(1.943)	(34.0%)	Primarily reflects higher than budgeted traction and non-traction electric rates partially offset by timing of payments.	(2.897)	(25.6%)	Primarily reflects higher than budgeted traction and non-traction electric rates partially offset by timing of payments.
FUEL	(0.295)	(17.8%)	Primarily reflects higher than budgeted revenue and non-revenue fuel rates partially offset by timing of payments.	(0.129)	(3.6%)	
INSURANCE	0.073	100.0%	Primarily reflects the timing of insurance premium payments.	0.148	100.0%	Primarily reflects the timing of insurance premium payments.

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

Generic Receipt or Expense Category	February Month vs Budget			\$ Detail		Year-to-Date as of February 28th, 2022 vs. Budget			\$ Detail	
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance				
	\$	%		\$	%					
CLAIMS	(0.138)	*	Reflects higher than budgeted passenger injury settlements.	(0.093)	(48.7%)	Reflects higher than budgeted passenger injury settlements.				
MAINTENANCE & OTHER OPERATING CONTRACTS	(0.217)	(2.3%)		5.287	22.4%	Primarily reflects the timing of payments for leases and rentals.				
PROFESSIONAL SERVICE CONTRACTS	0.790	18.0%	Reflects timing of project activity as well as lower than anticipated consulting and engineering services .	3.513	34.2%	Reflects timing of project activity as well as lower than anticipated consulting and engineering services .				
MATERIALS & SUPPLIES	2.629	21.1%	Primarily reflects the timing of rolling stock maintenance events and rolling stock material usage.	6.669	28.5%	Primarily reflects the timing of rolling stock maintenance events and rolling stock material usage.				
OTHER BUSINESS EXPENSES	(1.419)	(32.3%)	Primarily reflects the timing of NJT subsidy payments.	0.358	4.1%					
MTA SUBSIDY RECEIPTS	(54.944)	(100.0%)	Primarily reflects the timing of MTA subsidy receipts.	(32.898)	(56.3%)	Primarily reflects the timing of MTA subsidy receipts.				
CDOT SUBSIDY RECEIPTS	(0.130)	(0.6%)		(4.507)	(10.6%)	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)

	FEBRUARY 2022				Year-to-Date			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.361)	(\$1.055)	(\$0.693)	*	(\$0.778)	(\$2.011)	(\$1.233)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.250	5.358	3.107	*	63.071	65.446	2.376	3.8
<i>Capital & Other Reimbursements:</i>								
MTA	0.000	(2.861)	(2.861)	-	0.000	0.428	0.428	-
CDOT	0.000	2.929	2.929	-	0.000	7.239	7.239	-
Other	0.000	1.107	1.107	-	0.000	1.026	1.026	-
Total Capital and Other Reimbursements	0.000	1.175	1.175	-	0.000	8.694	8.694	-
Total Revenue/Receipts	\$1.889	\$5.478	\$3.589	*	\$62.292	\$72.129	\$9.837	15.8
Expenditures								
<i>Labor:</i>								
Payroll	(\$0.130)	(\$0.759)	(\$0.629)	*	\$2.736	(\$3.636)	(\$6.372)	*
Overtime	(0.082)	(0.365)	(0.283)	*	0.393	(0.638)	(1.031)	*
Health and Welfare	(0.924)	7.913	8.837	*	(1.941)	6.925	8.866	*
OPEB Current Payment	0.000	3.121	0.000		0.000	3.118	3.118	-
Pensions	(1.106)	(1.514)	(0.408)	(36.9)	(1.158)	1.299	2.456	*
Other Fringe Benefits	0.879	(0.740)	(1.619)	*	1.819	(2.999)	(4.818)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.156)	(0.105)	0.051	32.7	(0.322)	(0.258)	0.064	19.8
Total Labor	(\$1.519)	\$7.551	\$9.070	*	\$1.528	\$3.810	\$2.282	*
<i>Non-Labor:</i>								
Electric Power	(\$0.265)	\$3.253	\$3.518	*	(\$0.529)	\$0.970	\$1.499	*
Fuel	0.000	0.292	0.292	-	0.000	0.438	0.438	-
Insurance	1.792	1.621	(0.171)	(9.5)	3.589	3.197	(0.392)	(10.9)
Claims	0.000	(0.233)	(0.233)	-	0.000	(0.273)	(0.273)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.305	(0.486)	(1.791)	*	(2.275)	(0.723)	1.552	68.2
Professional Service Contracts	0.754	(1.043)	(1.797)	*	0.203	(1.176)	(1.379)	*
Materials & Supplies	1.969	(4.104)	(6.073)	*	3.542	(4.074)	(7.616)	*
Other Business Expenses	(2.480)	(3.867)	(1.387)	(55.9)	(4.904)	(4.655)	0.250	5.1
Total Non-Labor	\$3.075	(\$4.566)	(\$7.641)	*	(\$0.376)	(\$6.296)	(\$5.921)	*
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	\$1.556	\$2.985	\$1.430	91.9	\$1.153	(\$2.486)	(\$3.639)	*
Depreciation	23.200	27.324	4.124	17.8	46.400	54.651	8.251	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)	0.667	0.000	(0.667)	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures Adjustments	\$25.089	\$30.309	\$5.220	20.8	\$48.219	\$52.165	\$3.946	8.2
Total Cash Conversion Adjustments	\$26.978	\$35.787	\$8.809	32.7	\$110.512	\$124.294	\$13.783	12.5

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
FEBRUARY 2022
(in millions)**

	MONTH			VARIANCE				YTD			VARIANCE			
				Fav/(Unfav)							Fav/(Unfav)			
	ADOPTED BUDGET	2022	2021 ^(A)	ADOPTED BUDGET	2021			ADOPTED BUDGET	2022	2021 ^(A)	ADOPTED BUDGET	2021		
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	5.172	1.784	0.993	(3.387)	-65.5%	0.792	79.7%	10.410	3.418	2.006	(6.992)	-67.2%	1.411	70.3%
<i>Harlem Line - Non-Commutation</i>	3.827	5.177	1.957	1.350	35.3%	3.221	164.6%	8.042	9.164	4.093	1.122	14.0%	5.071	123.9%
TOTAL HARLEM LINE	\$8.999	\$6.962	\$2.949	(\$2.037)	-22.6%	\$4.013	136.1%	\$18.452	\$12.581	\$6.099	(\$5.870)	-31.8%	\$6.482	106.3%
<i>Hudson Line - Commutation</i>	3.519	1.251	0.758	(2.268)	-64.5%	0.493	65.0%	7.077	2.413	1.488	(4.664)	-65.9%	0.925	62.2%
<i>Hudson Line - Non-Commutation</i>	3.220	4.365	1.821	1.145	35.5%	2.544	139.6%	6.678	7.772	3.881	1.094	16.4%	3.890	100.2%
TOTAL HUDSON LINE	\$6.740	\$5.616	\$2.580	(\$1.124)	-16.7%	\$3.036	117.7%	\$13.755	\$10.184	\$5.369	(\$3.570)	-26.0%	\$4.816	89.7%
<i>New Haven Line - Commutation</i>	7.226	2.091	1.087	(5.135)	-71.1%	1.004	92.3%	14.585	3.959	2.207	(10.626)	-72.9%	1.752	79.4%
<i>New Haven Line - Non-Commutation</i>	7.323	9.251	3.264	1.929	26.3%	5.988	183.5%	15.370	16.085	6.865	0.714	4.6%	9.219	134.3%
TOTAL NEW HAVEN LINE	<u>\$14.548</u>	<u>\$11.342</u>	<u>\$4.351</u>	<u>(\$3.206)</u>	<u>-22.0%</u>	<u>\$6.991</u>	<u>160.7%</u>	<u>\$29.956</u>	<u>\$20.044</u>	<u>\$9.072</u>	<u>(\$9.912)</u>	<u>-33.1%</u>	<u>\$10.971</u>	<u>120.9%</u>
<i>All Lines - Commutation</i>	15.917	5.126	2.838	(10.791)	-67.8%	2.288	80.6%	32.072	9.789	5.701	(22.283)	-69.5%	4.089	71.7%
<i>All Lines - Non-Commutation</i>	14.370	18.794	7.042	4.424	30.8%	11.752	166.9%	30.090	33.020	14.839	2.930	9.7%	18.180	122.5%
TOTAL EAST OF HUDSON LINES	\$30.287	\$23.920	\$9.879	(\$6.367)	-21.0%	\$14.040	142.1%	\$62.162	\$42.809	\$20.540	(\$19.353)	-31.1%	\$22.269	103.4%
<i>West of Hudson^(B)</i>	<u>\$0.631</u>	<u>\$0.311</u>	<u>\$0.288</u>	<u>(\$0.320)</u>	<u>-50.7%</u>	<u>\$0.023</u>	<u>8.1%</u>	<u>\$1.287</u>	<u>\$0.857</u>	<u>\$0.596</u>	<u>(0.431)</u>	<u>-33.4%</u>	<u>0.261</u>	<u>43.8%</u>
TOTAL FAREBOX REVENUE	\$30.918	\$24.231	\$10.167	(\$6.687)	-21.6%	\$14.064	138.3%	\$63.449	\$43.666	\$21.136	(\$19.783)	-31.2%	\$22.530	106.6%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	0.696	0.279	0.164	(0.417)	-59.9%	0.115	69.6%	1.468	0.550	0.341	(0.918)	-62.5%	0.209	61.2%
<i>Harlem Line - Non-Commutation</i>	0.416	0.618	0.261	0.202	48.6%	0.357	136.7%	0.867	1.112	0.538	0.245	28.3%	0.575	106.8%
TOTAL HARLEM LINE	1.112	0.897	0.425	(0.215)	-19.4%	0.471	110.8%	2.335	1.662	0.879	(0.673)	-28.8%	0.783	89.1%
<i>Hudson Line - Commutation</i>	0.406	0.149	0.090	(0.256)	-63.2%	0.059	65.7%	0.853	0.296	0.185	(0.558)	-65.3%	0.110	59.4%
<i>Hudson Line - Non-Commutation</i>	0.281	0.414	0.182	0.134	47.6%	0.233	127.8%	0.581	0.745	0.381	0.164	28.1%	0.364	95.6%
TOTAL HUDSON LINE	0.687	0.564	0.272	(0.123)	-17.9%	0.292	107.3%	1.435	1.041	0.566	(0.394)	-27.5%	0.474	83.8%
<i>New Haven Line - Commutation</i>	0.915	0.328	0.184	(0.587)	-64.1%	0.144	78.6%	1.934	0.644	0.380	(1.291)	-66.7%	0.263	69.3%
<i>New Haven Line - Non-Commutation</i>	0.679	0.974	0.390	0.295	43.5%	0.584	149.7%	1.422	1.725	0.815	0.303	21.3%	0.909	111.5%
TOTAL NEW HAVEN LINE	<u>1.594</u>	<u>1.302</u>	<u>0.574</u>	<u>(0.292)</u>	<u>-18.3%</u>	<u>0.728</u>	<u>126.9%</u>	<u>3.357</u>	<u>2.369</u>	<u>1.196</u>	<u>(0.988)</u>	<u>-29.4%</u>	<u>1.173</u>	<u>98.1%</u>
Total Ridership East of Hudson	2.017	0.756	0.438	(1.261)	-62.5%	0.318	72.6%	4.256	1.489	0.907	(2.766)	-65.0%	0.582	64.2%
<i>All Lines - Commutation</i>	1.375	2.006	0.833	0.631	45.9%	1.173	140.8%	2.871	3.582	1.734	0.711	24.8%	1.848	106.6%
<i>All Lines - Non-Commutation</i>	3.392	2.762	1.271	(0.630)	-18.6%	1.491	117.3%	7.127	5.072	2.641	(2.055)	-28.8%	2.430	92.0%
TOTAL EAST OF HUDSON LINES	3.392	2.762	1.271	(0.630)	-18.6%	1.491	117.3%	7.127	5.072	2.641	(2.055)	-28.8%	2.430	92.0%
<i>West of Hudson^(B)</i>	<u>0.067</u>	<u>0.031</u>	<u>0.027</u>	<u>(0.036)</u>	<u>-53.7%</u>	<u>0.004</u>	<u>16.2%</u>	<u>0.140</u>	<u>0.087</u>	<u>0.057</u>	<u>(0.053)</u>	<u>-38.1%</u>	<u>0.030</u>	<u>52.0%</u>
TOTAL EAST & WEST OF HUDSON LINES	3.459	2.793	1.298	(0.665)	-19.2%	1.496	115.2%	7.267	5.158	2.698	(2.108)	-29.0%	2.460	91.2%

^(A) 2021 Ridership figures have been restated to simulate the 2022 calendar.

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

**MTA METRO-NORTH RAILROAD
2022 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
February 28, 2022**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	Notes
Administration				
President	2	2	-	
Labor Relations	10	10	0	
Safety	87	62	25	A
Security	23	15	8	
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	75	19	A
Employee Relations & Diversity	4	4	-	
VP Ops Support and Org Resiliency	23	22	1	
Capital Planning & Programming	10	8	2	
Long Range Planning	4	4	-	
Controller	56	50	6	
Budget	16	12	4	
Procurement & Material Mgmt	17	14	3	
Total Administration	453	371	82	
Operations				
Operations Support	52	49	3	
Rolling Stock & EAM	17	11	6	
Transportation	1,622	1,563	59	A, B
Customer Service	395	339	56	A, B
Metro-North West	32	31	1	
Total Operations	2,118	1,993	125	
Maintenance				
Maintenance of Equipment	1,652	1,506	146	A
Maintenance of Way	2,096	1,953	143	A, B
Procurement & Material Mgmt	108	105	3	
Total Maintenance	3,856	3,565	291	
Engineering/Capital				
Construction Management	18	15	3	
Engineering & Design	54	51	3	
Total Engineering/Capital	72	66	6	
Total Positions	6,499	5,996	503	
Non-Reimbursable	5,843	5,558	286	
Reimbursable	656	438	218	
Total Full-Time	6,498	5,995	503	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

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
February 28, 2022

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	147	131	16
Professional, Technical, Clerical	306	240	66
Operational Hourlies	-	-	-
Total Administration	453	371	82
Operations			
Managers/Supervisors	251	233	18
Professional, Technical, Clerical	254	213	41
Operational Hourlies	1,613	1,547	66
Total Operations	2,118	1,993	125
Maintenance			
Managers/Supervisors	676	616	60
Professional, Technical, Clerical	484	451	33
Operational Hourlies	2,696	2,499	197
Total Maintenance	3,856	3,565	291
Engineering/Capital			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	45	40	5
Operational Hourlies	-	-	-
Total Engineering/Capital	72	66	6
Total Positions			
Managers/Supervisors	1,101	1,006	95
Professional, Technical, Clerical	1,089	945	144
Operational Hourlies	4,309	4,046	263
Total Positions	6,499	5,996	503

**MTA METRO-NORTH RAILROAD
2022 ADOPTED BUDGET VS. ACTUALS
February 28, 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	371	82	
Operations	2,118	1,993	125	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Maintenance	3,856	3,565	291	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Engineering / Capital	72	66	6	
Total Agency-wide Headcount	6,499	5,996	503	
Non-Reimbursable	5,843	5,558	286	
Reimbursable	656	438	218	

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
FEBRUARY 2022**

	MONTH			VARIANCE	
	Fav/(Unfav)				
	BUD	2022	2021*	BUD	2021
Farebox Operating Ratio					
Standard ^(B)	27.6%	23.2%	10.4%	-4.4%	12.8%
Adjusted ^(C)	31.7%	26.2%	13.2%	-5.5%	12.9%
Cost per Passenger					
Standard ^(B)	\$32.37	\$37.40	\$74.81	(\$5.03)	\$37.41
Adjusted ^(C)	\$31.59	\$36.28	\$72.69	(\$4.69)	\$36.41
Passenger Revenue/Passenger	\$8.94	\$8.67	\$7.81	(\$0.26)	\$0.87

	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	BUD	2022	2021*	BUD	2021
Farebox Operating Ratio					
Standard ^(B)	27.1%	20.7%	10.9%	-6.4%	9.8%
Adjusted ^(C)	31.0%	24.9%	14.2%	-6.1%	10.7%
Cost per Passenger					
Standard ^(B)	\$32.23	\$40.97	\$72.45	(\$8.74)	\$31.49
Adjusted ^(C)	\$31.49	\$39.79	\$70.36	(\$8.31)	\$30.56
Passenger Revenue/Passenger	\$8.73	\$8.47	\$7.86	(\$0.27)	\$0.60

(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.

Monthly Ridership Report

Ben Cornelius

Director – Operations Planning & Analysis



February 2022

MTA Metro-North's Grand Central Terminal.

Photo courtesy of Linda Morris





Metro-North Railroad

February 2022 Highlights: Ridership Report

(Note: February West of Hudson ridership is preliminary)

February 2022 ridership was more than twice the ridership in February 2021 due to the benefits of vaccines which became available in the Spring of 2021, allowing increasing numbers of workers to return to the office. The waning of the Omicron variant of COVID in February meant that ridership was also higher in February 2022 than in January 2022, growing steadily to continue the recovery noted in last month's report; from the last week in January to the last non-holiday week in February, weekday ridership rose approximately 18%.

February 2022 vs. 2021

East of Hudson ridership increased 117.3% vs. February 2021 and was 18.6% below the budget.

- East of Hudson Commutation ridership increased by 72.6%.
- East of Hudson Non-Commutation ridership increased by 140.8%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 107.3%.
- Harlem Line Ridership increased by 110.8%.
- New Haven Line Ridership increased by 126.9%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 15.0%.
- Pascack Valley Line Ridership increased by 18.2%.

February 2022 vs. 2019

Total Rail Ridership decreased by 54.9%.

- East of Hudson ridership decreased by 54.7%.
- West of Hudson ridership decreased by 69.8%.

Note:

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

Ben Cornelius

Director

Operations Planning & Analysis

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

RIDERSHIP SUMMARY

February Ridership and Revenue (millions)

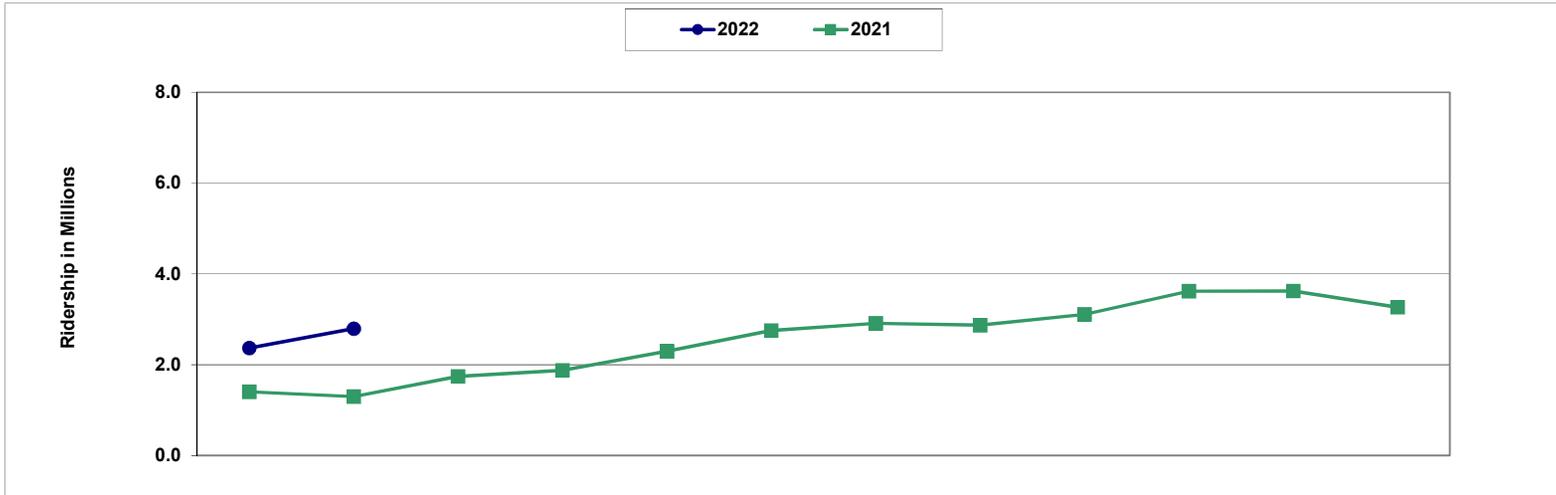
	February 2022	% Change vs. 2021
Total Rail Ridership	2.793	▲ 115.24%
Commutation Ridership	0.764	▲ 71.83%
Non-Commutation Ridership	2.030	▲ 137.84%
Connecting Service Ridership	0.011	▲ 143.46%
Total MNR System Ridership	2.804	▲ 115.33%
Rail Revenue	\$24.23	▲ 138.32%

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

	YTD 2022	% Change vs. 2021	Comparison to Budget
Total Rail Ridership	5.158	▲ 91.18%	▼ -29.02%
Commutation Ridership	1.511	▲ 64.18%	▼ -65.16%
Non-Commutation Ridership	3.648	▲ 105.15%	▲ 24.47%
Connecting Service Ridership	0.021	▲ 131.59%	▼ -6.88%
Total MNR System Ridership	5.179	▲ 91.31%	▼ -28.95%
Rail Revenue	\$43.67	▲ 106.59%	▼ -21.63%

FEBRUARY 2022 RAIL RIDERSHIP (1)

- February's Total Rail Ridership was 115.2% above 2021 and -19.2% below budget.

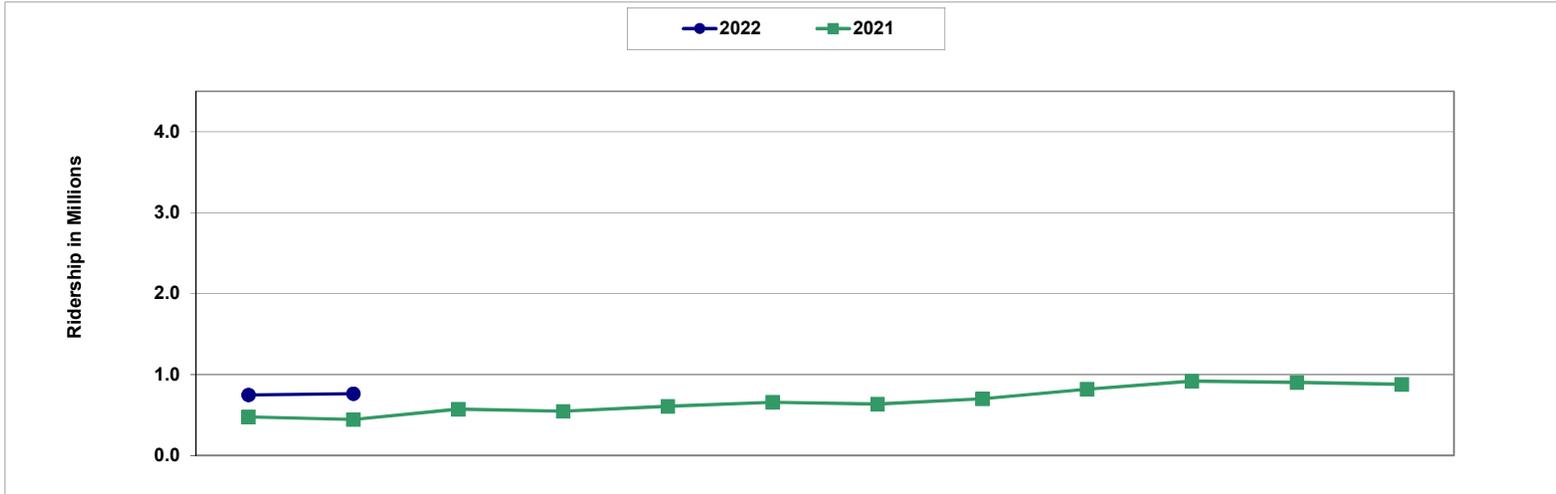


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	2.4	2.8											5.2
2021	1.4	1.3	1.7	1.9	2.3	2.8	2.9	2.9	3.1	3.6	3.6	3.3	2.7
PCT CHG.	68.9%	115.2%											91.2%

1) Includes East and West of Hudson.

FEBRUARY 2022 RAIL COMMUTATION RIDERSHIP (1)

- February's Rail Commutation Ridership was 71.8% above 2021 and -62.8% below budget.

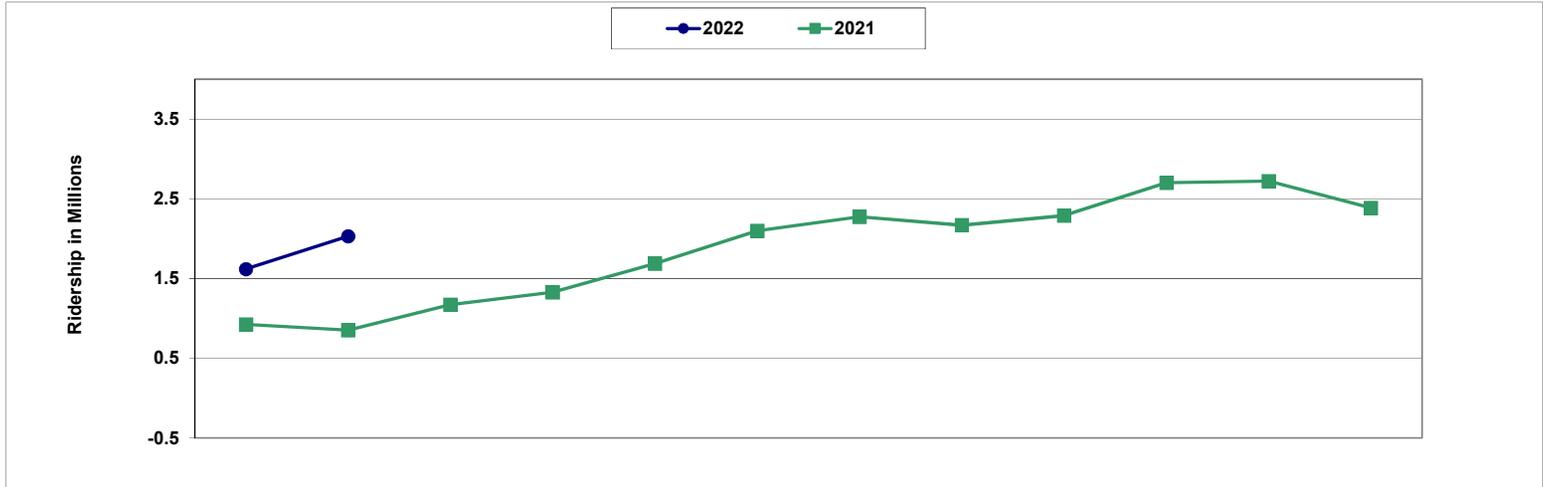


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	0.7	0.8											1.5
2021	0.5	0.4	0.6	0.5	0.6	0.7	0.6	0.7	0.8	0.9	0.9	0.9	0.9
PCT CHG.	57.0%	71.8%											64.2%

1) Includes East and West of Hudson.

FEBRUARY 2022 RAIL NON-COMMUTATION RIDERSHIP (1)

- February's Rail Non-Commutation Ridership was 137.8% above 2021 and 44.6% above budget.

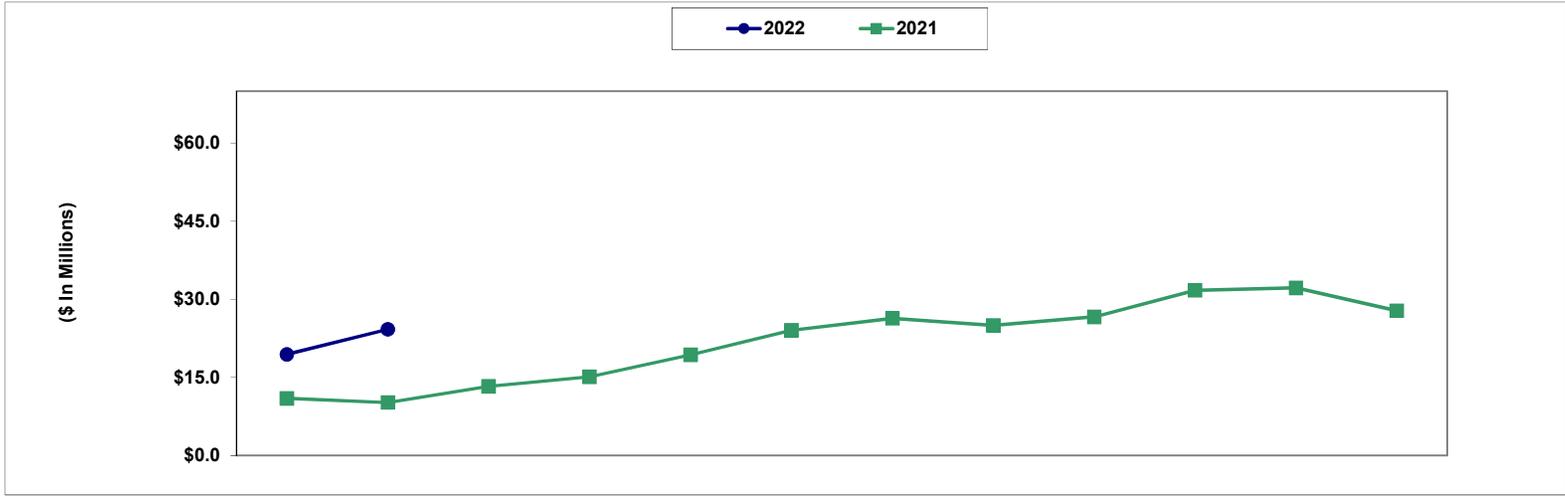


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	1.6	2.0											2.0
2021	0.9	0.9	1.2	1.3	1.7	2.1	2.3	2.2	2.3	2.7	2.7	2.4	0.9
PCT CHG.	75.0%	137.8%											137.8%

1) Includes East and West of Hudson.

FEBRUARY 2022 RAIL REVENUE (1)

- February's Total Rail Revenue was 138.3% above 2021 and -21.6% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2022	\$19.4	\$24.2											\$43.7
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	\$21.1
PCT CHG.	77.2%	138.3%											106.6%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
FEBRUARY 2022

TICKET TYPE/SERVICE	FEBRUARY 2022 ACTUAL	FEBRUARY 2022 FORECAST	VARIANCE VS. FORECAST		FEBRUARY 2021 RESTATED (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	756,348	2,016,901	(1,260,554)	-62.5%	438,282	318,066	72.6%
West of Hudson	7,440	38,148	(30,708)	-80.5%	6,213	1,227	19.7%
Total Rail Commutation Ridership	763,788	2,055,049	(1,291,262)	-62.8%	444,495	319,293	71.8%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,006,068	1,375,029	631,039	45.9%	832,922	1,173,146	140.8%
West of Hudson	23,459	28,544	(5,085)	-17.8%	20,379	3,080	15.1%
Total Rail Non-Commutation Ridership	2,029,527	1,403,573	625,954	44.6%	853,301	1,176,226	137.8%
TOTAL RAIL RIDERSHIP							
East of Hudson	2,762,416	3,391,930	(629,515)	-18.56%	1,271,204	1,491,212	117.3%
West of Hudson (2)	30,899	66,692	(35,793)	-53.7%	26,592	4,307	16.2%
TOTAL RAIL RIDERSHIP	2,793,315	3,458,622	(665,308)	-19.2%	1,297,796	1,495,519	115.2%
CONNECTING SERVICES RIDERSHIP	10,559	10,406	153	1.5%	4,337	6,222	143.5%
TOTAL MNR SYSTEM RIDERSHIP	2,803,874	3,469,028	(665,155)	-19.2%	1,302,133	1,501,741	115.3%

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 YTD ACTUAL	2022 YTD FORECAST	VARIANCE VS. FORECAST		2021 YTD RESTATED (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	1,489,401	4,255,832	(2,766,431)	-65.0%	906,936	582,465	64.2%
West of Hudson	21,190	80,404	(59,214)	-73.6%	13,152	8,038	61.1%
Total Rail Commutation Ridership	1,510,591	4,336,236	(2,825,645)	-65.2%	920,088	590,503	64.2%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,582,198	2,870,874	711,324	24.8%	1,734,194	1,848,004	106.6%
West of Hudson	65,416	59,552	5,864	9.8%	43,821	21,595	49.3%
Total Rail Non-Commutation Ridership	3,647,614	2,930,425	717,189	24.5%	1,778,015	1,869,599	105.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	5,071,599	7,126,706	(2,055,107)	-28.84%	2,641,130	2,430,469	92.0%
West of Hudson (2)	86,606	139,955	(53,349)	-38.1%	56,973	29,633	52.0%
TOTAL RAIL RIDERSHIP	5,158,205	7,266,661	(2,108,456)	-29.0%	2,698,103	2,460,102	91.2%
CONNECTING SERVICES RIDERSHIP	20,878	22,421	(1,543)	-6.9%	9,015	11,863	131.6%
TOTAL MNR SYSTEM RIDERSHIP	5,179,083	7,289,082	(2,109,999)	-28.9%	2,707,118	2,471,965	91.3%

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 BY LINE
FEBRUARY 2022**

TICKET TYPE/SERVICE	FEBRUARY 2022 ACTUAL	FEBRUARY 2021 RESTATE (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	896,586	425,370	471,216	110.8%
Hudson Line	563,886	272,080	291,806	107.3%
New Haven Line	1,301,944	573,754	728,190	126.9%
Total East of Hudson	2,762,416	1,271,204	1,491,212	117.3%
WEST OF HUDSON				
Port Jervis Line	19,487	16,939	2,548	15.0%
Pascack Valley Line	11,412	9,653	1,759	18.2%
Total West of Hudson (2)	30,899	26,592	4,307	16.2%
TOTAL RAIL RIDERSHIP	2,793,315	1,297,796	1,495,519	115.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	10,181	4,337	5,844	134.7%
Haverstraw-Ossining Ferry	378	NA	378	NA
Newburgh-Beacon Ferry	NA	NA	NA	NA
Total Connecting Services	10,559	4,337	6,222	143.5%
TOTAL MNR SYSTEM	2,803,874	1,302,133	1,501,741	115.3%

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 BY LINE
2022 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2022 YTD ACTUAL	2021 YTD RESTATE (1)	CHANGE FROM 2021	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	1,662,308	878,967	783,341	89.1%
Hudson Line	1,040,783	566,329	474,454	83.8%
New Haven Line	2,368,507	1,195,834	1,172,673	98.1%
Total East of Hudson	5,071,599	2,641,130	2,430,469	92.0%
WEST OF HUDSON				
Port Jervis Line	52,637	36,407	16,230	44.6%
Pascack Valley Line	33,969	20,566	13,403	65.2%
Total West of Hudson (2)	86,606	56,973	29,633	52.0%
TOTAL RAIL RIDERSHIP	5,158,205	2,698,103	2,460,102	91.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	18,332	9,015	9,317	103.3%
Haverstraw-Ossining Ferry	2,038	NA	2,038	NA
Newburgh-Beacon Ferry	508	NA	508	NA
Total Connecting Services	20,878	9,015	11,863	131.6%
TOTAL MNR SYSTEM	5,179,083	2,707,118	2,471,965	91.3%

Notes:

- 1) 2021 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.