



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

July 2022

Members

Samuel Chu, Co-Chair

Blanca Lopez, Co-Chair

Frank Borelli

Gerard Bringmann

Norman Brown

Michael Fleischer

Randy Glucksman

David Mack

Harold Porr III

Vinnie Tessitore

Midori Valdivia

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

Monday, 7/25/2022

9:30 - 10:30 AM ET

**2 Broadway
20th Floor Board Room
New York, NY**

1. Public Comments Period

2. Summary of Actions

LIRR Summary of Actions - None

MNR Summary of Actions - None

3. Approval of Joint Minutes - June 27, 2022

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4. 2022 Work Plans

LIRR Work Plan

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MNR Work Plan

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5. Agency Presidents'/Chief's Report

LIRR Report

- **LIRR Safety Report**

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MNR Report

- **MNR Safety Report**

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MTA Police Report

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6. Agency Information Items

Joint Information Item

- **First Mile/Last Mile Study Policy**

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LIRR Information Items

- **Trackwork Programs & Fall Schedule Adjustments**

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- **M/W Quarterly Update**
MW Quarterly Report - Page 51

MNR Information Items

- **Track Program Quarterly Update**
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- **Grand Central Terminal Retail Development**
Grand Central Terminal Retail Development - Page 73

7. Procurements

LIRR Procurements - None

MNR Procurements - None

8. Agency Reports on Operations, Finance and Ridership

LIRR Reports

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- **LIRR Performance Metrics Report**
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- **LIRR Finance Report**
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- **LIRR Ridership Report**
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MNR Reports

- **MNR Operations Report**
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- **MNR Performance Metrics Report**
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- **MNR Finance Report**
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Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday, June 27, 2022

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:00 am

The following Board members were present in person:

Hon. Norman Brown
Hon. Michael Fleischer
Hon. Randolph Glucksman
Hon. David Mack
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Board members were present via video conference:

Hon. Frank Borelli
Hon. Gerard Bringmann
Hon. Samuel Chu, Co-Chair
Hon. Harold Porr III

Representing Long Island Rail Road:

Catherine Rinaldi – Interim President
Rob Free – Senior Vice President, Operations
Lori Ebbighausen – Vice President, Corporate Safety
Paul Dietlin – Vice President, Maintenance of Way

Representing Metro-North:

Catherine Rinaldi – President
Susan Sarch – Vice President, General Counsel & Secretary
Shelley Prettyman – Vice President, System Safety
John Longobardi – Chief Transportation Officer

The members of the Long Island Rail Road (“LIRR”) Committee met jointly with the members of the Metro-North Committee.

Board Member Fleischer called the joint meeting to order.

PUBLIC COMMENTS:

The following public speakers commented:

Bradley Brashears (in person), PCAC Associate Director, said that it was an exciting time for the commuter railroads, with Penn Station Access, Penn Station reconstruction, and East Side

Access transforming commuter rail in the region. He noted that extensive coordination among LIRR, Metro-North, and NYCT is essential and that the improvements heighten the need for fare discounts with transfers to subways and buses, with current discount programs extended and expanded. He also said that riders deserve additional public meetings to provide input.

Jason Anthony (via video) from Amazon Labor Union said he was disappointed in the draft schedule that will follow Grand Central Madison opening because it does not provide the proper level of service to Atlantic Terminal or Penn Station. He also asked Interim President Rinaldi to consider, for July 4th weekend, having trains to and from Hunterspoint Avenue and additional trains to and from Grand Central.

Jack Neirenberg (in person), Passengers United Vice President of Communications and Community Outreach, said that while he was excited for East Side Access (“ESA”) and Main Line increased service, the new draft timetables are a mess. He suggested four key improvements for the Ronkonkoma line schedule - peak PM train to Greenport shifted back, Brentwood trains extended to Ronkonkoma, at least one eastbound rush hour train extended and made into flyer service, and service from Brooklyn to Ronkonkoma.

Andy Pollack (via video) from Passengers United said the Penn Station restroom hand dryers were not operating. He commented about Port Washington branch schedules after Grand Central Madison opening and asked for reevaluation of the Atlantic Terminal peak schedule, especially for Hempstead and Far Rockaway branches.

Murray Bodin (in person) from Concerned Grandparents said that he was most concerned about global warming. He noted that both flashing lights and traffic lights at Danbury is confusing for the driver, that blowing the train horn was originally done so people would get off the tracks, and that they still do it only because they did it 100 years ago.

Andy Quito (via video) said that LIRR was overcrowded following Pride activities the prior night. He asked about police response to someone taking pictures of women at Mineola and people selling drugs at Jamaica. He said Babylon and Ronkonkoma branches should have the same amount of flyer service.

Andrew Sparberg (via video) requested that LIRR resume issuing paper branch timetables. He said that forcing most Brooklyn passengers to transfer to and from shuttle trains at Jamaica is not a good idea and will be a burden for senior citizens, and that more thru rush hour service between Atlantic Terminal and points east should be provided.

Alita Dupree (via video) said that she wants to see a report about what the Grand Central Madison elevators will look like. She noted that reports showed that railroad ridership was up to 2/3 of pre-pandemic ridership and asked how they can get to 100%. She commented about trains starting diesel usage in electrified territory.

Charlton D’Souza (via video), Passengers United President, said that more service is needed for Hempstead and Queens Village, especially during midday and late night hours. He suggested that the Brooklyn scoot shuttle should be turned into a subway with MetroCard

machines and that Atlantic Terminal should be in Zone 3. He mentioned that the trains were very crowded for Pride parade. He said that Main Line service needs improvement, especially with Mineola shuttle service. He said that LIRR needs its own shuttle buses. D'Souza said that conductors need to be aware of cross-honoring MetroCards. He hopes Metro-North will have one ticket from Grand Central Terminal ("GCT") to New London on Shore Line East.

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 May 23, 2022 Joint LIRR/Metro-North Committee Meeting.

METRO-NORTH AND LIRR 2022 WORK PLANS:

Metro-North President/LIRR Interim President Rinaldi reported no changes to the Metro-North Work Plan. In order to align the reports on the Metro-North and LIRR Strategic Plans, the LIRR Work Plan will be amended to have an update on LIRR Forward at the November Committee meeting to coincide with the next Way Ahead update. The 2022 Metro-North and LIRR Work Plans are filed with the records of this meeting.

PRESIDENT'S REPORTS:

Metro-North President/LIRR Interim President Rinaldi said that she was again pleased to announce that both LIRR and Metro-North set pandemic era records on Tuesday, June 14. LIRR carried 191,197 riders, or 66% of pre-pandemic ridership measured against the baseline, which surpassed the previous pandemic era record of over 187,000 set on June 10. Metro-North carried 174,340 riders on that day, which was 67% of pre-pandemic ridership, surpassing its previous record set on May 24.

These weekday records follow a strong weekend for both commuter railroads. On Saturday June 11, the day of the Belmont Stakes, LIRR became the first MTA public transportation agency to surpass its baseline pre-pandemic levels. That day, it carried almost 118,000 riders, 105% of its pre-pandemic baseline. Metro-North on that day enjoyed similar success, carrying approximately 95,100 riders, about 99% of its pre-pandemic baseline. Since the Breakneck Ridge station reopened at the end of May, Metro-North has carried 90% of its pre-pandemic ridership on back-to-back weekends. This past Saturday, weekend ridership exceeded 100,000 for the first time since before COVID, with more than 102,000 riders, which is more than 6.2% above its baseline. Sunday's ridership was also a new COVID era high, with almost 100,000 riders, which is 23.3% higher than its baseline. Weekend ridership on Metro-North has grown every weekend in June, with the past weekend up more than 21% from the first weekend in June. President Rinaldi is thrilled to see this. This shows that while leisure travel has been very strong throughout the pandemic, the markets across the board - both on the leisure side and the office side - are really regaining strength. With fare discounts, City Ticket expansion, and nice weather the past couple of weekends, both railroads anticipate setting more records in the near future.

LIRR experienced a new weekday ridership record last week, reaching the highest level of weekly ridership this year. The average weekday ridership last week was over 187,000 customers compared to 180,000 the week before, representing a 3.8% increase over the course of one week. All weekdays last week were above the same days of the prior week, while three weekdays exceeded 190,000, marking new daily records, with Wednesday, June 15 reaching the highest daily ridership year to date (“YTD”). LIRR experienced increased ridership the previous Sunday reaching record ridership. Saturday ridership was 106,091 customers, marking the second highest level YTD. It is seeing great growth week over week.

Metro-North's East of Hudson service for May operated above the annual 94% on time performance (“OTP”) goal at 96.5%, and YTD performance was above goal at 97.5%. There were five major incidents in the month of May which resulted in 163 delays: (a) on May 4, a trespasser strike in the vicinity of Cos Cob Bridge on the New Haven Line resulted in 57 delays; (b) on May 12, a track circuit issue between Grand Central and Harlem 125th Street resulted in 51 delays; (c) on May 18, police activity at Harlem 125th Street resulted in 18 delays; (d) on May 22, a catenary issue between CP 217 and 223 on the New Haven Line resulted in 25 delays; and (e) on May 29, a trespasser strike in the vicinity of Pirate Canoe Crossing south of Poughkeepsie on the Hudson Line resulted in 12 delays. May West of Hudson service operated above the annual 94% OTP goal at 94.8%, and YTD performance is still slightly below goal at 93.8%. Fleet availability was at 100% consist compliance for the month, which is above the goal of 99%.

Thus far this year, Metro-North Maintenance of Way forces have installed 13,741 ties and 8.4 miles of rail, resurfaced 33 miles of track, replaced 11 switches, and welded 460 rail joints. Crews continue with switch replacement at one of Metro-North’s critical interlockings on the Harlem line between Crestwood and Scarsdale, which resulted in a special schedule to facilitate this project. Weekend schedules were not affected by the trackwork. The switch replacement project requires Metro-North to operate all trains on a single track past the work site north of Crestwood, similar to highway projects which require a reduction in travel lanes. In addition, the project to replace obsolete miter rails with new thick web miter rails on the Saugatuck River movable bridge in Westport, CT also continues.

LIRR OTP for the month of May closed at 96.3%, which is above the monthly goal of 94.0%. 2022 YTD OTP is 96.2%, which is an increase of 0.1 percentage points as compared to the same period last year. All eleven LIRR branches operated at or above goal for the month of May as well as year to date. 100% of LIRR trains met established consist requirements during peak periods for the month of May. There were four incidents that resulted in ten or more late/cancelled/terminated trains, the most significant of which was a track condition between Great Neck and Port Washington on May 21. The incident affected 20 trains, delayed customers an average of 6.5 minutes, and reduced monthly OTP by 0.1%

On the weekend of July 9-10, the LIRR Track Department will be installing approximately 2,350 ties on Main Line 3 between 31W and 13E in Nassau 1 to Mineola Station. This will require a Main Line double track outage. From Monday, July 11 through Thursday, July 14, there will be an outage on the Montauk branch for a joint maintenance effort between the Track and Signal Departments, where LIRR is replacing the headsticks and all four switch machines at Rocky

Interlocking. This will require a single track outage. On July 16-17 and July 22-23, the Atlantic Branch concrete tie program will upgrade approximately 2.2 miles of wood crossties to concrete ties from the east end of Laurelton station to approximately one mile west of Locust Manor station. A total of 6000 ties and 24,000 linear feet of rail will be replaced over the course of the two weekends, requiring double track outages. On the weekend of July 16-17 an outage for the signal system cutover of new Park Interlocking will take place. On the weekend on July 23-24 switch installation for new Park 2 will take place. This will also require double track outages.

On June 9, Governor Kathy Hochul and New Jersey Governor Phil Murphy announced that the MTA, in partnership with Amtrak and New Jersey Transit, is requesting proposals from architecture and engineering firms to guide the Penn Station reconstruction effort outlined in the Penn Station Master Plan study. This plan calls for the transformation of Penn Station into a modern, spacious, light-filled facility that is easy to navigate, while also revitalizing surrounding neighborhoods to prioritize the public realm and social services, invest in affordable housing, increase transit access and shared streets, and create a pedestrian-friendly streetscape. Penn reconstruction will modernize the concourse experience for passengers with improved platform connectivity, streamlined wayfinding and enhanced amenities. Future expansion of Penn Station will add track and platform capacity and be fully integrated with a reconstructed Penn Station. The current Penn Station, the Western Hemisphere's busiest transit hub, serves more passengers than LaGuardia, JFK, and Newark Airports combined. Amtrak's operation in the new Moynihan Train Hall provides an opportunity to overhaul Penn Station, eliminating the bulk of the first subterranean level to open up the main concourse to natural light, improving retail and other user amenities, increasing safety and security, significantly expanding passenger circulation areas, expanding entrances and exits, and making it easier for passengers to navigate within the Station and to connect with their destinations beyond.

On May 31, Governor Hochul announced that the 700,000 square foot LIRR terminal nearing completion below GCT and Madison Avenue will be named Grand Central Madison ("GCM"). This new name harkens to the station's location nestled underneath GCT and the famed Madison Avenue corridor. LIRR train service to the new terminal, representing the largest expansion of LIRR service in the 112 years since the original Pennsylvania Station and its East River Tunnels opened on September 8, 1910, remains on pace to begin before the end of this year. LIRR has already released draft timetables showing the new service in advance of the public information sessions. The opening of GCM, along with the new third track on the LIRR Main Line, which is also scheduled to open later this year, will allow LIRR to increase service systemwide by a staggering 40% on morning peak service and dramatically increase reverse peak service.

GCM will be the first LIRR entry point into Manhattan that is not shared with other railroads, giving LIRR greater flexibility because of less exposure to service disruptions and more flexibility for trains and riders to work around any disruptions that do occur. The project will reduce passenger congestion at Penn Station, affording the chance for trains from Metro-North to enter later this decade. The new terminal will move some LIRR trains to the East Side, reducing congestion at Penn Station and allow for a complete reconstruction to open Penn Station to natural light. The new GCM terminal has eight tracks and four platforms on two new levels below the existing lower level of GCT, all designed with passive wayfinding to help orient users through

subtle color shifts by location. All tracks and platforms are fully separated from Metro-North, ensuring that neither railroad causes delays to the other.

On June 2, LIRR released draft timetables for every branch showing proposed systemwide service following the opening of LIRR's GCM terminal. LIRR is in the process of holding a series of virtual public information sessions to gather public input on the timetables. LIRR's service planners have used this opportunity to take a completely fresh look at the schedules, something that has not been done in more than 30 years. Constraints that have long stifled LIRR capacity are being lifted thanks to a near doubling of track capacity to Manhattan, a third track, and the opening of GCM. The timetables will improve the spacing of trains on many branches, reducing large gaps in service. During the off-peak hours of mid-days, evenings, and weekends, Huntington and Ronkonkoma will both have service to Manhattan every 30 minutes, with weekend Ronkonkoma branch service doubling with completion of the double track project which introduced 13 miles of a brand new second track between Farmingdale and Ronkonkoma, as well as the Main Line Expansion Project. Manhattan-bound customers at rush hour on most branches, and all day on the busiest branches, will find plenty of options to take them to the terminal of their choosing without the need to change trains. For those who do need to transfer, all trains will now make station stops at Jamaica to reduce wait times. Once the schedules are finalized in the fall, the TrainTime app will be updated to provide transfer recommendations.

There are significant changes to LIRR's Brooklyn service. Trains will run approximately every 12 minutes in both directions during peak hours and every 20 minutes during off-peak hours for an overall 20 percent increase in daily trains. Every train will make stops at Nostrand Avenue and East New York. Most Brooklyn trains will originate and terminate at Jamaica using the new Platform F, but LIRR will retain some through service with peak and off-peak trains on the West Hempstead Branch and peak trains on the Babylon and Hempstead Branches. Most customers on the Far Rockaway and Hempstead Branches, whose trains currently primarily serve Brooklyn, will now have direct service to Manhattan all day.

LIRR is in the process of holding three virtual information sessions where staff will offer presentations about the new timetables. LIRR held its first one last Thursday, June 23, with additional sessions on Thursday, June 30 from 6-7 PM, as well as Thursday, July 7 from 6-7 PM. Following completion of these information sessions there will be a virtual public meeting, where the public will have the chance to offer comments on these timetables, on Wednesday, July 13 from 6 to 8 PM.

On June 17, LIRR introduced an online trip planner to allow its customers to plan trips to and from GCM, Penn Station, Atlantic Terminal, or any other stations once GCM opens later this year. A customer will be able to input station of origin, destination, time of travel, and day of the week and the planner will suggest itineraries and transfer opportunities.

On June 15, LIRR announced the opening of the newly renovated New Hyde Park station, which is another step towards the completion of the \$2.5 billion Third Track Project. Three ramps and a pedestrian overpass were constructed at New Hyde Park, two ramps to each platform at the South 12th Street underpass, and seven new ADA parking spaces. In addition to the upgrading and renewal of station elements, three railroad crossings near the station were eliminated at New Hyde

Park Road, South 12th Street, and Covert Avenue. Before the elimination of these grade crossings, gates were in the down position 32% and 42% of the time during the AM and PM peak periods, respectively, leading to traffic jams and adverse effects on surrounding communities from idling vehicles. These are three of the eight grade crossings that had been eliminated as part of the Third Track Project. The need to eliminate these grade crossings had been illustrated by six fatal collisions at grade crossing locations on the Main Line corridor between 2007 and 2017.

The Belmont Stakes was a great ridership weekend. LIRR provided extra trains to and from Belmont Park for the 154th running of the Belmont Stakes. 18 eastbound trains were provided between 9:37 AM and 4:26 PM. These trains departed from Penn Station and stopped at Jamaica for travelers coming from Brooklyn, Woodside, and stations on Long Island to connect, and then operated direct to Belmont. Immediately following the race and continuing until Belmont Park closed, return trains departed approximately every 15 minutes. LIRR was thrilled to be part of the 2022 Belmont Stakes as public transportation continues to be the best and cheapest way to get to Belmont Park. Horse racing fans were able to avoid the jam packed summer roads and high gas prices to get to Belmont Park.

Effective July 10, schedules will change on Metro-North's Hudson, Harlem, and New Haven Lines. The July 10 schedule reflects Metro-North's partnership with the Connecticut Department of Transportation ("CDOT") to make significant infrastructure improvements on the Waterbury Branch and increase train frequencies from 15 to 22 weekday trains, along with associated service improvements on the New Haven mainline. This partnership also features a pilot project for 13 new round-trip express trains between New Haven and GCT. Hudson Line customers will see two new peak trains in the evening, designed to fill an existing three hour gap in limited stop service in the Lower Hudson zone, as well as an additional stop at Yankees/E. 153 Street station on an outbound rush hour train. On weekends, three half-hourly GCT-Poughkeepsie round trip trains are suspended until late September to provide track access time for crucial infrastructure work in the Bronx between Yankees/E. 153 St and Spuyten Duyvil. GCT-Poughkeepsie service will continue to operate all day.

The Harlem Line will see one new reverse peak morning train from GCT to North White Plains. On the New Haven Line, in addition to the Waterbury Branch and express train improvements, customers will see two morning Stamford locals split into separate zoned trains to provide a faster ride for outer station customers and additional capacity for all riders. Two reverse peak evening trains are being restored from Harrison to GCT. The first eastbound reverse peak train of the morning from Bridgeport to New Haven is extended to originate in Stamford, which will provide a new early morning ride from that residential and commercial hub to businesses. Numerous trains on all three lines have minor scheduling adjustments to accommodate Way Ahead – Moving Forward infrastructure projects and the additional train frequencies, and customers should check the TrainTime app, website, or posted schedules for specific times at their stations.

President Rinaldi highlighted the retirement of John Longobardi. John is Metro-North's Chief Transportation Officer. He joined Metro-North in 1992, beginning his career as a Signal Maintainer, but he quickly worked his way up the ranks to Locomotive Engineer, Road Foreman, Trainmaster, District Superintendent, Line Superintendent, and Deputy Chief Transportation Officer in charge of Field Operations. In 2019, he was promoted to Chief Transportation

Officer. He has navigated the Transportation Department through the enormous challenges faced during the pandemic while continuing to maintain safe and reliable service for customers. John until very recently presided over the daily 1 PM service meeting, where they go through the log of all the events that happened the previous day. John holds the departments accountable, but does it with humor, experience, respect, and with the dignity that comes with 30 years of railroad service. President Rinaldi wishes John nothing but the best as he undertakes the new stage in his life. He has been a joy and a pleasure to work with.

In partnership with the People Organization, both railroads held job fairs in June. Interested parties were required to submit resumes ahead of time and candidates were invited to the fairs to learn more about positions that were featured at these events. The candidate turnout was fantastic and the railroads look forward to holding more events like this in the future.

On June 9, both railroads participated in partnership with MTA Police at eight railroad crossings in the Hudson Valley, Long Island, and Connecticut on International Level Crossing Awareness Day (“ILCAD”). These activities are part of the railroads’ safety program known as T.R.A.C.K.S. LIRR staffed crossings in Oceanside, Island Park, Syosset, Hewlett, and Central Islip, with support from the Federal Railroad Administration (“FRA”) and the New York State Department of Transportation (“NYSDOT”) Public Transportation Safety Board (“PTSB”). Metro-North and MTA Police staffed crossings in Peekskill, Katonah, and Norwalk, with support from CDOT and the FRA. Teams distributed grade crossing safety brochures and materials to drivers at these crossings during the busier commuting hours.

Progressive Railroading recently announced this year’s winners of the Rising Stars awards. The annual award recognizes 25 people nationwide under the age of 40 who make a positive impact on their company and are viewed as an up and coming leader in the rail industry. There were over 140 nominations and a months-long selection process. President Rinaldi is proud to announce that both railroads have rising stars. Jacqueline Martinez of Metro-North and Nicholas Spitaletta of LIRR were both selected.

Finally, there is an information item this month for Way Ahead. Guided by the initiatives of Way Ahead - Moving Forward, which it launched in June 2021, Metro-North continues to focus on initiatives which support ridership, economic recovery, and the region’s recovery from the pandemic. This program focuses on three priorities - its customers, its people, and its infrastructure, and its work in these areas has been guided by the three principles Metro-North articulated - safety, integrity, and innovation, focusing on the changing needs of the railroad and region as they recover from the pandemic. The plan aligns with Chair Lieber’s seven strategic priorities, including a focus on recovery, rebuilding ridership, renewing, and enhancing infrastructure, and the customer experience. In response to customer feedback and growing demand, Metro-North implemented a new schedule at the end of March, adding 66 more weekday trains on its three East of Hudson lines, bringing its weekday service to 89% of pre-pandemic levels and restoring pre-pandemic express trains at several stations. These additions were very well received by customers and have helped support some of the ridership growth. It is very encouraging to see ridership recovery gaining strength as customers respond to increased peak and off-peak service and to new fare incentives like the flexible 20 trip tickets, discounted monthly tickets, expanded City Ticket and MTA Away deals, events, and escapes. Metro-North has always

drawn ridership by offering zoned express trains until well into the evening. When Metro-North restored some of these trains, it made the evening pattern more attractive to people who are remaining in the city to work late, have dinner, or attend sporting events. Metro-North continues to promote safety and respect with a continued focus on enhancing customer safety programs such as slip, trip, and fall prevention, suicide prevention, and increasing in-person community safety education outreach through T.R.A.C.K.S programming.

Metro-North and the MTA People Organization are continuously looking at ways to attract, hire, promote, and retain employees in critical positions. President Rinaldi noted that this presentation is in the Book and the full plan on-line at new.mta.info/MNR-WayAhead.

Board Member Glucksman asked President Rinaldi two questions. In response to his question about whether the planning tool for Grand Central - East Side Access will be updated due to people giving feedback, President Rinaldi said that it would. In response to his question about Metro-North service percentage in the July 10 schedule changes, President Rinaldi said that it would go from the current 89% to the low 90s.

Board Member Valdivia said that she was excited about the Way Ahead plan moving forward and about the fare initiatives. She also asked President Rinaldi about when they decide to employ extra service. In response, President Rinaldi said it is typically done based upon experience. With regard to crowding following Pride activities, they will look at the ridership counts from the prior weekend and craft service accordingly going forward.

In response to a question from Board Member Brown regarding open positions in Transportation and Customer Service, which had higher than expected attrition rates, President Rinaldi noted that a number of things led to the attrition rates, including retirements because Metro-North came into existence in 1983 and there was a lot of hiring in the late 1980s and early 1990s. She said they are targeting hard to fill positions, including trying to do as much as possible on a single day rather than ask applicants to come in on multiple days, but noted that they are challenged by a very competitive job market.

SAFETY REPORT:

Metro-North Vice President of System Safety Shelley Prettyman stated that Metro-North's Safety report can be found starting on page 25 of the Committee Book. The FRA reportable customer injury rate for the 12 months ending April 2022 was 1.90 per one million customers, which was down from 2.41 for the prior 12 month period. Slips, trips, and falls remain the most frequent cause of injury. The FRA reportable lost time employee injury rate was 2.04 per 200,000 work hours for the current reporting period, compared to 2.00 for the prior period. The working hours used to calculate the employee lost time injury rate were estimated because of the global issue affecting the MTA timekeeping system, so the affected rate will be updated after the working hours are finalized.

Metro-North's second quarter safety focus week was held June 6-12. Managers held interactive discussions with employees on a number of safety topics, including the new work site

job safety briefing and roadway worker safety briefing forms, motor vehicle safety, and warm weather safety. The third quarter safety focus week will be in September.

Vice President Prettyman noted that President Rinaldi had spoken about Metro-North's participation in ILCAD.

LIRR Vice President – Corporate Safety Lori Ebbighausen stated that LIRR's Safety Report begins on page 28 of the Committee Book, reporting on safety through the end of April 2022. The FRA reportable customer injury rate was 2.48 injuries per million customers, which is roughly 45% lower than the 4.52 rate for the same period the prior year. During the same reporting period, the average reportable employee lost time injury rate increased by 11% from 3.6 per 200,000 hours worked to 3.99. Those hours are subject to change and they anticipate that the rate will change with that.

In addition to acknowledging the FRA for their support of ILCAD, Vice President Ebbighausen also thanked those at the NYSDOT and the PTSB. She also invited the newest Board members to join them twice a year, including at Penn Station on June 29 with partners at MTA, New Jersey Transit, and Amtrak, where they engage with customers about safety.

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 Prettyman's and Vice President Ebbighausen's presentations.

MTAPD REPORT:

MTAPD Acting Chief of Police Sean Montgomery stated that the police report begins on page 31 of the Committee Book.

Noting Board Member Zuckerman's request at the prior meeting, Acting Chief Montgomery compared 2019 with 2022 because 2020 and 2021 were impacted by the pandemic. The 2019 and 2022 numbers are on pages 40 and 41 of the Book.

With regard to Metro-North for May 2022, MTA Police observed a decline in the major index crimes as compared to May 2019. Robberies decreased from one to zero, grand larcenies decreased from seven to four, felony assaults remained the same at one, and the remaining index crimes remained at zero. The total felony index was down from nine to five. There were 34 arrests in May 2019 and 26 in May 2022. However, they went up by five from May 2021. There were no hate crimes in May. YTD robberies were down from four in 2019 to three in 2022, grand larcenies were down from 24 to 22, grand larceny auto was down from three to zero, burglaries were down from five to four, and felony assaults went up from eight to eleven. Overall, the total index crimes YTD went down from 44 in 2019 to 40 in 2022. YTD arrests went from 232 in 2019 to 143 in 2022. As to the specific crimes in May 2022, the one felony assault was in White Plains where a passenger who refused to wear a mask wound up assaulting the conductor. The four grand larcenies were in Harlem, Mount Vernon East, New Haven Yard, and White Plains station. MTA Police also participated with Metro-North in ILCAD. They helped distribute pamphlets in educating the

general public about the dangers of crossings. MTA PD also did community outreach for suicide prevention.

With regard to LIRR for May 2022 as compared to May 2019, robberies increased from one to two, felony assaults increased from two to five, burglaries increased from zero to one, grand larcenies remained at four, and all other index crimes remained at zero. Total major felonies increased from seven to twelve. There were 69 arrests in May 2019 and 34 in May 2022. However, there was an increase from May 2021 from 30 to 34. There was one hate crime, with anti-White rhetoric in Penn Station. YTD robberies increased from four in 2019 to eight in 2022, felony assaults went from six to thirteen, grand larcenies went from 18 to 20, burglaries decreased from three to two, and grand larceny auto went down from one to zero. The total felony index crimes went from 32 in 2019 to 44 in 2022. YTD arrests went from 453 in 2019 to 177 in 2022. Most of the 2019 numbers were due to the start of bail reform, which has since been more codified. The two May 2022 robberies were in Babylon and Hicksville stations. Overall, MTA Police did very good work in closing out crimes by arrest. MTA Police also participated in community engagement on June 15 with LIRR at Queens Village, giving away masks, anti-bacterial hand wipes, and children's safety coloring books. They made 220 commuter contacts, educating commuters about train travel and crossing safety. Finally, at the Mastic-Shirley station, MTA PD located and placed into custody an individual that was wanted for homicide by the Suffolk County Police Department.

In response to a question from Board Member Mack regarding recruitment, Acting Chief Montgomery said that MTA Police was still recruiting. He noted that there were many women in the last class and that they are happy to increase the diversity level. Board Member Mack also noted that it was very important to keep good relations with all of the police departments.

In response to a question from Board Member Zuckerman regarding the definition of felony assault, Acting Chief Montgomery says it is an assault tied to another felony or certain assaults on their own, such as serious physical injury or physical injury with a weapon. In response to another question from Board Member Zuckerman regarding the meaning of index crimes, Acting Chief Montgomery said the FBI established seven major felony index crimes that police departments use.

In response to a question from Board Member Glucksman regarding a breakdown of the felony assaults for customers, employees, and police, and which group was most vulnerable, Acting Chief Montgomery said that he can get the information and said that all are subject to the possibility and should pay particular attention to their surroundings.

In response to a question from Board Member Brown regarding the decrease in crime numbers for Metro-North and increase for LIRR, Acting Chief Montgomery did not offer a theory as to why because it would require him to go into the minds of those who committed the offenses. He noted that the vast majority of LIRR crimes were closed out by arrest.

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 Acting Chief Montgomery's presentation.

INFORMATION ITEMS:

President Rinaldi reported on the following information items for each railroad.

Metro-North: (a) progress on Way Ahead strategic plan, which they already discussed and is in the Book and (b) the Diversity and EEO report for first quarter 2022, which will be discussed at the Diversity Committee meeting.

LIRR: (a) summer trackwork program, which is in the Book and (b) the Diversity and EEO report for first quarter 2022, which will be discussed at the Diversity Committee meeting.

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

PROCUREMENTS:

There were no procurement items for LIRR or Metro-North.

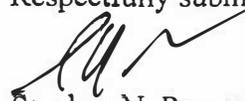
OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, AND FINANCIAL REPORTS:

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

ADJOURNMENT:

The Committee unanimously voted to adjourn the meeting.

Respectfully submitted,



Stephen N. Papandon
Acting Vice President, General Counsel & Secretary
The Long Island Rail Road Company



Susan Sarch
Vice President, General Counsel & Secretary
Metro-North Commuter Railroad Company

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>July 2022</u> | |
| M/W Quarterly Update | Engineering |
| Trackwork Programs & Fall Schedule Adjustments | Service Planning |
| | |
| <u>September 2022</u> | |
| 2023 Preliminary Budget (Public Comment) | Management & Budget |
| 2022 Mid-Year Forecast | Service Planning |
| Fall Trackwork Programs | Administration/Diversity |
| Diversity/EEO Report – 2 nd Quarter 2022 | |
| | |
| <u>October 2022</u> | |
| 2022 Preliminary Budget (Public Comment) | President |
| LIRR/MNR PTC Implementation Update | Service Planning |
| November Timetable Change & Trackwork Programs | Engineering |
| M/W Quarterly Update | |
| | |
| <u>November 2022</u> | |
| East Side Access Support Projects Update | President/Sr. Staff |
| Thanksgiving & Event Service | Service Planning |
| | |
| <u>December 2022</u> | |
| 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 |
| | |
| <u>January 2023</u> | |
| Approval of 2023 Committee Work Plan | Committee Chairs & Members |
| Winter Trackwork Schedules | Service Planning |
| M/W Quarterly Update | Engineering |

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 |

March 2023

| | |
|---|--------------------------|
| Annual Elevator/Escalator Report | Engineering |
| Spring Trackwork Programs | Service Planning |
| Diversity/EEO Report – 4 th Q 2022 | Administration/Diversity |

April 2023

| | |
|---|---------------------|
| Final Review of 2022 Operating Budget Results | Management & Budget |
| 2022 Annual Ridership Report | Finance/Marketing |
| May Timetable Change & Trackwork Programs | Service Planning |

May 2023

| | |
|-------------------------------------|------------------|
| M/W Quarterly Update | Engineering |
| Summer Service & Trackwork Programs | Service Planning |
| LIRR/MNR PTC Implementation Update | President |

June 2023

| | |
|---|--------------------------|
| Summer Track Work Programs | Service Planning |
| Diversity/EEO Report – 1 st Quarter 2023 | Administration/Diversity |

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

JULY 2022

Trackwork Programs & Fall Schedule Adjustments

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

M/W 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

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.

M/W 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

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 2023 that will address initiatives to be reported on throughout the year.

M/W 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 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.

MARCH 2023

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 2023.

Diversity & EEO Report– 4th 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.

APRIL 2023

Final Review of 2022 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.

2022 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2022 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 2023.

MAY 2023

Summer Service & Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2023.

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.

M/W 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.

JUNE 2023

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

Diversity & EEO Report– 1st Quarter 2023

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

2022 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>July 2022</u> | |
| Grand Central Terminal Retail Development Track Program Quarterly Update | MTA Real Estate Engineering |
| | |
| <u>September 2022</u> | |
| 2023 Preliminary Budget (Public Comment) | Finance |
| 2022 Mid-Year Forecast | Finance |
| Diversity/EEO Report – 2 nd Quarter 2022 | Diversity and EEO |
| | |
| <u>October 2022</u> | |
| 2023 Preliminary Budget (Public Comment) | Finance |
| LIRR/MNR PTC Implementation Update | Presidents |
| Track Program Quarterly Update | Engineering |
| | |
| <u>November 2022</u> | |
| Progress on Way Ahead Strategic Plan | Operations Support & Organizational Resiliency |
| | |
| <u>December 2022</u> | |
| 2023 Final Proposed Budget | Finance |
| 2023 Proposed Committee Work Plan | Committee Chairs & Members |
| Diversity/EEO Report – 3 rd Quarter 2022 | Diversity and EEO |
| Review of Committee Charter | Committee Chair & Members |
| | |
| <u>January 2023</u> | |
| Approval of 2023 Committee Work Plan | Committee Chairs & Members |
| Track Program Quarterly Update | Engineering |

February 2023

Adopted Budget/Financial Plan 2022
2022 Annual Operating Results

Finance
Operations

March 2023

Annual Elevator & Escalator Report
Diversity/EEO Report – 4th Quarter 2022

Engineering
Diversity and EEO

April 2023

Final Review of 2022 Operating Budget Results
2022 Annual Ridership Report

Finance
Operations Planning & Analysis

May 2023

Track Program Quarterly Update
LIRR/MNR PTC Implementation Update

Engineering
Presidents

June 2023

Progress on Way Ahead Strategic Plan

Operations Support & Organizational
Resiliency

Diversity/EEO Report – 1st Quarter 2023

Diversity and EEO

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

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.

MARCH 2023

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 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.

APRIL 2023

Final Review of 2022 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.

2022 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2022 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

MAY 2023

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.

JUNE 2023

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.

Diversity & EEO Report– 1st Quarter 2023

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.



Safety Report Highlights

The mission of the Long Island Rail Road (LIRR) Safety and Emergency Responder Training Division is to provide federally mandated safety and environmental training programs to LIRR employees, contractors/vendors, and emergency first responder agencies in our service delivery area. The training must comply with regulations including:

- Federal Railroad Administration (FRA)
- Occupational Safety and Health Administration (OSHA)
- Environmental Protection Agency (EPA)
- Department of Transportation (DOT)
- Department of Homeland Security (DHS)

Job Briefing Prior to Field Safety Training



Hands On Fire Extinguisher Training



LIRR employees attend a variety of safety training throughout their career. The training is based on the tasks the employees perform and the environment they are performing these tasks in. All employees begin their career by attending New Employee Orientation. During the first three days, new employees are introduced to the general hazards they may encounter on the tracks, in the shops, on the platforms, and on trains.

New Transportation employees attend specialized safety and emergency procedure classes for their initial qualification. Engineering Maintenance of Way and Maintenance of Equipment new hires attend an intense two-week safety training induction that addresses job specific hazards.

Courses include:

- Hazard Communication – Right-to-Know
- Roadway Worker Protection
- Fall Protection
- Railroad Operating Rules and Practices
- Electrical Safety
- Driver Training – Heavy Equipment
- Work Zone Safety / Excavation
- Fire Safety
- Personal Protective Equipment
- Environmental Regulations
- First Aid, CPR and AED
- Train Evacuation Procedures



Long Island Rail Road

Throughout their careers employees are required to attend annual refresher training for many of the Federally mandated courses. In addition, when a new piece of equipment is purchased, or a new job hazard is identified, employees must attend courses specific to the equipment or hazard.

Since employees are required to attend several courses, in an average year the Safety and Emergency Responder Training Division cycles through over 10,000 employee contacts for refresher training.

Aerial Lift Operations Training



Boom Truck Operator Training Course



For the reporting period ending May 2022, the average Reportable Customer Injury Rate was 2.23 injuries per million customers as compared to 4.39 injuries per million customers over the same period last year. Slips, trips, and falls continue to result in the most injuries. The type of injury the majority of customers sustain are bruises and contusions followed closely by lacerations and abrasions. During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 3.78 injuries per 200,000 hours worked to 4 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

May Safety Report

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

| Performance | | | | |
|---|----------------------|----------------------|----------------------|----------------------|
| Performance Indicator | 12-Month Average | | | |
| | June 2019 - May 2020 | June 2020 - May 2021 | June 2021 - May 2022 | |
| | June 2019 - May 2020 | June 2020 - May 2021 | June 2021 - May 2022 | June 2021 - May 2022 |
| FRA Reportable Customer Accident Rate per Million Customers | 2.5 | 4.39 | 2.23 | |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹ | 3.42 | 3.78 | 4 | |
| 2021 | | | | |
| 2022 | | | | |
| May | | | | |
| Year to Date | | | | |
| May | | | | |
| Year to Date | | | | |
| Grade Crossing Incidents ² | 1 | 4 | 1 | 5 |
| Mainline FRA Reportable Train Derailments | 1 | 1 | 0 | 0 |
| Mainline FRA Reportable Train Collisions | 0 | 1 | 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 | |
| | May | Year to Date | May | Year to Date |
| First Responders Trained | 5 | 188 | 183 | 468 |
| Employee Safety Training Courses | 55 | 288 | 58 | 447 |
| Employees Trained | 875 | 3,332 | 859 | 7,693 |
| Employee Safety Training Hours | 11,246 | 45,680 | 11,637 | 88,853 |
| Customer and Community | May | Year to Date | May | Year to Date |
| Broken Gates | 9 | 35 | 2 | 27 |
| MTA Police Details | 50 | 390 | 31 | 132 |
| Summons | 198 | 1221 | 149 | 621 |
| Warnings | 71 | 556 | 49 | 167 |
| Arrests | 0 | 1 | 0 | 0 |
| Community Education and Outreach | 2124 | 12,483 | 5,759 | 19,176 |
| Community Education and Outreach via Social Media | 54,447 | 356,578 | 33,930 | 225,683 |

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.

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

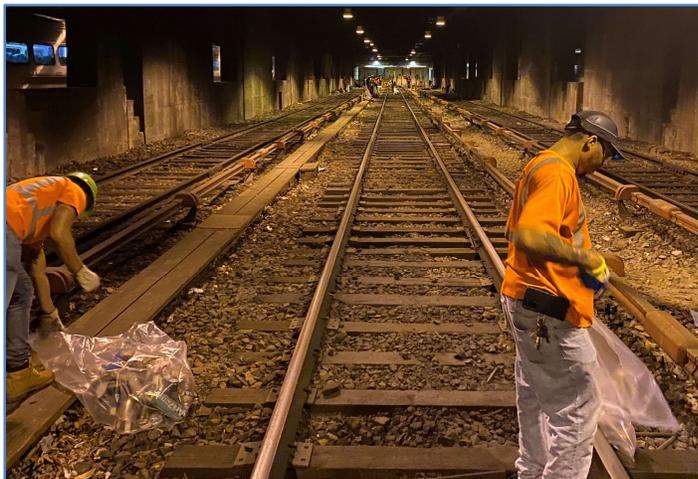
Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

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

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

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

Connecticut DOT
Customer Experience Event
Stamford Station
June 28, 2022



Grand Central Terminal
Yard Track Cleanup
June 18, 2022

Shelley Prettyman
Vice President
System Safety

Safety Report Highlights

For the current 12-month reporting period ending in May (June 2021 – May 2022), the reportable customer injury rate decreased from 2.40 to 1.97 per one million customers, compared to the prior reporting period (June 2020 – May 2021).

The reportable employee lost time injury rate increased from 1.96 to 2.16 per 200,000 working hours, compared to the prior reporting period. Because of a global issue impacting the MTA's timekeeping system, employee working hours were estimated for part of the current reporting period. The affected employee injury rates will be updated when the working hours are finalized.

Safety program events during the month of June included the following:

Metro-North's safety education program, TRACKS (Together Railroads and Communities Keeping Safe), partnered with the Connecticut Department of Transportation's Customer Experience (CX) Unit at Stamford Station on June 28, to hear from customers about their travel experiences, as well as to promote safe behaviors when using public transportation.

A track cleanup event was held at Grand Central Terminal on June 18. Employees from multiple operating departments worked together to collect and dispose of debris to enhance the safety of the work environment.

Shelley Prettyman
Vice President
System Safety

May 2022 Safety Report

| Performance | | | | |
|---|----------------------|----------------------|----------------------|--------------|
| Performance Indicator | 12-Month Average | | | |
| | June 2019 - May 2020 | June 2020 - May 2021 | June 2021 - May 2022 | |
| FRA Reportable Customer Injury Rate per Million Customers | 1.01 | 2.40 | 1.97 | |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours ¹ | 1.87 | 1.96 | 2.16 | |
| | 2021 | | 2022 | |
| | May | Year to Date | May | Year to Date |
| Grade Crossing Incidents ² | 0 | 0 | 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 December 2021 - May 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 | |
| | May | Year to Date | May | Year to Date |
| First Responders Trained | 148 | 498 | 194 | 860 |
| Employee Safety Training Courses | 135 | 210 | 179 | 285 |
| Employees Trained | 1,288 | 3,738 | 1,329 | 3,774 |
| Employee Safety Training Hours | 14,790 | 69,225 | 20,704 | 134,498 |
| Customer and Community: Focus on Grade Crossings | | | | |
| Broken Gates | 1 | 4 | 1 | 10 |
| MTA Police Details | 28 | 127 | 40 | 221 |
| Summonses | 88 | 295 | 120 | 681 |
| Warnings | 33 | 99 | 46 | 248 |
| Community Education and Outreach (Events) | 1,300 | 2,950 | 12,787 | 23,953 |
| Community Education and Outreach (Web/Social Media) | 8,825 | 27,305 | 31,110 | 132,979 |

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

June 2022 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (9 vs 4) for the month of June compared to the same period last year.
- Year to date Long Island Rail Road is up 22 crimes (53 vs 31).
- There were five (5) Hate Crimes on Long Island Rail Road for the month of June.

John J. Mueller
Chief of Police



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

June 2022 vs. 2021

| | 2022 | 2021 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 3 | 1 | 2 | 200% |
| Felony Assault | 1 | 0 | 1 | 100% |
| Burglary | 2 | 0 | 2 | 100% |
| Grand Larceny | 3 | 3 | 0 | 0% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 9 | 4 | 5 | 125% |

Year to Date 2022 vs. 2021

| | 2022 | 2021 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 1 | 0 | 1 | 100% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 11 | 4 | 7 | 175% |
| Felony Assault | 14 | 9 | 5 | 56% |
| Burglary | 4 | 6 | -2 | -33% |
| Grand Larceny | 23 | 11 | 12 | 109% |
| Grand Larceny Auto | 0 | 1 | -1 | -100% |
| Total Major Felonies | 53 | 31 | 22 | 71% |



Metro-North Railroad

June 2022 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (8 vs 6) for the month of June compared to the same period last year.
- Year to date Metro-North Railroad is up 20 crimes (48 vs 28).
- There were two (2) Hate Crimes on Metro-North Railroad for the month of June.

John J. Mueller
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

June 2022 vs. 2021

| | 2022 | 2021 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 1 | 0 | 1 | 100% |
| Felony Assault | 2 | 0 | 2 | 100% |
| Burglary | 0 | 1 | -1 | -100% |
| Grand Larceny | 5 | 5 | 0 | 0% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 8 | 6 | 2 | 33% |

Year to Date 2022 vs. 2021

| | 2022 | 2021 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 4 | 4 | 0 | 0% |
| Felony Assault | 13 | 6 | 7 | 117% |
| Burglary | 4 | 8 | -4 | -50% |
| Grand Larceny | 27 | 9 | 18 | 200% |
| Grand Larceny Auto | 0 | 1 | -1 | -100% |
| Total Major Felonies | 48 | 28 | 20 | 71% |



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

June 2022 vs. 2021

| | 2022 | 2021 | Diff | % Change |
|-----------------------------|-----------|-----------|----------|------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 4 | 1 | 3 | 300% |
| Felony Assault | 3 | 0 | 3 | 100% |
| Burglary | 2 | 1 | 1 | 100% |
| Grand Larceny | 8 | 8 | 0 | 0% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 17 | 10 | 7 | 70% |

Year to Date 2022 vs. 2021

| | 2022 | 2021 | Diff | % Change |
|-----------------------------|------------|-----------|-----------|------------|
| Murder | 1 | 0 | 1 | 100% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 18 | 8 | 10 | 125% |
| Felony Assault | 27 | 15 | 12 | 80% |
| Burglary | 8 | 14 | -6 | -43% |
| Grand Larceny | 52 | 20 | 32 | 160% |
| Grand Larceny Auto | 0 | 2 | -2 | -100% |
| Total Major Felonies | 106 | 59 | 47 | 80% |



MTA Police Department Arrest Summary: Department Totals

1/1/2022 to 6/30/2022

| Arrest Classification | Total Arrests | |
|-------------------------------------|---------------|------------|
| | 2022 | 2021 |
| Robbery | 23 | 7 |
| Felony Assault | 28 | 16 |
| Burglary | 3 | 6 |
| Grand Larceny | 18 | 13 |
| Grand Larceny Auto | 0 | 2 |
| Aggravated Harassment | 4 | 3 |
| Aggravated Unlicensed Operator | 0 | 3 |
| Assault-Misdemeanor | 53 | 29 |
| Breach of Peace | 6 | 2 |
| Child Endangerment | 3 | 2 |
| Criminal Contempt | 3 | 3 |
| Criminal Impersonation | 0 | 1 |
| Criminal Mischief | 41 | 24 |
| Criminal Possession Stolen Property | 3 | 2 |
| Criminal Tampering | 3 | 2 |
| Criminal Trespass | 18 | 12 |
| Drug Offenses | 5 | 9 |
| DUI Offenses | 2 | 4 |
| Falsely Reporting an Incident | 2 | 1 |
| Forgery | 7 | 5 |
| Graffiti | 44 | 40 |
| Harassment | 1 | 1 |
| Identity Theft | 0 | 1 |
| Menacing | 18 | 10 |
| Obstruct Government | 1 | 3 |
| Petit Larceny | 56 | 22 |
| Public Lewdness | 20 | 16 |
| Reckless Endangerment | 5 | 4 |
| Resisting Arrest | 11 | 9 |
| Sex Offenses | 7 | 3 |
| Theft of Services | 38 | 15 |
| Warrant Arrest | 10 | 13 |
| Weapons Offenses | 2 | 5 |
| Total Arrests | 435 | 288 |

INDEX CRIME REPORT
Per Day Average
June 2022

| | Systemwide | LIRR | MNRR | SIRT |
|-----------------------|-------------------|-------------|-------------|-------------|
| Murder | 0 | 0 | 0 | 0 |
| Rape | 0 | 0 | 0 | 0 |
| Robbery | 4 | 3 | 1 | 0 |
| Fel. Assault | 3 | 1 | 2 | 0 |
| Burglary | 2 | 2 | 0 | 0 |
| Grand Larceny | 8 | 3 | 5 | 0 |
| GLA | 0 | 0 | 0 | 0 |
| Total | 17 | 9 | 8 | 0 |
| Crimes Per Day | 0.57 | 0.30 | 0.27 | 0.00 |



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - June 2022)

| Motivation | 2022 | 2021 | Diff | % Change |
|-------------------------|-----------|----------|-----------|--------------|
| Asian | 0 | 0 | 0 | 0 % |
| Black | 4 | 3 | 1 | 33 % |
| Ethnic | 0 | 0 | 0 | 0 % |
| Gender | 0 | 0 | 0 | 0 % |
| Hispanic | 1 | 0 | 1 | 0 % |
| Muslim | 0 | 0 | 0 | 0 % |
| Other | 1 | 0 | 1 | 0 % |
| Anti-Semitic | 12 | 3 | 9 | 300 % |
| Sexual Orientation | 2 | 0 | 2 | 0 % |
| White | 2 | 1 | 1 | 100 % |
| Motivation Total | 22 | 7 | 15 | 214 % |

| Crime Name | 2022 | 2021 | Diff | % Change |
|--------------------------|-----------|----------|-----------|--------------|
| Aggravated Harassment #1 | 0 | 0 | 0 | 0 % |
| Aggravated Harassment #2 | 3 | 1 | 2 | 200 % |
| Felony Assault | 0 | 0 | 0 | 0 % |
| Misdemeanor Assault | 1 | 0 | 1 | 0 % |
| Criminal Mischief #3 | 0 | 0 | 0 | 0 % |
| Criminal Mischief #4 | 16 | 6 | 10 | 166 % |
| Grand Larceny #4 | 0 | 0 | 0 | 0 % |
| Menacing #2 | 2 | 0 | 2 | 0 % |
| Robbery #2 | 0 | 0 | 0 | 0 % |
| Crime Total | 22 | 7 | 15 | 214 % |

**METRO-NORTH/LONG ISLAND
RAILROAD
JOINT
INFORMATION
ITEM**

Staff Summary

| |
|---|
| Subject ADOPTION OF BOARD POLICY TO LICENSE PROPERTY IN SUPPORT OF FIRST/LAST MILE IMPROVEMENTS AT SUBURBAN COMMUTER RAIL STATIONS |
| Department TRANSIT ORIENTED DEVELOPMENT/REAL ESTATE |
| Department Head Name ROBERT PALEY/DAVID FLORIO |
| Department Head Signature |
| Project Manager Name EMILY PROVONSHA/NEIL MASTROPIETRO |

| |
|-------------------------------------|
| Date July 27, 2022 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|---------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Committee | 7/25/22 | X | | |
| 2 | Board | 7/27/22 | X | | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|------------------------------|-------|----------|
| Order | Approval | Order | Approval |
| 1 | Legal | | |
| 2 | Chief Development Officer | | |
| 3 | Chief Administrative Officer | | |
| 4 | Chief Financial Officer | | |

AGENCIES: MTA Metro-North Railroad (“Metro-North”) and MTA Long Island Rail Road (“LIRR”)

PURPOSE: Approval of a policy to permit MTA Real Estate, in partnership with MTA Transit Oriented Development (“TOD”), to enter into licenses with suburban counties, municipalities, non-profit organizations, or private entities to provide first/last mile amenities at MTA suburban passenger stations

COMMENTS:

The first and last part of the journey that customers use to access public transportation facilities is frequently referred to as the “first/last mile connection.” First/ Last Mile modes of travel to or from transit facilities include walking, biking, use of scooters, shared rides such as for-hire vehicles, shuttles or carpooling, public transit, as well as driving. Expanded First/Last Mile connections provide customers with attractive alternative pathways for accessing transit facilities, thereby reducing the need for private vehicle trips and the demand for parking, while also promoting equitable and sustainable modes of travel.

The MTA is seeking to improve “First/Last Mile” access to its suburban Metro-North and LIRR commuter rail stations. Facilitating convenient, reliable, and sustainable customer access to and from suburban stations is key to the MTA’s commuter railroad business model. Recent trends in working from home, flexible hours, non-Central Business District working destinations, reverse commuting, and higher discretionary/non-commutation travel, have prompted the need to re-evaluate and accommodate changing customer preferences for accessing local rail stations. Such trends point to a need for more flexible, multi-modal, and seamless travel options to and from commuter rail stations throughout the course of the day. Expanded First/Last Mile connections provide customers with attractive alternatives for accessing suburban rail stations by reducing the need for private vehicle trips and supporting equitable and sustainable modes of transportation. The traditional model of accessing suburban rail stations by privately owned automobiles has necessitated the extensive use of commuter parking lots and garages. These parking facilities are expensive to acquire, construct and maintain. Land currently devoted to satisfying parking demand could be more productively and profitably used for transit-oriented development. Alternative modes of First/Last Mile travel will improve station access and provide seamless, flexible, and convenient options to sustain and grow ridership while reducing the need for additional parking facilities to accommodate new riders. Facilitating increased use of alternate modes of travel to and from suburban rail stations will also allow the MTA to capture additional commuter rail trips where commuter parking supply is already fully utilized.

Staff Summary

FINANCE COMMITTEE MEETING

ADOPTION OF BOARD POLICY TO LICENSE PROPERTY IN SUPPORT OF FIRST/LAST MILE IMPROVEMENTS AT SUBURBAN COMMUTER RAIL STATIONS (Cont'd.)

Page 2 of 3

In November 2021, MTA launched an extensive study and analysis of station access in areas serviced by its suburban Metro-North and LIRR rail stations. The study documented existing modes of customer travel to and from suburban rail stations and examined the opportunities and challenges presented by implementing new or improved First/Last Mile strategies within the suburban commuter rail network. In addition to best practices research, access gap analysis, and First/Last Mile propensity analysis, the study involved the creation of a web-based interactive First/Last Mile Toolkit for use by MTA's stakeholders interested in expanding First/Last Mile alternatives. With the First/Last Mile Toolkit, MTA's stakeholders in suburban counties, municipalities, non-profit organizations, and private entities will be able to assess station areas, refer to the findings of the study, design pilot programs for walking, biking and shared ride modes of travel, and export an implementation guide that will provide step-by-step instructions on how to partner with the MTA to implement First/Last Mile improvements at local stations. The First/Last Mile Toolkit will be accessible through the MTA website in late summer 2022. In March 2022, TOD gave a presentation of the First/Last Mile study and its deliverables to the LIRR/Metro-North Committee (copy in Directors Desk).

In conjunction with the rollout of the First/Last Mile Toolkit, TOD intends to launch a pilot program that will involve partnering with stakeholders at 10 selected stations across the Metro-North and LIRR suburban rail network to implement First/Last Mile improvements. TOD and MTA Real Estate are proposing the adoption of a Board policy that will facilitate the implementation of First/Last Mile alternatives with interested stakeholders under the pilot program and beyond. Under the proposed policy, MTA Real Estate would enter into license agreements with suburban counties, municipalities, non-profit organizations, or private entities to provide, manage and maintain, either directly or through a sublicense, First/Last Mile customer access amenities when they are located on MTA owned station property, such as:

- Pedestrian improvements (e.g., marked crosswalks, additional sidewalks)
- Bicycle/scooter access improvements (e.g., bike parking, bike lanes, bike sharing, scooter sharing, moped sharing, e-bike, e-scooter, moped)
- Parking for shared ride opportunities (e.g., carpooling, vanpooling, shuttle, Uber, Lyft, Via)
- Shared microtransit including on-demand transit services (e.g. Wheels2U at Norwalk Transit District or Southampton Microtransit in Suffolk County)
- Any other use that supports the First/Last Mile efforts described above

For the pilot program, TOD will conduct outreach to solicit interested stakeholders to license Metro-North and LIRR property at suburban commuter rail stations to administer, operate and manage one or more of the First/Last Mile modes noted above. Many such First/Last Mile modalities are well known (such as bike sharing and carpooling) and for such modalities MTA Real Estate would, under this policy, enter into direct licenses with entities for up to five years. For other modalities of travel in more experimental phases of development, pilot programs would be developed offering licenses for one or two years.

In all cases, each railroad will approve any First/Last Mile use of their respective properties. Compensation, if any, would depend upon the use and the proposals received. In no instance will the MTA, LIRR or Metro-North incur out-of-pocket costs. Each license will follow the prescribed MTA Real Estate protocols both in terms of vetting and selection process, as well as the use of the MTA Legal form of real estate license, which will be revocable/terminable on not more than 60 days' notice without cost to MTA, Metro-North or LIRR.

To facilitate the implementation of the First/Last Mile strategies described above, MTA Real Estate/TOD is therefore requesting authorization to solicit, select, negotiate and enter into license agreements at suburban Metro-North and LIRR commuter railroad stations based upon the conditions stipulated above without approval of the Finance Committee and Board.

As with all such license agreements entered into by MTA Real Estate on behalf of the MTA or its subsidiaries, all agreements entered into pursuant to this policy will be reported to the Finance Committee as an Information Item, identifying the licensee, use and compensation, if any.

Staff Summary

FINANCE COMMITTEE MEETING

ADOPTION OF BOARD POLICY TO LICENSE PROPERTY IN SUPPORT OF FIRST/LAST MILE IMPROVEMENTS AT SUBURBAN COMMUTER RAIL STATIONS (Cont'd.)

Page 3 of 3

BE IT RESOLVED that the Board hereby authorizes the Chief Real Estate Transactions and Operations Officer to negotiate and enter into license agreements on behalf of MTA, Metro-North and LIRR, as appropriate, for the purposes of providing First/Last Mile customer access amenities at suburban commuter railroad stations.

Each license agreement shall:

1. Be in a form approved by the MTA General Counsel's Office
2. Have no significant impact on railroad operations
3. Provide appropriate indemnification and insurance protections
4. Be at no cost to MTA, Metro-North or LIRR
5. Provide for no longer than a five (5) year term, cancellable on short term notice (60 days or less) by the MTA, without cost to MTA, Metro-North or LIRR
6. In the case of pilot programs, the licenses would be for a duration of up to two (2) years, cancellable on short term notice (60 days or less) by the MTA, without cost to the MTA, Metro-North or LIRR

This resolution shall take effect immediately upon its adoption.



Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



| Subject TRACKWORK PROGRAMS & FALL SCHEDULE ADJUSTMENTS | | | | | | Date July 6, 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 | 7/25/22 | | | | 3 | VP – Corp Comm | 1 | President |
| | | | | | | 2 | CTO  | |  |

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning September 6, 2022. For the most part, the LIRR schedule adjustments that took effect on May 23rd will remain the same. Some of seasonal summer service added to serve the Hamptons and Montauk will conclude after Labor Day, while other East End service opportunities will expire in early October.

Additionally, schedules will be temporarily adjusted for a series of Switch Installations near Mineola as part of the Main Line Expansion Project. In July and August, the Main Line Expansion Project will also begin to commission segments of the new 3rd track to be in service between Queens and Carle Place. Other trackwork programs that will require schedule adjustments include Concrete Tie Installation on the Hempstead Branch, a Signal Cutover on the Atlantic Branch and Signal Testing and Switch Installations in Queens Interlocking as part of the Queens Reconfiguration Project.

TRACK WORK PROGRAMS

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

- **Main Line – Switch Installations** – On the weekends of July 30-31, and August 6-7, all main tracks on the Main Line will be out of service between New Hyde Park and Hicksville for approximately 48 hours for a series of switch installations near Mineola as part of the Main Line Expansion Project. The Queens Reconfiguration Project will also be piggybacking this outage to perform Signal testing in Queens Interlocking.
 - **Temporary Service Adjustments:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board

electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.

- Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *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.*
 - *Due to the advancement of switch installations for the Main Line Expansion Project, beginning on Monday, August 8th, the 8:06am train from Jamaica to Oyster Bay will be replaced with bus service.*
- **Main Line – Commissioning of the Main Line 3rd Track** – On Saturday, July 30th through Sunday, August 14th, the Main Line Expansion Project will begin to commission the new Main Line 3rd Track to be in service between Queens Interlocking and Merillon Avenue Station. During this time, the Main Line Expansion Project will take one of the two existing main tracks out of service around the clock between Queens and Merillon Avenue Station to perform Track, Signal and Third Rail activities that are necessary to place the new Main Line 3rd Track into service.
 - **Temporary Service Adjustments:** On Monday, August 8th through Friday, August 12th with one of two existing main tracks out of service around the clock, bus service will replace eastbound train service during the AM Peak and midday periods at New Hyde Park and Merillon Avenue Stations. Customers will be accommodated by bus service from Mineola to New Hyde Park and Merillon Avenue Stations during these timeframes. Additionally,

schedule adjustments will also be required to/from New Hyde Park and Merillon Avenue Stations during the PM Peak period.

- **Atlantic Branch – Jamaica to Valley Stream – Signal Cutover** – On the weekend of August 13-14, both main tracks will be out of service on the Atlantic Branch between Jamaica and Valley Stream for approximately for 48 hours while a Signal Cutover of the new Beaver Interlocking is performed.
 - **Temporary Service Adjustments:** With both main tracks out of service on the Atlantic Branch between Jamaica and Valley Stream, bus service will replace train service between Jamaica and Locust Manor, Laurelton, and Rosedale. Additionally, schedule adjustments will be required on the West Hempstead, Far Rockaway, Long Beach and Babylon Branches, with connecting Montauk Branch service adjusted accordingly.

- **Hempstead Branch – Concrete Tie Installation** – On the weekends of August 13-14 and August 20-21, both main tracks on the Hempstead Branch will be out of service for approximately 48 hours while new concrete ties are installed, and the existing rail is replaced. 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:** On the weekends of August 13-14 and August 20-21, buses will replace train service at Bellerose Station and also between Stewart Manor and Hempstead on the Hempstead Branch. Regularly scheduled Hempstead Branch Trains will depart Atlantic Terminal making stops at Nostrand Avenue, East New York and Jamaica. Customers for stations Hollis through Hempstead will be accommodated by Ronkonkoma trains that will make added stops at Hollis, Queens Village, Floral Park and Mineola. Hempstead Branch customers will detrain at Mineola for bus service to all stations between Stewart Manor and Hempstead. Customers at Bellerose Station will be accommodated by buses to/from Queens Village Station.

- **Main Line – Commissioning of the Main Line 3rd Track** – On Thursday, August 25th through Monday, August 29th, the Main Line Expansion Project will begin to commission the new Main Line 3rd Track to be in service between Merillon Avenue and Carle Place. During this time the Main Line Expansion Project will take one of the two existing main tracks out of service around the clock between Merillon Avenue and Carle Place to perform Track, Signal and Third Rail activities that are necessary to place the new track into service.
 - **Temporary Service Adjustments:** With one of two existing main tracks out of service around the clock, bus service will replace eastbound train service during the AM Peak period on Friday, August 26th and Monday, August 29th. Customers will be accommodated by bus service from Hicksville to Mineola Station during this timeframe. Additionally, schedule adjustments to/from Mineola Station will also be required during the PM Peak period. As an alternative, select trains will make added stops at Westbury during the AM and PM Peak period.

- **Main Line – Switch Installations & Signal Testing** – On the weekends of August 27-28, September 10-11, and September 17-18, all main tracks on the Main Line will be out of service between New Hyde Park and Hicksville for approximately 48 hours for a series of switch installations and Signal Testing in Queens Interlocking as part of the Queens Reconfiguration Project.
 - **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.*
 - *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.*

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

2022 2nd Quarter

Maintenance of Way Division

Track, Structures, Stations and Facilities

Long Island Rail Road



Long Island Rail Road

▣ Track Projects Systemwide

- ▣ Mechanized Tie Replacement – 875,500 Systemwide Wood Ties* (13,200 planned) * Excl. Yards
 - ▣ Hempstead: Park 2 to Garden - 3,600 Ties Planned; 3,758 Installed (104% complete)
 - ▣ Oyster Bay: East Williston to Locust - 9,600 Ties Planned; 4,008 Installed (42% complete)

Total Mechanized Ties: 13,200 ties Planned; 7,766 Installed (59% of Goal)

- ▣ Concrete Tie Replacement – 501,250 Systemwide Concrete Ties* (32,260 planned) * Excl. Yards
 - ▣ Mainline: Queens to Carle Place - 22,260 Ties Planned; 12,606 Installed (57% complete)
 - ▣ Atlantic: Hall to Valley - 5,000 Ties Planned; 0 Installed (0% complete)
 - ▣ Hempstead: Bellerose to Park 2 - 5,000 Ties Planned; 0 Installed (0% complete)

Total Concrete Ties: 32,260 ties Planned; 12,606 Installed (39% of Goal)

- ▣ Continuous Welded Rail (CWR) – 1,017 Rail Miles Systemwide* (40,000 lineal ft., 7.58 mi. planned) * Excl. Yards
 - ▣ Atlantic: Hall to Valley – 20,000 lineal ft. Planned; 0 lineal ft. Installed (0% complete)
 - ▣ Hempstead: Bellerose to Park 2 - 20,000 lineal ft. Planned; 0 lineal ft. Installed (0% complete)

Total Continuous Welded Rail : 40,000 lineal ft. Planned; 0 lineal ft. Installed (0% of Goal)

- ▣ Field Welds – 1200 ea. planned
 - ▣ Systemwide Locations: 1200 ea. Weld Planned; 638 ea. actual (53% of Goal)



Long Island Rail Road

▣ Track Projects Systemwide

- ▣ Track Surfacing – 501 Track Miles* (68 mi. planned) * Excl. Yards
 - ▣ Atlantic: Hall to Valley – 2 mi.; 0 mi. actual (0% complete)
 - ▣ Hempstead: Park 2 to Garden - 6 mi.; 6 mi. actual (100% complete)
 - ▣ Hempstead: Bellerose to Park 2 - 2 mi.; 0 mi. actual (0% complete)
 - ▣ Mainline: Queens to Carle Place - 8 mi.; 5 mi. actual (63% complete)
 - ▣ Oyster Bay: East Williston to Locust - 18 mi.; 0 mi. actual (0% complete)
 - ▣ Other Locations Systemwide – 32 mi.; 23.4 mi. actual (73% complete)

Total Track Surfacing: 68 mi. Planned; 34.4 mi. actual (51% of Goal)

- ▣ Switch Renewal – 916 Switches Systemwide / 572 Main Line & 344 Yard (16 ea. planned)
 - ▣ West Side Yard – 9 ea. Planned; 2 Installed (22% complete)
(WSSY Slip Sw. 27C, 51, 55, 57, 59, 37C, 39C, 69C, 87)
 - ▣ Mainline: Divide 21W / 21E - 2 ea. Planned; 2 Installed (100% complete)
 - ▣ Mainline: Nassau 2 - 2 ea. Planned; 0 Installed (0% complete)
 - ▣ Mainline: Queens 221 Crossover - 2 ea. Planned; 2 Installed (100% complete)
 - ▣ Montauk: Jay 65 Sw. – 1 ea. Planned; 1 Installed (100% complete)

Total Switch Renewal: 16 ea. Planned; 7 ea. Installed (44% of Goal)



Long Island Rail Road

❑ Track Testing

- ❑ Ultrasonic Rail Testing – 475 Track Miles* (4 runs per year) * Excl. Class 2 and Class 1 w/in Yard Limits
 - ❑ Systemwide Continuous Testing – 952 mi. completed
 - ❑ Total defects found & corrected – 136
- ❑ Track Geometry Vehicle – 509 Track Miles / 200 Yard Miles (4 runs per year mainline, 2 runs per year yard)
 - ❑ Systemwide – 1,418 mi. completed

❑ Bridge Timber Replacements

- ❑ Port Washington
 - ❑ Stonytown Road MP 16.3 – 24 Timbers (100% complete)
- ❑ Long Beach
 - ❑ East Rockaway MP 18.7 (0% complete)

❑ Switch Timber Replacements

- ❑ Systemwide – 20,000 lineal ft. Planned; 14,881 lineal ft. Installed (74% of Goal)

❑ Grade Crossing Rehabilitation

- ❑ Montauk Branch: River Road – 1 Planned; 0 Installed (0% of Goal)



Long Island Rail Road

▣ Station SGR Projects

▣ Montauk Branch

- ▣ Sayville MP 49.1 – Slab & Flag Repairs (75% complete)
- ▣ Oakdale MP 46.7 – Slab Repairs (60% complete)
- ▣ Great River MP 44.6 – Slab & Flag Repairs (53% complete)
- ▣ Islip MP 42.4 – Slab Repairs (25% complete)
- ▣ Patchogue MP 53.2 - Slab Repairs (100% complete)
- ▣ Massapequa Park MP 28.8 – Flag Repairs (20% complete)

▣ Port Washington Branch

- ▣ Mets/Willets MP 6.7 - Flag Repairs (0% complete)
- ▣ Bayside MP10.7 - Station Building Repairs (20% complete)
- ▣ Murray Hill MP 8.4 – Flag Repairs (100% complete)
- ▣ Plandome MP 16.3 – Station Building Repairs (0% complete) Note: This work will continue into 2023.

▣ Main Line Branch

- ▣ Ronkonkoma MP 48.5 – Flag Repairs (0% complete)
- ▣ Ronkonkoma Yard EIC Platform Installation (47% complete) Note: This work will continue into 2023.

▣ Hempstead

- ▣ Bellerose MP 14.4 – Slab and Pier Repairs (93% complete)

▣ Atlantic

- ▣ Rosedale MP 13.8 – Station Platform Repairs (0% complete)

▣ Far Rockaway

- ▣ Gibson MP 16.4 – Station Building Repairs (0% complete)



Long Island Rail Road

□ Station SGR Projects

- Oyster Bay
 - Sea Cliff MP 26.8 – Retaining Wall and Ramp Replacement (10% complete)
- Port Jefferson
 - Northport MP 39.6 – Platform Replacement (0% complete) Note: This work will continue into 2023.
- IT Racks Installation at all 125 stations (100% complete)
- Tactile Installation at 25 stations (42% complete) Note: This work will continue into 2023.

□ Bridge SGR Projects

- Montauk Branch
 - Merrick Blvd MP 13.0 - Bearing Repairs (80% complete)
 - Fresh Pond Road MP 39.0 – Bridge Removal (5% complete)
 - Dutch Kills Draw Bridge MP 8.0 – Flag Repairs (100% complete)
- Main Line Branch
 - 39th Ave and 57th Street MP 29.0 – Flag Repairs (25% complete)
 - Ronkonkoma Knuckle Room Bridge MP 48.5 – Flag Repairs (0% complete)
- Bay Ridge
 - Cypress Ave MP 10.7 – Bearing Replacement (62% complete)



Long Island Rail Road

▣ Structural Flags

Flag repairs are a combination of replacing deteriorated components of the existing LIRR Infrastructure. These repairs include bridge seats, abutments, girders, beams, bearings, bracing members, wingwalls, etc.

▣ Main Line

- ▣ 69th St. Fisk Ave 22-04O036-1 MP 3.6 (100% complete)
- ▣ 69th Street Fisk Ave 22-04O036-3 MP 3.6 (0% complete)
- ▣ Hollis Station 22-09O116-1 MP 11.6 (100% complete)
- ▣ Hicksville Viaduct MP 25.0(100% complete)
- ▣ Raynor Avenue MP 72.9 (100% complete)
- ▣ Continental Ave MP 6.7 (45% complete)
- ▣ Union Hall Street North Bridge MP 10.0 (20% complete)
- ▣ Farmers Blvd. & Hollis Ave MP 11.5 (0% complete)
- ▣ Floral Park Station Platform A, B, C MP 14.9 (0% complete)
- ▣ Medford MP 54.2 (0% complete)
- ▣ Guy R. Brewer Center Bridge MP 10.1 (0% complete)
- ▣ Sutphin Boulevard MP 9.3 (0% complete)
- ▣ 61st Street MP 3.1 (0% complete)
- ▣ 47th Avenue Adam St MP 3.7 (0% complete)
- ▣ 57th Street MP 4.8 (0% complete)
- ▣ 177th Street MP 10.7 (0% complete)

▣ Port Washington

- ▣ 94th Street Pedestrian Overpass 22-42B052-1 MP 5.2 (100% complete)
- ▣ 44-9064-A Little Neck Platform A MP 12.5 (100% complete)
- ▣ HT Tower E. Shea Stadium MP 7.1 (0% complete)



Long Island Rail Road

▣ Structural Flags

Flag repairs are a combination of replacing deteriorated components of the existing LIRR Infrastructure. These repairs include bridge seats, abutments, girders, beams, bearings, bracing members, wingwalls, etc.

▣ Port Jefferson

- ▣ Woodbury Road MP 31.1 (100% complete)
- ▣ Hicksville Viaduct MP 25.1 (100% complete)
- ▣ Stony Brook Station Pedestrian Overpass MP 53.2 (100% complete)
- ▣ River Road Crossing MP 47.8 (100% complete)
- ▣ Smithtown Overpass MP 47.1 (0% complete)
- ▣ Huntington MP 34.7 (0% complete)

▣ Montauk Branch

- ▣ 34-9391-AC1 Lindenhurst Canopy # 1 MP 33.3 (100% complete)
- ▣ Skillman Avenue East MP .1 (100% complete)
- ▣ 34-9383-A Merrick Platform A MP 23.6 (100% complete)
- ▣ Park Avenue MP 18.7 (100% complete)
- ▣ Baldwin Viaduct MP 20.5 (100% complete)
- ▣ Copiague Viaduct MP 31.7 (100% complete)
- ▣ Carll Avenue South Bridge MP 35.9 (100% complete)
- ▣ Sayville Pedestrian Overpass MP 49.1 (100% complete)
- ▣ Copiague Staircase MP 31.7 (0% complete)
- ▣ Richmond Hill Viaduct MP 7.5 (0% complete)



Long Island Rail Road

▣ Structural Flags

Flag repairs are a combination of replacing deteriorated components of the existing LIRR Infrastructure. These repairs include bridge seats, abutments, girders, beams, bearings, bracing members, wingwalls, etc.

- ▣ Far Rockaway
 - ▣ 57-9334-B Gibson Platform B 22-ENG2616-1 MP 16.4 (100% complete)
 - ▣ 57-9334-B Gibson Platform B 22-ENG2616-2 MP 16.4 (10% complete)
- ▣ Hempstead
 - ▣ 60-9138-A Nassau Boulevard Platform A 22-ENG2701-1 MP 17.3 (100% complete)
- ▣ West Hempstead
 - ▣ 64-9164-A Lakeview Platform A 22-ENG3664-1 MP 18.8 (100% complete)
 - ▣ 64-9167-A Westwood Platform A Track Access Stairs #1 MP 16.8 (100% complete)
- ▣ Oyster Bay
 - ▣ Glen Cove Back Road MP 24.3 (100% complete)
 - ▣ Buckram Road MP 30.0 (100% complete)
 - ▣ Hicksville Viaduct MP 25.1 (100% complete)
 - ▣ Locust Valley MP 29.0 (0% complete)
- ▣ Atlantic
 - ▣ Flatbush Terminal To Bedford Ave 22-51T001-1 MP .1 (100% complete)
 - ▣ 48-9471 Atlantic Terminal other LIRR Area MP .1 (10% complete)
 - ▣ Beaver Road MP 9.4 (0% complete)
 - ▣ Liberty Avenue MP 9.6 (0% complete)
 - ▣ South Street MP 9.8 (0% complete)
 - ▣ Beaver Viaduct MP 9.4 (0% complete)





2022 2nd Quarter Maintenance of Way Division

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

June 30, 2022



Track Projects Systemwide

▣ Production Tie Replacement – 1,758,250 systemwide wood ties (44,850 ties planned)

| | | | | | | | |
|---|--------------------------|---------------|---------------------|---------------|------------------|------------|----------------|
| ▣ | Hudson Line | 15,210 | ties planned | 5,680 | installed | 37% | |
| ▣ | New Haven | 10,000 | ties planned | 7,128 | installed | 71% | |
| ▣ | Port Jervis | 10,000 | ties planned | 0 | installed | 0% | |
| | | 35,210 | ties planned | 12,808 | installed | 36% | of goal |
| ▣ | Harlem (SmarTrack) | 3,400 | ties planned | 0 | installed | 0% | |
| ▣ | Hudson (SmarTrack) | 5,200 | ties planned | 0 | installed | 0% | |
| ▣ | New Haven (SmarTrack) | 1,040 | ties planned | 0 | installed | 0% | |
| | | 9,640 | ties planned | 0 | installed | 0% | of goal |
| | Total 2022 | 44,850 | ties planned | 12,808 | installed | 29% | of goal |

* All subject to change due to current events



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

| | | | | | |
|---|-------------------|--------------|-----------------------|------------|----------------|
| ✕ | GCT | 40 | ties installed | | |
| ✕ | Hudson | 797 | ties installed | | |
| ✕ | Harlem | 204 | ties installed | | |
| ✕ | New Haven | 852 | ties installed | | |
| | Total 2022 | 1,893 | ties installed | 47% | of goal |

▣ **Rail Replacement – 1,508 rail miles systemwide (12.5 miles planned)**

| | | | | | | | |
|---|-------------------|-------------|----------------------|----------|------------------|------------|----------------|
| ✕ | Hudson Line | 0.5 | miles planned | 0 | installed | 54% | complete |
| ✕ | Harlem | 6 | miles not planned | 0 | installed | 0% | complete |
| ✕ | New Haven | 6 | miles planned | 8 | installed | 136% | complete |
| | Total 2022 | 12.5 | miles planned | 8 | installed | 68% | of goal |

* All subject to change due to current events



▣ **Welds (1,500 joints planned)**

| | | | | | |
|---|-------------------|------------|-------------------------|------------|----------------|
| ▫ | GCT | 19 | joints completed | | |
| ▫ | Hudson Line | 144 | joints completed | | |
| ▫ | Harlem Line | 92 | joints completed | | |
| ▫ | New Haven | 272 | joints completed | | |
| ▫ | West Of Hudson | 30 | joints completed | | |
| | Total 2022 | 557 | joints completed | 37% | of goal |

▣ **Switch Renewal - 1,500 Switches systemwide (33 switches planned)**

| | | | | | | | |
|---|-------------------|-----------|-------------------------|-----------|---------------------------|------------|----------------|
| ▫ | GCT | 4 | switches planned | 4 | switches completed | 100% | complete |
| ▫ | Hudson | 5 | switches planned | 1 | switches completed | 20% | complete |
| ▫ | Harlem | 3 | switches planned | 2 | switches completed | 67% | complete |
| ▫ | New Haven | 18 | switches planned | 5 | switches completed | 28% | complete |
| ▫ | Port Jervis | 3 | switches planned | 0 | switches completed | 0% | complete |
| | Total 2022 | 33 | switches planned | 12 | switches completed | 36% | of goal |

* All subject to change due to current events



▣ **Grade Crossing Renewal – 111 Grade Crossings systemwide (6 crossings planned)**

| | | | | | | |
|---|-------------------|----------|--------------------------|----------|-----------------|--------------------|
| ✘ | Harlem Line | 3 | crossings planned | 1 | complete | 33% |
| ✘ | West of Hudson | 3 | crossings planned | 2 | complete | 67% |
| | Total 2022 | 6 | crossings planned | 3 | complete | 50% of goal |

▣ **Surfacing - 754 track miles systemwide (100 miles planned)**

| | | | | | | |
|---|-------------------|------------|----------------------|-----------|------------------|--------------------|
| ✘ | Hudson Line | 23 | miles planned | 17 | completed | |
| ✘ | Harlem Line | 18 | miles planned | 1 | completed | |
| ✘ | New Haven | 45 | miles planned | 19 | completed | |
| ✘ | Port Jervis | 14 | miles planned | 1 | completed | |
| | Total 2021 | 100 | miles planned | 38 | completed | 38% of goal |

* All subject to change due to current events



- **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year per FRA)**
 - 679 miles continuous testing completed
 - Total defects found from testing: 21
- **Geometry (2 runs per year)**
 - FRA March 2022 (complete)
 - 1st run – MOWIC (94% complete)
 - 1st run – ENSCO scheduled September 2022
- **GCT Terminal Track Rehabilitation (44 Platforms systemwide, 3 Platforms Planned)**
 - Track 21
 - 115 bracket ties, 108 block ties (64% complete)
 - Bumping Post Installation
 - Track 17 (10% complete)
 - Track 18 (90% complete)

* All subject to change due to current events



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

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports, timber deck replacements.
 - HUD 5.19 East 144th Street - Steel Repairs (100% complete)
 - HUD 12.94 West 254th Street – Bearing Repairs (10% complete)
 - HUD 14.43 Ludlow Street – Pier Repairs (10% complete)
 - HUD 29.40 Station Road – Pier Repairs (10% complete)
 - HUD 38.90 Montrose Station Road – Flag Repairs (35% complete)
 - NH 20.73 Hillside Ave – Flag Repairs (10% complete)
 - NH 20.89 North Barry – Steel Repairs (10% complete)



▣ **Undergrade Bridge Timbers (NY only – 586 Timbers Planned)**

| | | | | |
|---|------------------------------------|------------|----------------|---------------------|
| ▣ | HUD 64.79 Wappingers Creek Trk 1 | 170 | timbers | 30% complete |
| ▣ | HUD 64.79 Wappingers Creek Trk 2 | 170 | timbers | 100% complete |
| ▣ | PJ – JS 32.06 Ramapo River Trk 2 | 106 | timbers | 0% complete |
| ▣ | PJ – JS 39.55 Stream Trk 1 | 21 | timbers | 100% complete |
| ▣ | PJ – JS 41.14 Stream Trk 1 | 28 | timbers | 100% complete |
| ▣ | PJ – JS 55.03 Moodna Viaduct Trk 1 | 60 | timbers | 0% complete |
| ▣ | PJ – SR 73.79 Route 211Trk S | 31 | timbers | 0% complete |
| | Total 2022 | 586 | Timbers | 46% complete |

* All subject to change due to current events



- **NY Undergrade Bridge Repair Program**

- **Hudson**

- Grand Central Terminal (MP 1.0) – Track 17 Flag Repairs (10% complete)
- Park Ave Tunnel (MP 2.0) – Track C Flag Repairs (95% complete)
- Park Avenue Tunnel Leak Remediation – Tracks 1, 2, 3 & 4 (75% complete)
- Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs (80% complete)
- Park Ave Viaduct (MP 3.42) E111 to E112th Street – Steel Repairs (25% complete)
- Park Ave Viaduct (MP 3.8 – MP 4.49) – Phase 1, 25 No. Flag Repairs (50% complete)
- Wappinger Falls (MP 64.79) – Flag Repairs (80% complete)

- **Port Jervis**

- Ramapo River (MP 32.06 JS) – Flag Repairs (65% complete)
- Laura Lane (MP 47.73) – Replacement (40% complete)
- Woodbury Creek (MP 50.17) – Phase 1, Column Flag Repairs (20% complete)
- Shea Road (MP 63.04) – Concrete Repairs (85% complete)
- Beacon (MP 30.02) – Bridge Removal (10% Complete)



CT Bridge Projects

▣ Bridge Timbers (CT only – 393 Timbers Planned)

| | | | |
|---|---|----------------------------|---------------------|
| ▫ | NH 33.41 Canal Street, Trk 5 | 52 timbers | 10% complete |
| ▫ | NH 33.75 Elm St. Trk 4 | 53 timbers | 100% complete |
| ▫ | NH 40.89 Franklin (Spring Street) Trk 1 | 43 timbers | 10% complete |
| ▫ | NH 53.84 Howard Avenue Trk 2 | 53 timbers | 0% complete |
| ▫ | NH 56.20 East Main Street Trk 3 | 56 timbers | 0% complete |
| ▫ | NH 57.46 Bishop Ave Trk 3 | 48 timbers | 10% complete |
| ▫ | NH 57.62 Brue Ave, Trk 1 | 29 timbers | 100% complete |
| ▫ | NH 59.96 East Main Street Trk 3 | 39 timbers | 0% complete |
| ▫ | NH 64.59 Gulf Street, Trk 4 | 20 timbers | 100% complete |
| | Total 2022 | 393 Timbers Planned | 30% complete |

* All subject to change due to current events



- **S-Program (CTDOT Bridge Program) – * Deferred to 2023**
 - Steamboat Road (NH 28.22) – Steel / Masonry Repairs (0% complete)
 - Sound Shore Drive (NH 29.68) – Steel / Masonry Repairs (0% complete)
 - Mill Plain Road (NH 50.29) – Steel / Masonry Repairs (0% complete)
 - Fairfield Creek (NH 51.68) – Masonry Repairs (0% complete)
 - Union Street (NH 55.40) – Steel / Masonry Repairs (0% complete)

* Due to lack of funding

* All subject to change due to current events



- **Cos Cob Bridge NH 29.90 (Greenwich, CT)**
 - Steel repairs, Phase 1 (50% complete)

- **Saga NH 44.32 (Westport, CT)**
 - Fabricated/install steel ties, install expansion and thick web miter rails on Track 1 (80% complete)
 - Fabricated/install steel ties, install expansion and thick web miter rails on Track 3 (5% complete)

- **Right of Way Fence**
 - Install/repair 500' ft of fence throughout systemwide (50% complete)
 - CP 271 to CP 272 Security Fencing – Tracks 4, 5 (40% complete)

- **Graffiti Removal Program**
 - Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts

* All subject to change due to current events



▣ **Right of Way Improvements**

- ▣ Mount Vernon West Yard Cleanup & Grading (100% complete)
- ▣ Harmon Yard Track Compound Paving (0% complete)
- ▣ North White Plains C&S Yard Paving (30% complete)
- ▣ CP 235 Staircase for CIL Access (100% complete)
- ▣ Hudson / Harlem Line Transmission Pole Repairs – 15 No. (35% complete)
- ▣ Remove Catenary Poles on Danbury Line (85% complete)

* All subject to change due to current events



GRAND CENTRAL

**RETAIL ACTIVITY
AT
GRAND CENTRAL TERMINAL
2021 ANNUAL REPORT**

July 2022

GENERAL SUMMARY

2021 was a difficult year for the retail industry, with GCT being no exception.

Entering 2021, the Covid-Delta surge forced the continuation of public restrictions, social distancing, and remote work. With MNR ridership numbers hovering around 20% of pre-Covid levels, retail sales were correspondingly low. The introduction of a vaccine and a lower case-count through the summer months spurred an increase in ridership to the 50% mark as tourists and office workers returned. However, overall pedestrian traffic remained well below pre-Covid levels, which continued to affect sales performance, tenant revenue, and net operating income.

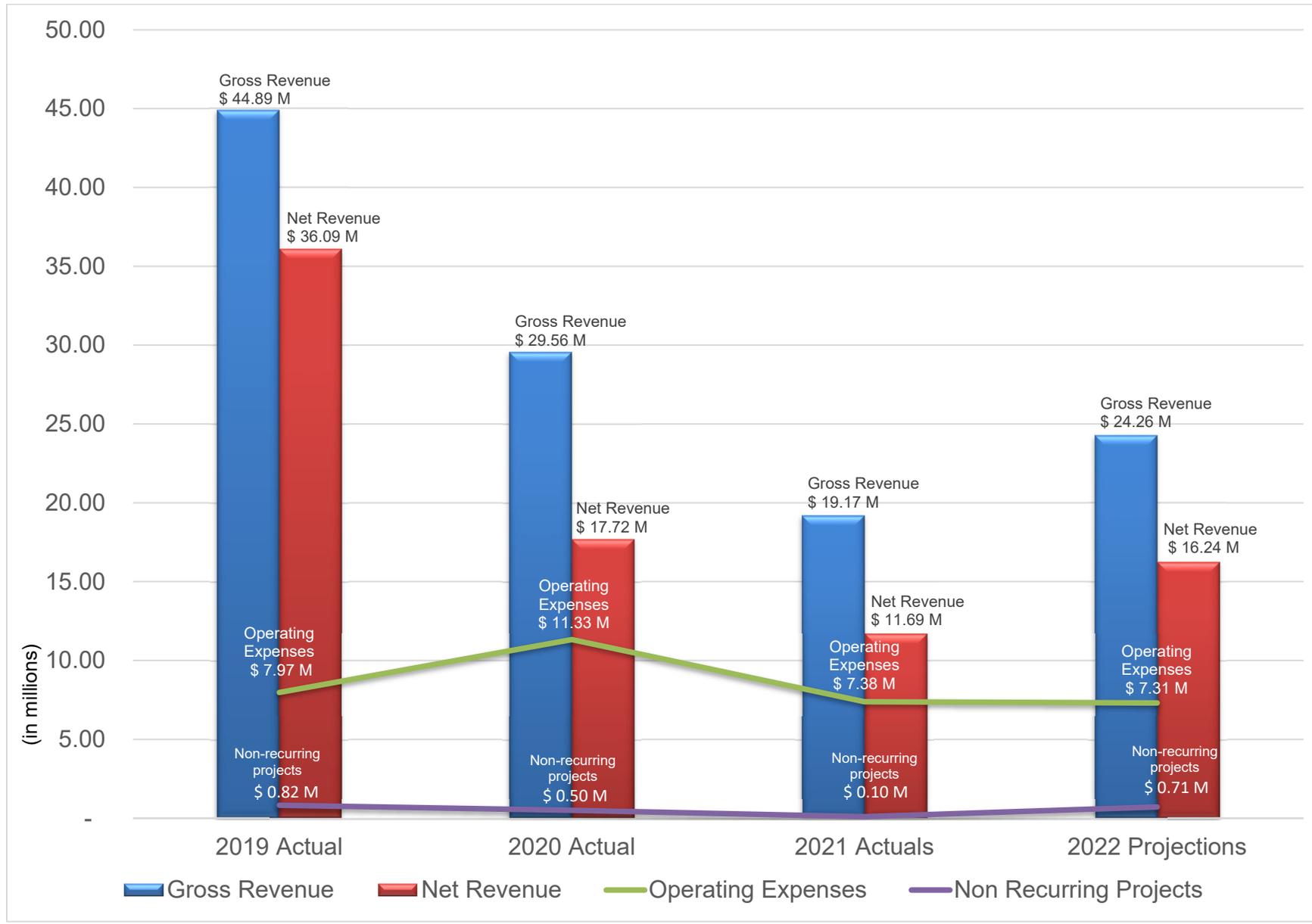
To mitigate Covid-related impacts, Real Estate implemented a Board approved temporary rent reduction program aimed at helping retail tenants continue operations by modifying rent obligations to align more fairly with sales expectations. Agreements with eligible tenants were executed as the year progressed and proved a useful tool in prompting existing tenants to re-open their stores for business.

Additionally, the expansion of an existing Board approved licensing policy provided greater flexibility in licensing options, allowing for short-term, three-year (previously two-year) agreements. This expanded policy helped in obtaining renewals for tenants with expiring leases and in attracting new tenants to back-fill vacancies. In all, ten new license agreements were executed in 2021 with eight more in negotiations at year's end.

In review of the Property Performance trends (see following page), 2021 Net Revenue of \$11.7M was only about 30% of 2019 pre-Covid figures. Year-to-date 2022, with ridership increasing and new locations opening, we have seen continued improvement and forecast a nearly 40% increase in Net Revenue over 2021. While moving in the right direction, our 2022 projections are still only about 45% of 2019 Net Revenue.

As we continue operating in recovery mode, the goal is to build upon the progress made in late 2021 by showcasing GCT as a well-positioned offering. An active and enlivened retail will help enhance future RFPs and encourage commercial events as we strive to re-create a best-in-class program.

PROPERTY PERFORMANCE (in millions)



FINANCIAL SUMMARY: 2019 – 2021 INCOME and EXPENSES

| | Actual 2019 | Actual 2020 | Nov Plan 2021 | Actual 2021 | July Plan 2022 | Actual 21 v Nov Plan 21 | | Actual 21 v Actual 20 | | July Plan 22 v Actual 21 | |
|------------------------|-------------------|-------------------|--------------------|-------------------|-------------------|----------------------------|-------------|--------------------------|-------------|-----------------------------|------------|
| | | | | | | Amount | % | Amount | % | Amount | % |
| Tenant Revenue | 38,610,348 | 25,455,047 | 21,239,629 | 18,005,323 | 20,005,106 | (3,234,306) | -15% | (7,449,724) | -29% | 1,999,783 | 11% |
| Other Income | <u>6,283,662</u> | <u>4,106,520</u> | <u>\$2,214,705</u> | <u>1,165,957</u> | <u>4,261,203</u> | <u>(1,048,748)</u> | -47% | <u>(2,940,563)</u> | -72% | <u>3,095,246</u> | 265% |
| <i>Total Revenue</i> | <i>44,894,010</i> | <i>29,561,567</i> | <i>23,454,334</i> | <i>19,171,280</i> | <i>24,266,309</i> | <i>(4,283,054)</i> | <i>-18%</i> | <i>(10,390,287)</i> | <i>-35%</i> | <i>5,095,029</i> | <i>27%</i> |
| Operating Expenses | 7,970,386 | 11,334,474 | 9,341,891 | 7,384,115 | 7,312,676 | 1,957,776 | 21% | 3,950,359 | 35% | 71,439 | 1% |
| Non Recurring Projects | <u>829,685</u> | <u>503,253</u> | <u>709,551</u> | <u>97,385</u> | <u>712,838</u> | <u>612,166</u> | 86% | <u>405,868</u> | 81% | <u>(615,453)</u> | -632% |
| <i>Total Expenses</i> | <i>8,800,071</i> | <i>11,837,727</i> | <i>10,051,442</i> | <i>7,481,500</i> | <i>8,025,514</i> | <i>2,569,942</i> | <i>26%</i> | <i>4,356,227</i> | <i>37%</i> | <i>(544,014)</i> | <i>-7%</i> |
| Net Income | 36,093,939 | 17,723,840 | 13,402,892 | 11,689,780 | 16,240,795 | (1,713,112) | -13% | (6,034,060) | -34% | 4,551,015 | 39% |

GUARANTEED MINIMUM AND PERCENTAGE RENT

In 2021, Tenant Revenue decreased by approximately \$7.5M and Net Income decreased by approximately \$6M, roughly a 32% drop in revenue from 2020. The COVID-19 pandemic continued to have a substantial impact on the GCT retail program; twenty-one store closures in 2020 paired with a precipitous drop in leasing activity contributed to lingering vacancies throughout the Terminal. Anemic sales performance and reduced rent collections further contributed to the significant reduction in tenant revenue.

Due to the overall low foot traffic and marked decrease in tenant sales, no tenant reached breakpoint thresholds to trigger additional percentage rent. This was another contributing factor to the overall decrease in Tenant Revenue collected in 2021.

As noted earlier, in October 2020, the Board approved a rent relief program for small operators with 200 or less retail locations throughout the US. This Tenant Rent Adjustment Agreement provided substantial reduction in minimum rent, lowering tenant obligations to the higher of 20% base rents or 10% of gross sales. This generally amounted to an 80% reduction from pre-COVID rent levels, a strategic move intended to preserve GCT occupancy levels and help retail tenants recover operations throughout the COVID pandemic.

RETAIL CAPITAL PROJECTS

During 2021, MTA Real Estate and Metro-North continued a pre-existing project to upgrade the duct and ventilation infrastructure supporting the food uses in the Dining Concourse. Originally designed and constructed in the late 1990's as part of the Terminals restoration, the ventilation system requires a material state of good repair (SGR) effort to update its functionality and compliance with updated New York State fire/life safety code.

The phase of this SGR effort noted below is the creation of platforms within the duct risers up to the Terminal's roof. This will facilitate a better cleaning rigor for the ducts to prevent fire.

| <u>Description</u> | <u>Amount</u> |
|----------------------------------|----------------------|
| GCT Grease Duct Platform Project | \$1,196,257 |
| Total Capital Projects | \$ 1,196,257 |

LEASING ACTIVITY

Listed below are the transactions entered into during 2021:

| Leases Signed | |
|--------------------------------|--------------------------------|
| Cipriani Dolci | March 11, 2021 |
| Hudson News | May 21, 2021 |
| Cipriani Steakhouse | June 14, 2021 |
| Bourke Street Bakery | October 6, 2021 |
| Licenses Signed | |
| Joe's Coffee | March 9, 2021 |
| Grand Central Optical | March 19, 2021 |
| L'Occitane | June 1, 2021 |
| Chirping Chicken | June 1, 2021 |
| Coffee Table | July 27, 2021 |
| Doughnut Plant | August 1, 2021 |
| Dirty Taco | November 19, 2021 |
| Vanderbilt Tennis Club | November 19, 2021 |
| Marky's Caviar | November 21, 2021 |
| LovePop | December 9, 2021 |
| Leases in Negotiation | |
| None | |
| Licenses in Negotiation | |
| Karma & Luck | <i>(signed March 3, 2022)</i> |
| Leather Spa | <i>(signed March 3, 2022)</i> |
| Luke's Lobster | <i>(signed March 30, 2022)</i> |
| City Winery | <i>(signed May 11, 2022)</i> |
| Lululemon | |
| Moleskine | |
| Ora di Pasta | |
| Hornblower (Walks) Tours | |

TENANT SALES PERFORMANCE – 2021

Total Gross Sales measures the culmulative receipts of all tenants during an entire year. Put another way, it is the sum total of all consumer purchases made in GCT for that year. This data is used to evaluate the overall the health of the entire program and can be impacted by a high vacacny rate or influenced by sluggish leasing activity.

| Total Gross Sales | | | |
|------------------------------|----------------------|----------------------|------------|
| | 2021 | 2020 | |
| 42 nd St. Retail | 2,213,952 | 1,826,722 | 17% |
| Main Concourse | 991,549 | 1,512,914 | - 53% |
| Shuttle Passage | 8,828,769 | 8,917,173 | -1% |
| 42 nd St. Passage | 3,624,700 | 1,371,818 | 62% |
| Graybar Passage | 5,759,639 | 3,993,623 | 31% |
| Lexington Passage | 7,255,965 | 7,369,841 | -2% |
| Biltmore | 1,107,810 | 902,328 | 19% |
| Grand Central Market | 8,639,059 | 7,205,433 | 17% |
| Dining Concourse | 10,777,216 | 8,249,362 | 23% |
| Restaurants | 8,269,885 | 5,445,000 | 34% |
| Total | \$ 57,468,544 | \$ 46,794,214 | 19% |

Total reported retail sales for 2021 equaled \$57,468,544, an increase of \$10,674,330 or 19% from 2020. The reported increase in gross sales for 2021 is in large part due to the fact that many stores, while still in term, were not open for business during the major Covid shutdowns of 2020. By way of comparison, Gross Sales Performance of retail in 2019 was \$200,243,578. So, while retail is on a trajectory for recovery, there is still a long way to go before returning to peak performance.

TENANT SALES PERFORMANCE – 2021

Comparative Sales measures the transaction values of retailers by comparing year-over-year sales of businesses open for two full consecutive years. Comparable sales data provides a picture of how locations are performing and is an indicator of strong or weak retail activity.

| Comparative Sales 2021/2020 | | | |
|-----------------------------|----------------------|----------------------|------------|
| | 2021 | 2020 | % |
| 42nd St. Retail | 2,213,952 | 1,826,722 | 17% |
| Main Concourse | 991,549 | 1,512,914 | -53% |
| Shuttle Passage | 8,828,769 | 8,115,565 | 8% |
| 42nd St. Passage | 3,614,054 | 2,198,360 | 39% |
| Graybar Passage | 759,639 | 3,902,411 | 32% |
| Lexington Passage | 7,255,965 | 5,298,314 | 27% |
| Biltmore | 1,107,810 | 902,328 | 19% |
| Grand Central Market | 8,639,059 | 6,344,161 | 27% |
| Dining Concourse | 10,777,216 | 6,939,034 | 36% |
| Restaurants | 8,269,885 | 4,451,656 | 46% |
| Total | \$ 57,457,899 | \$ 41,491,466 | 28% |

| Average Comparative Sales Per Square Foot | | | |
|--|---------|---------|------|
| | 2021 | 2020 | % |
| 42nd Street Retail | \$ 348 | \$287 | 17% |
| Main Concourse | \$ 397 | \$606 | -53% |
| Shuttle Passage | \$ 805 | \$740 | 8% |
| 42nd St. Passage | \$1,586 | \$ 965 | 39% |
| Graybar Passage | \$2,265 | \$1,535 | 32% |
| Lexington Passage | \$1,178 | \$860 | 27% |
| Biltmore | \$798 | \$650 | 19% |
| Grand Central Market | \$1,717 | \$1,261 | 27% |
| Dining Concourse | \$1,338 | \$861 | 36% |
| Restaurants | \$ 264 | \$ 142 | 46% |
| All GCT | \$750 | \$542 | 28% |
| All GCT, <i>excluding balcony/restaurants: Oyster Bar, Cipriani Dolci, and The Campbell Apartment.</i> | \$1,086 | \$818 | 25% |

Total reported comparative sales for 2021 equaled \$57,457,899, an increase of \$15,966,433 or 28% from 2020. However, as with Gross Sales Performance, the increase shown in 2021 is in large part due to stores being closed for business during the major Covid-19 shutdowns of 2020. A modest rebound in pedestrian traffic towards the end of 2021 and the holiday season also provided a window of increased sales. In relative perspective though, comparative sales for 2019 would be calculated at \$149M, or more than 2½ times that of 2021. So again, while progress is being made, there is still much work to be done before reaching pre-Covid numbers.

MARKETING

SUMMARY: JANUARY 2021 – DECEMBER 2021

The primary objective of retail and destination marketing is to position Grand Central Terminal as a world-class, front-of-mind retail, dining, and leisure destination. In a pre-Covid year, tactics included a blend of events and activations, public relations and media initiatives, digital and social media communications, and advertising.

The primary objective of the marketing program is to increase awareness of Grand Central’s tenant mix, services, and events among our three core audience segments: locals (office workers and residents), Metro-North riders, and tourists (domestic and international), in order to sustain and increase visitor numbers, dwell time, and the retail spend per-head-per-visit. This function became all the more important during the pandemic to keep customers informed about safety regulations and alerted to retailer operations.

RETAIL MARKETING EVENTS & PROMOTIONS

In-Terminal Events & Promotions

February: *Happy Birthday GCT* - celebrating GCT’s birthday with discounts at stores and restaurants

April: *Taste of the Market* - \$2 flash sales of full-price items each Tuesday in April

August: *Picnic Blanket Gift with Purchase* – Customers received one of three-hundred complimentary Grand Central picnic blankets after making a qualifying purchase(s) totaling \$25.00 or more at any number of GCT shops or restaurants on a single visit between August 8th and August 14th.



October: *Taste of the Market* - \$2 flash sales of full-price items each Tuesday in October

November: *Thanksgiving Market* - Magnolia Bakery, Zaro's, Jacques Torres, Bien Cuit, Neuhaus, and Li-Lac Chocolates set up in Vanderbilt Hall the Wednesday before Thanksgiving to sell desserts for the holiday

December: *Holiday Wrap Up* - An event to promote holiday shopping in the Terminal. We hired 3 gift wrappers to carefully wrap presents purchased from tenants in the Terminal.

Virtual Campaigns

February: *Love Letters to NYC* - People were invited to write a "love letter" to either Grand Central Terminal or New York City sharing what they love about the Terminal and City, why it means so much to them, and what they would love to see and do on their next visit. All the letters were displayed on a dedicated web landing page with a vanity URL and select letters were shared on GCT social media.

July: *Weekend in New York* - A social media contest in partnership with Hilton Millennium UN and The Campbell. Winner received a 2-night stay at the Hilton, a \$150 gift card to Campbell, a GCT retail gift card worth \$200, and a picnic blanket.



DIGITAL MARKETING

Social Media - Throughout 2021, Grand Central's four social media channels have continued to carry a broad range of content promoting Grand Central, its tenants, history, services, essential operating information, and iconography.

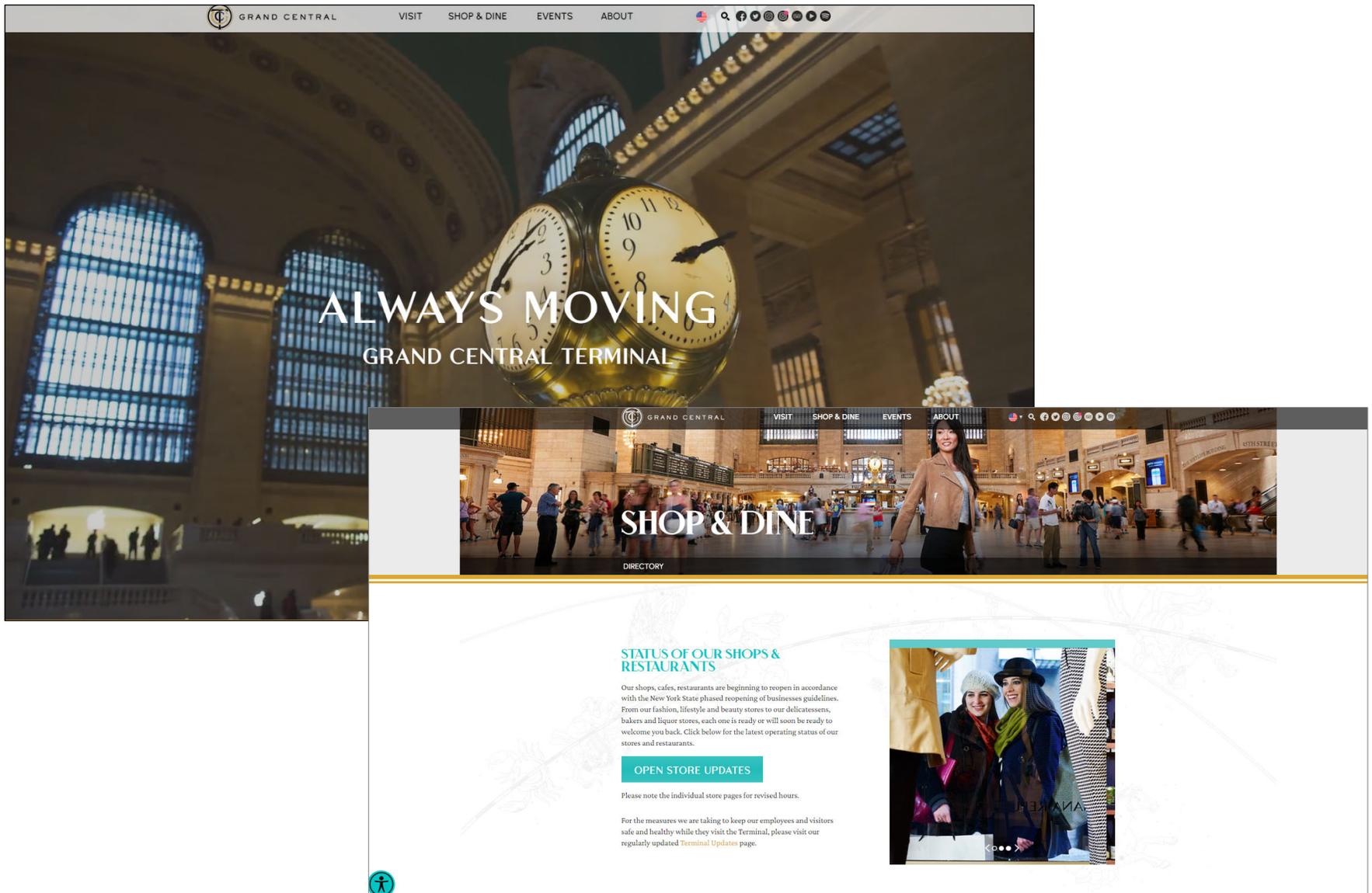
Paid Social Media - A limited number of paid social media campaigns were executed, in part to compensate for the reduction of print media and out-of-home advertising.

E-Blast - An e-blast is sent to Grand Central's subscriber base of over 89,600 people at least once a week. These typically carry seasonal retail and lifestyle content, with every tenant being featured at least several times annually. Terminal operating updates and service critical announcements are also included. Headline statistics for 2021:

- 59 e-blasts were sent in 2021
- E-blasts were opened 1,957,823 times
- Content and features clicked on 39,732 times



Website - The website remains a primary source of information about Grand Central Terminal and is updated frequently with the latest retail news, events, transit, and Terminal operating information.



PUBLIC RELATIONS

After a pause during the height of Covid restrictions, public relations consultant Wagstaff Media and Marketing, re-engaged with the GCT tenants and marketing team in 2021. The Wagstaff team oversaw communications for events including the Holiday Wrap-Up Experience, 109th Birthday Celebration, Love Letters to NYC, and more. The Wagstaff team also launched an influencer campaign timed to Thanksgiving, showcasing the versatility of Grand Central’s retail tenants as the perfect destination for holiday planning and shopping.

GCT OFFICIAL TOURS

MTA Real Estate assumed management of the official grand central tours, issuing an RFP for a licensed tour operator to develop, market and operate the official tour program for Grand Central Terminal. Walks LLC was the selected proposer, offering a selection of self-guided and guide-led tours. Negotiations commenced for a five-year license agreement.



VANDERBILT HALL EVENTS**EVENT SALES**

2021 was a challenging year for events, with mandated Covid safety regulations and low ridership numbers, companies were hesitant to spend dollars on activations. After a forced hiatus in 2020, Vanderbilt Hall Events were re-activated in early 2021 with a 9-day Natural Light Diploma exhibition. However, on-going uncertainty regarding COVID safety for social gatherings proved too much of a challenge for securing additional events. Instead, Vanderbilt Hall was utilized by MTA to administer vaccines. Interest in events picked back up in October with a 4-day Amazon Music event, and in November and December, Slack (8 days), Anthropologie (1 day), and Canada Tourism (7 days) held promotional events.

| Month | # Client Event Days | # MNR Event Days Including Film Shoots | # JLL Event Days | Total Revenue |
|--------------|---------------------|--|------------------|------------------|
| January | 9 | | | \$48,500 |
| August | | 7 | | \$0 |
| October | 4 | | | \$46,250 |
| November | 9 | | | \$135,000 |
| December | 7 | 3 | 11 | \$114,300 |
| TOTAL | 29 | 3 | 11 | \$344,050 |

HOLIDAY FAIR/POP-UP SHOPS

After holding a virtual Holiday Fair in 2020, the vendor booth layout was revised in hopes of bringing the Holiday Fair back in-person for 2021. The new floorplan accommodated for social distancing, allowing only 26 vendors instead of the usual 40. After going through the entire application and selection process, vendors were hesitant to sign the agreements due to the Omicron surge. Without enough vendor commitments, the 2021 Holiday Fair had to be cancelled.

Instead, GCT hosted an 11-day Holiday Pop-Up Shop activation from December 16 – 27 using the 6 Graybar Kiosks. Each vendor paid \$1,550, resulting in \$9,300 in revenue. Holiday music and decorations were added to create a holiday atmosphere. The vendors exceeded sales expectations, proving that with flexibility and cooperative coordination, Vanderbilt Hall can be activated in new and creative ways.





Long Island Rail Road

June 2022 Performance Summary

Robert Free, Senior Vice President – Operations



154th Belmont Stakes: On Saturday June 11, 2022, the Long Island Rail Road provided extra service to Belmont Park for over 18,000 customers. The ridership was over six times as much as the ridership experienced last year when there was a limit on the number of attendees.



Long Island Rail Road

June 2022 Performance Summary

Highlights

On-Time Performance (OTP) for the month of June closed at **95.6%**, which is above the monthly goal of 94.0%.
2022 year-to-date OTP is **96.1%**, which is the same as year-to-date last year.

Branch Performances

Nine out of eleven branches on the Long Island Rail Road, with the exception of Port Washington and Hempstead, operated at or above goal for the month of June. Year to date all eleven branches met their goal.

Delays

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

The most significant event was a track condition east of Plandome Station caused by a heat kink which affected trains over the two day period of June 25th-26th. The incident affected 67 trains and reduced our monthly OTP by 0.3%

Consist Compliance

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

Equipment Performance

The LIRR Fleet MDBF operated at 227,733 in May and exceeded the goal. The year to date performance also continued to remain above the goal.

| Performance Summary | | | 2022 Data | | | 2021 Data | |
|--|----------------------------|-------------------|--------------|--------------|---------------|--------------|---------------|
| | | | Annual Goal | June | YTD thru June | June | YTD thru June |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | System | Overall | 94.0% | 95.6% | 96.1% | 96.4% | 96.1% |
| | | AM Peak | | 97.2% | 96.2% | 96.0% | 96.0% |
| | | PM Peak | | 97.0% | 96.5% | 98.4% | 97.4% |
| | | Total Peak | | 97.1% | 96.3% | 97.1% | 96.7% |
| | | Off Peak Weekday | | 95.4% | 96.1% | 96.4% | 95.5% |
| | | Weekend | | 94.7% | 95.9% | 95.8% | 96.8% |
| | Babylon Branch | Overall | 93.9% | 97.8% | 97.0% | 96.0% | 96.9% |
| | | AM Peak | | 98.3% | 96.9% | 90.4% | 95.7% |
| | | PM Peak | | 97.3% | 96.9% | 98.9% | 98.7% |
| | | Total Peak | | 97.9% | 96.9% | 94.5% | 97.1% |
| | | Off Peak Weekday | | 98.1% | 97.7% | 97.5% | 97.4% |
| | | Weekend | | 96.6% | 95.9% | 94.4% | 95.9% |
| | Far Rockaway Branch | Overall | 96.6% | 97.7% | 98.0% | 98.6% | 98.2% |
| | AM Peak | | 97.3% | 96.9% | 99.5% | 99.0% | |
| | PM Peak | | 98.1% | 98.1% | 100.0% | 99.4% | |
| | Total Peak | | 97.6% | 97.4% | 99.7% | 99.2% | |
| | Off Peak Weekday | | 97.9% | 98.3% | 98.3% | 97.5% | |
| | Weekend | | 97.5% | 98.0% | 98.4% | 99.1% | |
| Huntington Branch | Overall | 92.5% | 93.5% | 94.1% | 96.2% | 95.5% | |
| | AM Peak | | 97.9% | 96.1% | 97.1% | 95.2% | |
| | PM Peak | | 95.0% | 94.7% | 98.6% | 97.2% | |
| | Total Peak | | 96.5% | 95.4% | 97.8% | 96.2% | |
| | Off Peak Weekday | | 92.7% | 93.2% | 95.7% | 94.5% | |
| | Weekend | | 91.7% | 94.7% | 95.5% | 96.9% | |
| Hempstead Branch | Overall | 96.5% | 96.4% | 96.5% | 97.9% | 96.9% | |
| | AM Peak | | 98.7% | 97.0% | 98.1% | 98.1% | |
| | PM Peak | | 100.0% | 95.1% | 100.0% | 98.4% | |
| | Total Peak | | 99.3% | 96.1% | 99.0% | 98.3% | |
| | Off Peak Weekday | | 94.9% | 96.1% | 97.1% | 95.5% | |
| | Weekend | | 97.4% | 97.3% | 98.6% | 98.3% | |
| Long Beach Branch | Overall | 95.9% | 97.3% | 97.5% | 98.3% | 97.5% | |
| | AM Peak | | 97.7% | 97.9% | 99.5% | 98.6% | |
| | PM Peak | | 97.2% | 97.7% | 99.4% | 99.0% | |
| | Total Peak | | 97.5% | 97.8% | 99.5% | 98.8% | |
| | Off Peak Weekday | | 96.4% | 97.2% | 98.0% | 97.1% | |
| | Weekend | | 99.1% | 97.7% | 97.7% | 97.2% | |
| Montauk Branch | Overall | 90.8% | 94.7% | 94.1% | 90.8% | 93.5% | |
| | AM Peak | | 93.2% | 92.5% | 97.4% | 95.2% | |
| | PM Peak | | 96.3% | 95.0% | 95.6% | 96.6% | |
| | Total Peak | | 94.6% | 93.6% | 96.6% | 95.8% | |
| | Off Peak Weekday | | 94.8% | 95.1% | 91.8% | 93.6% | |
| | Weekend | | 94.8% | 92.8% | 86.4% | 92.1% | |
| Oyster Bay Branch | Overall | 94.1% | 95.0% | 96.1% | 96.1% | 96.0% | |
| | AM Peak | | 99.2% | 97.6% | 97.3% | 97.0% | |
| | PM Peak | | 98.2% | 96.9% | 95.5% | 98.5% | |
| | Total Peak | | 98.8% | 97.3% | 96.5% | 97.7% | |
| | Off Peak Weekday | | 93.4% | 95.7% | 95.0% | 94.6% | |
| | Weekend | | 93.1% | 95.3% | 98.6% | 97.4% | |
| Port Jefferson Branch | Overall | 90.9% | 92.6% | 93.6% | 94.0% | 93.8% | |
| | AM Peak | | 94.2% | 93.0% | 97.4% | 94.9% | |
| | PM Peak | | 95.5% | 95.9% | 96.8% | 95.0% | |
| | Total Peak | | 94.8% | 94.5% | 97.1% | 95.0% | |
| | Off Peak Weekday | | 89.7% | 91.5% | 91.2% | 92.3% | |
| | Weekend | | 96.1% | 96.6% | 96.7% | 95.4% | |

| | | | | | | |
|--|--|--------------|---------------|----------------|---------------|----------------|
| Port Washington Branch | Overall | 95.3% | 93.7% | 96.7% | 96.9% | 95.2% |
| | AM Peak | | 99.2% | 98.8% | 93.9% | 92.6% |
| | PM Peak | | 96.1% | 96.9% | 98.0% | 94.0% |
| | Total Peak | | 97.5% | 97.7% | 96.2% | 93.3% |
| | Off Peak Weekday | | 95.4% | 97.0% | 96.7% | 94.6% |
| | Weekend | | 86.5% | 95.3% | 98.5% | 98.1% |
| Ronkonkoma Branch | Overall | 91.6% | 94.2% | 94.5% | 96.7% | 95.2% |
| | AM Peak | | 95.5% | 94.4% | 96.0% | 95.0% |
| | PM Peak | | 97.3% | 96.4% | 98.5% | 97.3% |
| | Total Peak | | 96.2% | 95.2% | 97.1% | 96.0% |
| | Off Peak Weekday | | 92.5% | 93.8% | 96.4% | 93.8% |
| | Weekend | | 95.3% | 95.4% | 97.1% | 97.2% |
| West Hempstead Branch | Overall | 95.8% | 98.0% | 98.5% | 98.9% | 98.6% |
| | AM Peak | | 97.7% | 97.6% | 96.6% | 98.3% |
| | PM Peak | | 97.3% | 96.5% | 99.1% | 98.6% |
| | Total Peak | | 97.5% | 97.0% | 98.0% | 98.5% |
| | Off Peak Weekday | | 98.1% | 99.0% | 99.2% | 98.4% |
| | Weekend | | 98.6% | 98.8% | 99.3% | 99.2% |
| Operating Statistics | Trains Scheduled | | 18,654 | 112,454 | 17,991 | 105,003 |
| | Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i> | | -12.5 | -12.6 | -12.8 | -12.7 |
| | Trains Over 15 min. Late <i>excluding trains canceled or terminated</i> | | 136 | 831 | 103 | 636 |
| | Trains Canceled | | 36 | 149 | 30 | 303 |
| | Trains Terminated | | 80 | 261 | 15 | 261 |
| | Percent of Scheduled Trips Completed | | 99.4% | 99.6% | 99.7% | 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 |
|----------------------------|---------------|------------|------------|---------------|------------|---------------|---------------------|
| | | May | June | YTD Thru June | June | YTD Thru June | |
| Engineering (Scheduled) | 3.9% | 20 | 32 | 118 | 51 | 237 | (119) |
| Engineering (Unscheduled) | 26.0% | 123 | 211 | 750 | 72 | 601 | 149 |
| Maintenance of Equipment | 11.9% | 81 | 97 | 510 | 94 | 429 | 81 |
| Transportation | 2.2% | 29 | 18 | 115 | 9 | 79 | 36 |
| Capital Projects | 5.9% | 77 | 48 | 350 | 108 | 731 | (381) |
| Weather and Environmental | 1.5% | 21 | 12 | 494 | 3 | 322 | 172 |
| Police | 10.7% | 84 | 87 | 576 | 112 | 463 | 113 |
| Customers | 18.3% | 154 | 149 | 696 | 106 | 343 | 353 |
| Special Events | 9.7% | 52 | 79 | 177 | 28 | 41 | 136 |
| Other | 3.6% | 49 | 29 | 280 | 36 | 517 | (237) |
| 3rd Party Operations | 6.3% | 28 | 51 | 309 | 25 | 295 | 14 |
| Total: | 100.0% | 718 | 813 | 4,375 | 644 | 4,058 | 317 |

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

| Date | Day | DESCRIPTION OF EVENT | AM Peak | | | PM Peak | | | Off Peak | | | TOTAL | | |
|------------------------|-----|--|-----------|----------|----------|-----------|-----------|----------|-----------|-----------|-----------|------------|-----------|-----------|
| | | | L | C | T | L | C | T | L | C | T | Late | Cxld | Term |
| 2-Jun | Thu | Track condition on Port Washington branch | | | | 3 | 3 | | 25 | 4 | 2 | 28 | 7 | 2 |
| 7-Jun | Tue | Switch trouble in Queens Interlocking | | | | | | | 12 | | | 12 | | |
| 8-Jun | Wed | Signal trouble in Atlantic Terminal | | | | 9 | 6 | 2 | 7 | | 2 | 16 | 6 | 4 |
| 9-Jun | Thu | Train 2019 cancelled in Brentwood due to equipment trouble | 10 | | 1 | | | | 1 | | | 11 | | 1 |
| 17-Jun | Fri | Forest Hills concert loading | | | | | | | 12 | | | 12 | | |
| 24-Jun | Fri | NYAR train derailed east of Ronkonkoma | | 1 | | | 1 | | 1 | 8 | | 1 | 10 | |
| 25-Jun | Sat | Track condition east of Plandome Station | | | | | | | 2 | 4 | 20 | 2 | 4 | 20 |
| 25-Jun | Sat | Amtrak Supervisory System trouble | | | | | | | 15 | | | 15 | | |
| 26-Jun | Sun | Track condition east of Plandome Station | | | | | | | 1 | | 40 | 1 | | 40 |
| 29-Jun | Wed | Train 1637 held at Carle Place station for police assistance | | | | | | | 8 | 2 | | 8 | 2 | |
| TOTAL FOR MONTH | | | 10 | 1 | 1 | 12 | 10 | 2 | 84 | 18 | 64 | 106 | 29 | 67 |
| | | | | | | | | | | | | 202 | | |

Long Island Rail Road

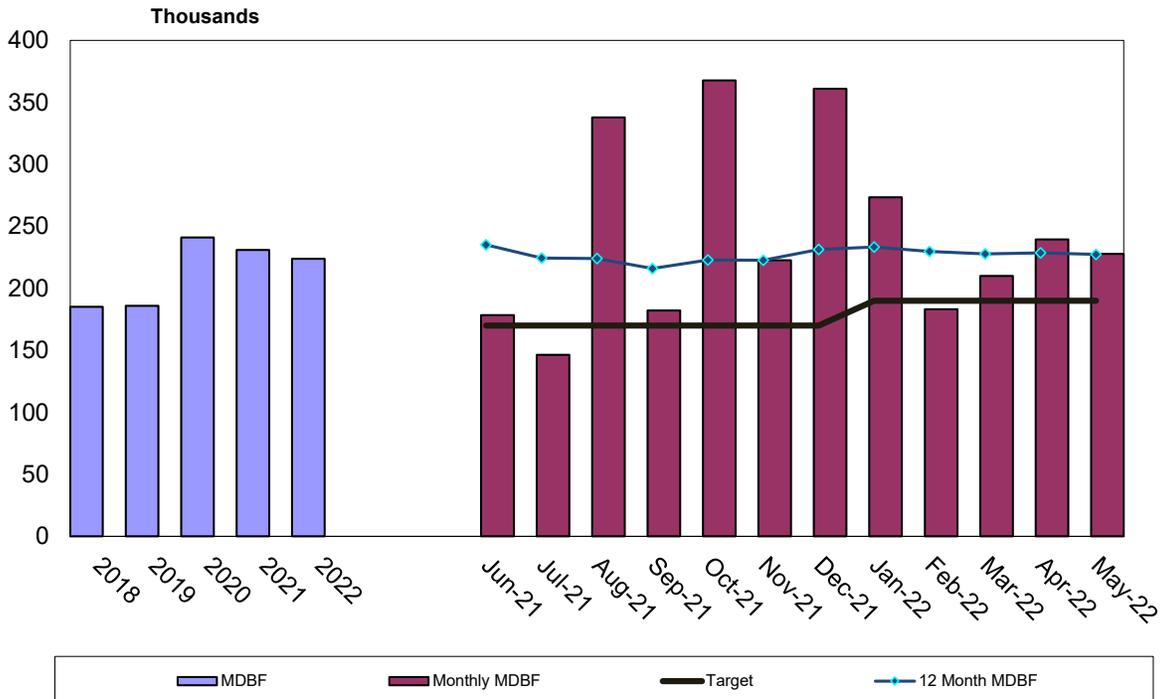
MEAN DISTANCE BETWEEN FAILURES - MAY 2022

| | Equip-ment Type | Total Fleet Owned | 2022 Data | | | | | 2021 Data | | |
|---------------------------------------|-----------------|-------------------|-------------------|------------------|-----------------------------|---------------------------|-----------------------------------|------------------|-----------------------------|---------------------------|
| | | | MDBF Goal (miles) | May MDBF (miles) | May No. of Primary Failures | YTD MDBF thru May (miles) | 12 month Rolling Avg MDBF (miles) | May MDBF (miles) | May No. of Primary Failures | YTD MDBF thru May (miles) |
| Mean Distance Between Failures | M-3 | 110 | 60,000 | 0 | 0 | 0 | - | 0 | 0 | - |
| | M-7 | 836 | 360,000 | 390,506 | 12 | 409,480 | 409,407 | 399,899 | 10 | 396,629 |
| | M-9 | 126 | 180,000 | 289,293 | 2 | 224,160 | 260,119 | 171,981 | 2 | 171,797 |
| | C-3 | 134 | 103,000 | 89,162 | 8 | 119,932 | 124,533 | 670,726 | 1 | 216,726 |
| | DE | 24 | 19,000 | 85,314 | 1 | 26,581 | 23,010 | 14,167 | 5 | 16,344 |
| | DM | 21 | 19,000 | 21,380 | 4 | 20,912 | 22,804 | 27,024 | 3 | 25,839 |
| | Diesel | 179 | 51,000 | 68,010 | 13 | 67,198 | 67,327 | 91,403 | 9 | 74,920 |
| | Fleet | 1,251 | 190,000 | 227,733 | 27 | 223,870 | 227,323 | 245,980 | 21 | 233,485 |

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 JUNE 2022

Standee Report

East Of Jamaica

| | | 2022 Data | |
|----------------------|-------------------------------|-------------------------|----------|
| | | June | |
| | | 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 JUNE 2022

Standee Report

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

Definitions

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

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

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

Note: These statistics do not include the effects of daily ridership variation or uneven distributor 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 APRIL 2022**

| Elevator Availability | | 2022 | | 2021 | |
|------------------------------|-------------------------------|--------------|---------------------|--------------|---------------------|
| | | April | Year to Date | April | Year to Date |
| Branch | Babylon Branch | 99.4% | 99.4% | 99.5% | 99.3% |
| | Far Rockaway Branch | 99.5% | 99.3% | 99.0% | 99.3% |
| | Hempstead Branch | 99.5% | 98.5% | 99.4% | 99.6% |
| | Long Beach Branch | 99.2% | 99.5% | 99.7% | 99.6% |
| | Port Jefferson Branch | 99.2% | 98.4% | 99.6% | 99.1% |
| | Port Washington Branch | 99.3% | 99.2% | 98.9% | 98.9% |
| | Ronkonkoma Branch | 99.2% | 99.2% | 99.3% | 99.3% |
| | City Terminal Branch | 99.5% | 99.2% | 97.1% | 96.5% |
| | Overall Average | 99.3% | 99.0% | 98.7% | 98.5% |

| Escalator Availability | | 2022 | | 2021 | |
|-------------------------------|------------------------------|--------------|---------------------|--------------|---------------------|
| | | April | Year to Date | April | Year to Date |
| Branch | Babylon Branch | 91.2% | 92.0% | 96.7% | 97.3% |
| | Far Rockaway Branch | 99.0% | 95.0% | 91.1% | 84.6% |
| | Hempstead Branch | 99.1% | 97.5% | 98.9% | 98.9% |
| | Long Beach Branch | 97.9% | 97.8% | 97.4% | 98.3% |
| | Port Jefferson Branch | 96.3% | 97.5% | 99.0% | 97.9% |
| | City Terminal Branch | 93.8% | 95.1% | 94.4% | 93.3% |
| | Overall Average | 93.8% | 94.2% | 95.7% | 95.1% |

Long Island Rail Road Performance Metrics Report

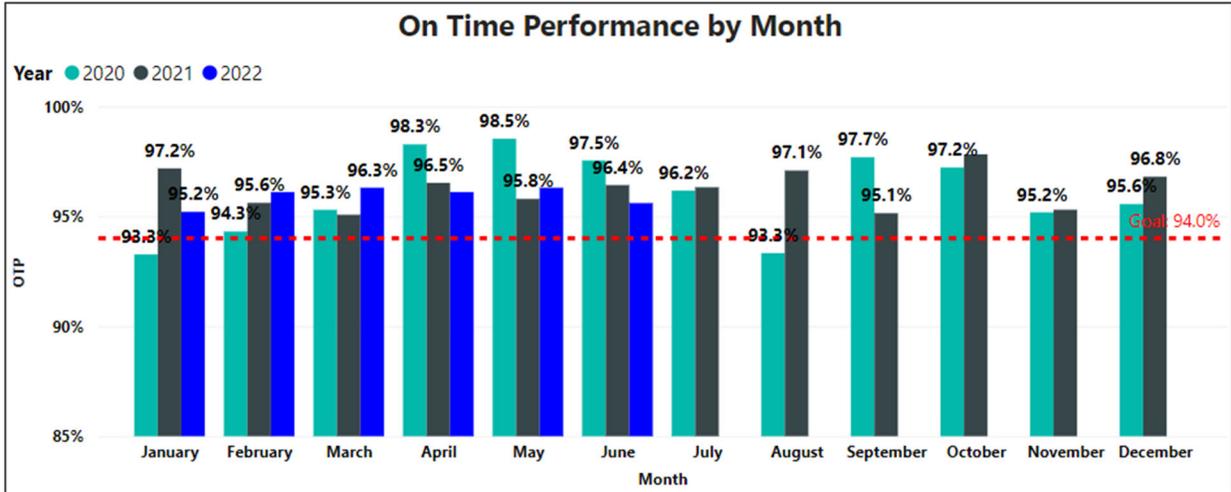




On Time Performance

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

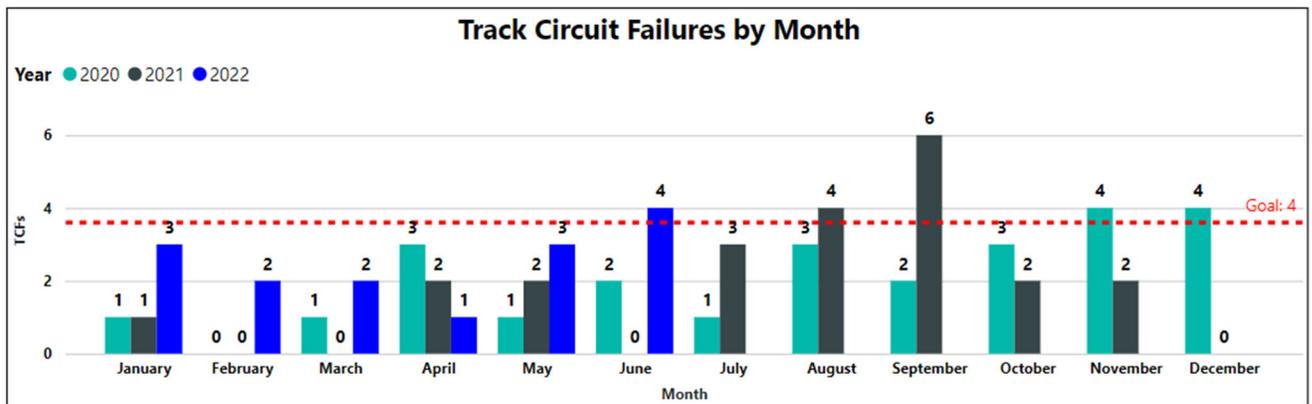
| | 2022 | | 2021 | |
|-------|-------|-------|-------|-------|
| Goal | June | YTD | June | YTD |
| 94.0% | 95.6% | 96.1% | 96.4% | 96.1% |



Number of Track Circuit Failures

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

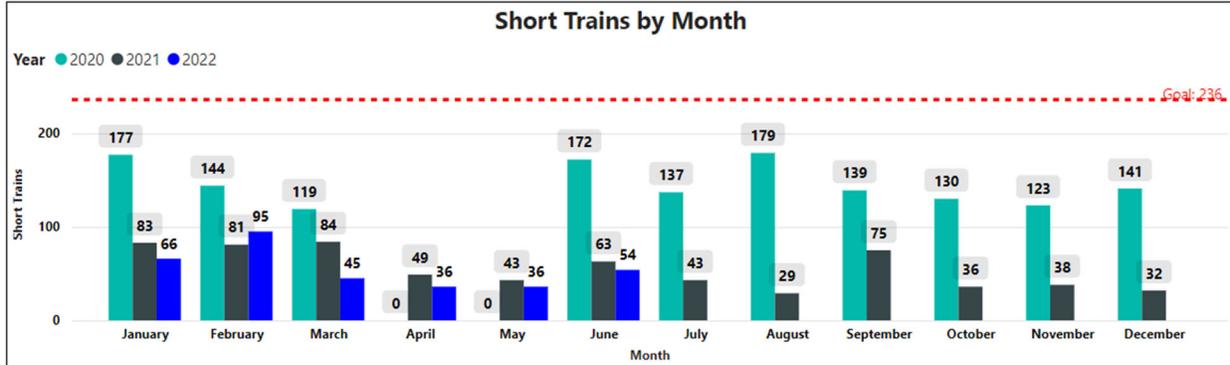
| | 2022 | | 2021 | |
|-------------|------|-----|------|-----|
| Goal | June | YTD | June | YTD |
| 48 annually | 4 | 15 | 0 | 5 |



Number of Short Trains*

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

| Goal | 2022 | | 2021 | |
|----------------|------|-----|------|-----|
| | June | YTD | June | YTD |
| 2,828 annually | 54 | 332 | 63 | 403 |



* The LIRR did not record any short trains in June or June 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

June 2022



Mike Reilly

Acting 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.

June 2022 Highlights

- Total revenue of \$440.9 million was \$(35.3) million lower than the budget. This was primarily due to lower farebox revenue, partially offset by the timing of capital & other reimbursements, and higher other operating revenue.
- Through June ridership was 23.8 million, which was 79.8% above 2021 and (46.7)% below 2019 pre-COVID levels (adjusted for the same number of work days), and (17.7)% below the budget. Commutation ridership of 9.6 million was 138.0% above 2021 and (41.8%) below the budget. Non-Commutation ridership of 14.2 million was 54.5% above 2021 and 14.0% above the budget. Consequently, farebox revenue of \$204.8 million was \$(39.0) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$1,014.4 million were \$57.1 million or 5.3% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, lower overtime, OPEB current, the timing of pension payments, material usage, maintenance contracts, professional service contracts, lower other business expenses, and insurance, partially offset by higher FELA indemnity reserves, fuel, and electric costs.

Financial results for June 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 | \$476.2 | \$440.9 | (\$35.3) |
| Total Expenses Before Non-Cash Liabilities | 1,071.5 | 1,014.4 | 57.1 |
| Net Surplus/(Deficit) Before Non-Cash Liabilities | (\$595.3) | (\$573.5) | \$21.8 |
| Other Non-Cash Liabilities | 217.0 | 246.9 | (29.9) |
| Net Surplus/(Deficit) After Non-Cash Liabilities | (\$812.3) | (\$820.4) | (\$8.0) |
| Cash Adjustments | 244.7 | 325.7 | 81.0 |
| Net Cash Surplus/(Deficit) | (\$567.6) | (\$494.7) | \$72.9 |

NON-REIMBURSABLE SUMMARY

June operating results were unfavorable by (\$8.0) million or (1.0%) lower than the budget.

Non-Reimbursable revenues through June were \$(36.7) million unfavorable to the budget. Farebox Revenue was unfavorable due to lower ridership, partially offset by higher yield per passenger. Total Non-Reimbursable expenses were \$28.6 million favorable primarily due to vacant positions and associated fringe costs, overtime, OPEB Current, the timing of pension payments, material usage, maintenance contracts, professional service contracts, and lower business expense, partially offset by higher FELA indemnity reserves, electric, fuel, and depreciation.

June capital and other reimbursable expenditures (and reimbursements) were \$1.4 higher than the budget due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

June **Total Revenues** (including Capital and Other Reimbursements) of \$440.9 were \$(35.3) or (7.4)% unfavorable to the budget.

- **Farebox Revenues** were \$(39.0) unfavorable to the budget due to lower ridership, partially offset by higher yield per passenger. Ridership through June was 23.8 million. This was 79.8% higher than 2021 (adjusted for the same number of calendar work days) and (17.7)% lower than the budget.
- **Other Operating Revenues** were \$2.4 favorable to the budget due to higher rental and miscellaneous revenue, partially offset by lower advertising.
- **Capital and Other Reimbursements** were \$1.4 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

June **Total Expenses** (including depreciation and other) of \$1,261.3 were favorable to the budget by \$27.3 or 2.1%.

Labor Expenses, \$50.7 favorable.

- **Payroll**, \$33.0 favorable (primarily vacant positions).
- **Overtime**, \$4.8 favorable (primarily timing of reimbursable project activity, and lower programmatic/routine maintenance and scheduled/unscheduled service, partially offset by vacancy/absentee coverage, unscheduled maintenance and weather emergencies).
- **Health & Welfare**, \$4.8 favorable (vacant positions, partially offset by higher rates).
- **OPEB Current Payment**, \$6.8 favorable (fewer retirees/beneficiaries than projected, partially offset by higher rates).
- **Pensions**, \$4.2 favorable (timing of pension payments).
- **Other Fringe**, (\$2.9) unfavorable (primarily higher FELA indemnity reserves and Railroad Unemployment Insurance, partially offset by lower Railroad Retirement Taxes due to vacant positions).

Non-Labor Expenses, \$6.4 favorable.

- **Electric Power**, (\$5.8) unfavorable (primarily due to higher rates, partially offset by lower consumption).
- **Fuel**, (\$6.9) unfavorable (higher rates and consumption).
- **Insurance**, \$1.7 favorable (lower force account, liability, and property insurance).
- **Claims**, \$0.4 favorable (primarily lower reserves).
- **Maintenance and Other Operating Contracts**, \$6.6 favorable (primarily due to the timing of Moynihan Train Hall payments, parking garage invoices, vehicle purchases, uniforms, security system services, and lower bussing and real estate rental costs, partially offset by the timing of capital project activity, higher equipment leases and rentals, and snow removal).

- **Professional Services**, \$1.7 favorable (primarily due to the timing of professional service contracts, and lower MTA chargebacks, partially offset by the timing of capital project activity).
- **Materials and Supplies**, \$6.2 favorable (primarily due to the timing of modifications and RCM activity for revenue fleet, partially offset by the timing of capital project activity).
- **Other Business Expenses**, \$2.6 favorable (primarily due to the reduction of bad debt reserves, higher restitution on property damage and lower credit card processing fees, office supplies, travel meetings and conventions, employee tuition reimbursement and miscellaneous expenses).

Depreciation and Other, \$(29.9) unfavorable (primarily depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through June of (\$494.7) was \$72.9 favorable to the budget due to the timing and lower expenditures, partially offset by lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The June Farebox Operating Ratio was 28.9%, 3.0 percentage points below the budget resulting from higher expenses, and lower farebox revenue.
- The June Adjusted Farebox Operating Ratio was 32.9%, which is below the budget resulting from higher expenses, and lower farebox revenue.
- The June Adjusted Cost per Passenger was \$28.39, which is higher than the budget due to higher expenses, and lower ridership.
- The June Revenue per Passenger was \$8.80 which is higher than the budget due to higher yield per passenger.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
JUNE 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 | \$46.776 | \$42.681 | (\$4.095) | (8.8) | \$0.000 | \$0.000 | \$0.000 | - | \$46.776 | \$42.681 | (\$4.095) | (8.8) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 2.512 | 2.599 | 0.088 | 3.5 | 0.000 | 0.000 | 0.000 | - | 2.512 | 2.599 | 0.088 | 3.5 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 40.195 | 33.223 | (6.971) | (17.3) | 40.195 | 33.223 | (6.971) | (17.3) |
| Total Revenue | \$49.288 | \$45.281 | (\$4.007) | (8.1) | \$40.195 | \$33.223 | (\$6.971) | (17.3) | \$89.483 | \$78.504 | (\$10.978) | (12.3) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$52.654 | \$53.594 | (\$0.940) | (1.8) | \$12.862 | \$9.288 | \$3.574 | 27.8 | \$65.516 | \$62.882 | \$2.634 | 4.0 |
| Overtime | 12.205 | 10.972 | 1.233 | 10.1 | 6.513 | 3.164 | 3.349 | 51.4 | 18.718 | 14.136 | 4.582 | 24.5 |
| Health and Welfare | 10.639 | 11.017 | (0.378) | (3.5) | 3.563 | 2.487 | 1.077 | 30.2 | 14.203 | 13.503 | 0.699 | 4.9 |
| OPEB Current Payment | 6.700 | 5.535 | 1.165 | 17.4 | 0.000 | 0.000 | 0.000 | - | 6.700 | 5.535 | 1.165 | 17.4 |
| Pensions | 13.617 | 14.315 | (0.698) | (5.1) | 5.790 | 4.477 | 1.313 | 22.7 | 19.406 | 18.792 | 0.614 | 3.2 |
| Other Fringe Benefits | 14.055 | 15.678 | (1.623) | (11.5) | 3.644 | 2.562 | 1.082 | 29.7 | 17.699 | 18.241 | (0.541) | (3.1) |
| Reimbursable Overhead | (2.848) | (3.052) | 0.204 | 7.2 | 2.848 | 3.052 | (0.204) | (7.2) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$107.022 | \$108.058 | (\$1.036) | (1.0) | \$35.220 | \$25.030 | \$10.190 | 28.9 | \$142.242 | \$133.088 | \$9.154 | 6.4 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$7.893 | \$7.929 | (\$0.036) | (0.5) | \$0.024 | \$0.025 | (\$0.001) | (2.3) | \$7.917 | \$7.954 | (\$0.037) | (0.5) |
| Fuel | 1.675 | 3.627 | (1.952) | * | 0.000 | 0.000 | 0.000 | - | 1.675 | 3.627 | (1.952) | * |
| Insurance | 2.011 | 1.799 | 0.213 | 10.6 | 0.754 | 0.611 | 0.143 | 19.0 | 2.766 | 2.410 | 0.356 | 12.9 |
| Claims | 0.390 | 0.307 | 0.083 | 21.2 | 0.000 | 0.000 | 0.000 | - | 0.390 | 0.307 | 0.083 | 21.2 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 8.640 | 6.642 | 1.998 | 23.1 | 1.489 | 3.262 | (1.773) | * | 10.128 | 9.904 | 0.224 | 2.2 |
| Professional Service Contracts | 3.589 | 3.454 | 0.135 | 3.8 | 0.061 | 0.355 | (0.294) | * | 3.650 | 3.809 | (0.159) | (4.4) |
| Materials & Supplies | 12.982 | 14.028 | (1.046) | (8.1) | 2.596 | 3.853 | (1.256) | (48.4) | 15.579 | 17.881 | (2.303) | (14.8) |
| Other Business Expenses | 1.695 | 1.404 | 0.291 | 17.2 | 0.049 | 0.087 | (0.038) | (76.7) | 1.744 | 1.491 | 0.253 | 14.5 |
| Total Non-Labor Expenses | \$38.876 | \$39.191 | (\$0.316) | (0.8) | \$4.975 | \$8.193 | (\$3.219) | (64.7) | \$43.850 | \$47.385 | (\$3.534) | (8.1) |
| <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 | \$145.898 | \$147.249 | (\$1.352) | (0.9) | \$40.195 | \$33.223 | \$6.971 | 17.3 | \$186.092 | \$180.473 | \$5.620 | 3.0 |
| Depreciation | \$35.086 | \$39.778 | (\$4.692) | (13.4) | \$0.000 | \$0.000 | \$0.000 | - | \$35.086 | \$39.778 | (\$4.692) | (13.4) |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.167 | 0.218 | (0.051) | (30.5) | 0.000 | 0.000 | 0.000 | - | 0.167 | 0.218 | (0.051) | (30.5) |
| Total Expenses | \$181.150 | \$187.245 | (\$6.094) | (3.4) | \$40.195 | \$33.223 | \$6.971 | 17.3 | \$221.345 | \$220.468 | \$0.877 | 0.4 |
| Net Surplus/(Deficit) | (\$131.862) | (\$141.964) | (\$10.101) | (7.7) | \$0.000 | \$0.000 | \$0.000 | - | (\$131.862) | (\$141.964) | (\$10.101) | (7.7) |
| <i>Cash Conversion Adjustments</i> | | | | | | | | | | | | |
| Depreciation | \$35.086 | \$39.778 | \$4.692 | 13.4 | \$0.000 | \$0.000 | \$0.000 | - | 35.086 | \$39.778 | \$4.692 | 13.4 |
| Operating/Capital | (0.719) | (0.666) | 0.053 | 7.3 | 0.000 | 0.000 | 0.000 | - | (0.719) | (0.666) | 0.053 | 7.3 |
| Other Cash Adjustments | (16.067) | (18.917) | (2.850) | (17.7) | 0.000 | 0.000 | 0.000 | - | (16.067) | (18.917) | (2.850) | (17.7) |
| Total Cash Conversion Adjustments | \$18.300 | \$20.194 | \$1.894 | 10.4 | \$0.000 | \$0.000 | \$0.000 | - | \$18.300 | \$20.194 | \$1.894 | 10.4 |
| Net Cash Surplus/(Deficit) | (\$113.562) | (\$121.769) | (\$8.207) | (7.2) | \$0.000 | \$0.000 | \$0.000 | - | (\$113.562) | (\$121.769) | (\$8.207) | (7.2) |

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.

TABLE 2

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

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|--------------------|--------------------|--|--------------------------|------------------|------------------|--|--------------------------|--------------------|--------------------|--|--------------------------|
| | Budget | Actual | Favorable (Unfavorable) Variance | Percent (Unfavorable) | Budget | Actual | Favorable (Unfavorable) Variance | Percent (Unfavorable) | Budget | Actual | Favorable (Unfavorable) Variance | Percent (Unfavorable) |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$243.787 | \$204.753 | (\$39.035) | (16.0) | \$0.000 | \$0.000 | \$0.000 | - | \$243.787 | \$204.753 | (\$39.035) | (16.0) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 13.438 | 15.805 | 2.368 | 17.6 | 0.000 | 0.000 | 0.000 | - | 13.438 | 15.805 | 2.368 | 17.6 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 218.984 | 220.346 | 1.362 | 0.6 | 218.984 | 220.346 | 1.362 | 0.6 |
| Total Revenue | \$257.225 | \$220.558 | (\$36.667) | (14.3) | \$218.984 | \$220.346 | \$1.362 | 0.6 | \$476.209 | \$440.904 | (\$35.305) | (7.4) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$304.193 | \$280.139 | \$24.054 | 7.9 | \$76.039 | \$67.104 | \$8.935 | 11.7 | \$380.232 | \$347.243 | \$32.989 | 8.7 |
| Overtime | 70.883 | 70.050 | 0.833 | 1.2 | 28.868 | 24.864 | 4.004 | 13.9 | 99.751 | 94.915 | 4.837 | 4.8 |
| Health and Welfare | 65.343 | 63.140 | 2.203 | 3.4 | 19.738 | 17.099 | 2.639 | 13.4 | 85.081 | 80.239 | 4.842 | 5.7 |
| OPEB Current Payment | 40.201 | 33.407 | 6.793 | 16.9 | 0.000 | 0.000 | 0.000 | - | 40.201 | 33.407 | 6.793 | 16.9 |
| Pensions | 84.367 | 79.562 | 4.806 | 5.7 | 32.069 | 32.688 | (0.619) | (1.9) | 116.437 | 112.250 | 4.187 | 3.6 |
| Other Fringe Benefits | 85.102 | 90.508 | (5.405) | (6.4) | 20.184 | 17.723 | 2.460 | 12.2 | 105.286 | 108.231 | (2.945) | (2.8) |
| Reimbursable Overhead | (14.981) | (23.212) | 8.231 | 54.9 | 14.981 | 23.212 | (8.231) | (54.9) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$635.109 | \$593.593 | \$41.515 | 6.5 | \$191.879 | \$182.692 | \$9.187 | 4.8 | \$826.988 | \$776.285 | \$50.702 | 6.1 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$41.059 | \$46.858 | (\$5.799) | (14.1) | \$0.129 | \$0.148 | (\$0.019) | (14.6) | \$41.188 | \$47.005 | (\$5.818) | (14.1) |
| Fuel | 10.609 | 17.466 | (6.857) | (64.6) | 0.000 | 0.000 | 0.000 | - | 10.609 | \$17.466 | (6.857) | (64.6) |
| Insurance | 11.429 | 10.831 | 0.598 | 5.2 | 3.941 | 2.829 | 1.111 | 28.2 | 15.370 | \$13.660 | 1.709 | 11.1 |
| Claims | 2.341 | 1.978 | 0.363 | 15.5 | 0.000 | 0.000 | 0.000 | - | 2.341 | \$1.978 | 0.363 | 15.5 |
| 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 | 44.957 | 34.848 | 10.109 | 22.5 | 7.854 | 11.391 | (3.537) | (45.0) | 52.811 | \$46.239 | 6.572 | 12.4 |
| Professional Service Contracts | 21.415 | 18.112 | 3.304 | 15.4 | 0.350 | 1.956 | (1.605) | * | 21.765 | \$20.067 | 1.698 | 7.8 |
| Materials & Supplies | 77.790 | 65.234 | 12.557 | 16.1 | 14.558 | 20.929 | (6.371) | (43.8) | 92.348 | \$86.162 | 6.186 | 6.7 |
| Other Business Expenses | 7.828 | 5.130 | 2.698 | 34.5 | 0.274 | 0.401 | (0.128) | (46.7) | 8.102 | \$5.532 | 2.570 | 31.7 |
| Total Non-Labor Expenses | \$217.429 | \$200.457 | \$16.972 | 7.8 | \$27.105 | \$37.654 | (\$10.549) | (38.9) | \$244.533 | \$238.111 | \$6.423 | 2.6 |
| 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 | \$852.537 | \$794.050 | \$58.487 | 6.9 | \$218.984 | \$220.346 | (\$1.362) | (0.6) | \$1,071.521 | \$1,014.396 | \$57.125 | 5.3 |
| Depreciation | \$216.016 | \$245.232 | (29.216) | (13.5) | \$0.000 | \$0.000 | \$0.000 | - | \$216.016 | \$245.232 | (\$29.216) | (13.5) |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 1.000 | 1.646 | (0.646) | (64.6) | 0.000 | 0.000 | 0.000 | - | 1.000 | 1.646 | (0.646) | (64.6) |
| Total Expenses | \$1,069.553 | \$1,040.928 | \$28.625 | 2.7 | \$218.984 | \$220.346 | (\$1.362) | (0.6) | \$1,288.537 | \$1,261.274 | \$27.263 | 2.1 |
| Net Surplus/(Deficit) | (\$812.329) | (\$820.370) | (\$8.042) | (1.0) | \$0.000 | \$0.000 | \$0.000 | - | (\$812.329) | (\$820.370) | (\$8.042) | (1.0) |
| <i>Cash Conversion Adjustments</i> | | | | | | | | | | | | |
| Depreciation | \$216.016 | \$245.232 | \$29.216 | 13.5 | \$0.000 | \$0.000 | \$0.000 | - | 216.016 | \$245.232 | \$29.216 | 13.5 |
| Operating/Capital | (3.058) | (3.489) | (0.431) | (14.1) | 0.000 | 0.000 | 0.000 | - | (3.058) | (3.489) | (0.431) | (14.1) |
| Other Cash Adjustments | 31.746 | 83.950 | 52.204 | * | 0.000 | 0.000 | 0.000 | - | 31.746 | 83.950 | 52.204 | * |
| Total Cash Conversion Adjustments | \$244.705 | \$325.694 | \$80.989 | 33.1 | \$0.000 | \$0.000 | \$0.000 | - | \$244.705 | \$325.694 | \$80.989 | 33.1 |
| Net Cash Surplus/(Deficit) | (\$567.624) | (\$494.676) | \$72.948 | 12.9 | \$0.000 | \$0.000 | \$0.000 | - | (\$567.624) | (\$494.676) | \$72.948 | 12.9 |

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. | JUNE 2022 | | Reason for Variance | Year-To-Date JUNE 2022 | | Reason for Variance |
|-------------------------------------|----------------------|-----------------------------------|--------|---|-----------------------------------|--------|--|
| | | Favorable/ (Unfavorable) Variance | | | Favorable/ (Unfavorable) Variance | | |
| | | \$ | % | | \$ | % | |
| Revenue | | | | | | | |
| Farebox Revenue | Non Reimb. | (4.095) | (8.8) | Lower ridership \$(5.794), partially offset by higher yield per passenger \$1.699. | (39.035) | (16.0) | Lower ridership \$(43.098), partially offset by higher yield per passenger \$4.064. |
| Other Operating Revenue | Non Reimb. | 0.088 | 3.5 | Primarily due to the timing of rental revenue, partially offset by timing of advertising and miscellaneous revenue. | 2.368 | 17.6 | Primarily due to higher rental and miscellaneous revenue, partially offset by lower advertising. |
| Capital & Other Reimbursements | Reimb. | (6.971) | (17.3) | Primarily due to the timing of capital project activity and interagency reimbursements. | 1.362 | 0.6 | Primarily due to the timing of capital project activity and interagency reimbursements. |
| Expenses | | | | | | | |
| Payroll | Non Reimb. | (0.940) | (1.8) | Primarily miscellaneous payroll and other payroll adjustments, partially offset by savings due to vacant positions. | 24.054 | 7.9 | Primarily vacant positions. |
| | Reimb. | 3.574 | 27.8 | | 8.935 | 11.7 | Primarily due to the timing of project activity. |
| Overtime | Non Reimb. | 1.233 | 10.1 | Primarily lower programmatic/routine maintenance and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage and unscheduled maintenance. | 0.833 | 1.2 | Primarily lower programmatic/routine maintenance, scheduled/unscheduled service, partially offset by vacancy/absentee coverage, unscheduled maintenance and weather emergencies. |
| | Reimb. | 3.349 | 51.4 | | 4.004 | 13.9 | Primarily due to the timing of project activity. |
| Health and Welfare | Non Reimb. | (0.378) | (3.5) | Primarily higher rates, partially offset by vacant positions. | 2.203 | 3.4 | Primarily vacant positions, partially offset by higher rates. |
| | Reimb. | 1.077 | 30.2 | | 2.639 | 13.4 | Primarily due to the timing of project activity. |
| OPEB Current Payment | Non Reimb. | 1.165 | 17.4 | Fewer retirees/beneficiaries, partially offset by higher rates. | 6.793 | 16.9 | Fewer retirees/beneficiaries, partially offset by higher rates. |

**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. | JUNE 2022 | | Reason for Variance | Year-To-Date JUNE 2022 | | Reason for Variance |
|-------------------------------------|----------------------|-----------------------------------|--------|--|-----------------------------------|--------|--|
| | | Favorable/ (Unfavorable) Variance | | | Favorable/ (Unfavorable) Variance | | |
| | | \$ | % | | \$ | % | |
| Pensions | Non Reimb. | (0.698) | (5.1) | Timing of pension payments and the estimated percentage of pension allocated to reimbursable was over-estimated. | 4.806 | 5.7 | Timing of pension payments and the estimated percentage of pension allocated to reimbursable was under-estimated. |
| | Reimb. | 1.313 | 22.7 | | (0.619) | (1.9) | |
| Other Fringe Benefits | Non Reimb. | (1.623) | (11.5) | Primarily due to timing of FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes due to vacant positions. | (5.405) | (6.4) | Primarily higher FELA indemnity reserves and Railroad Unemployment Insurance, partially offset by lower Railroad Retirement Taxes due to vacant positions. |
| | Reimb. | 1.082 | 29.7 | | 2.460 | 12.2 | |
| Reimbursable Overhead | Non Reimb. | 0.204 | 7.2 | Primarily due to the timing of project activity. | 8.231 | 54.9 | Primarily due to the timing of project activity. |
| | Reimb. | (0.204) | (7.2) | | (8.231) | (54.9) | |
| Electric Power | Non Reimb. | (0.036) | (0.5) | | (5.799) | (14.1) | Primarily due to higher rates, partially offset by lower consumption. |
| | Reimb. | (0.001) | (2.3) | | (0.019) | (14.6) | |
| Fuel | Non Reimb. | (1.952) | * | Higher rates and consumption. | (6.857) | (64.6) | Higher rates and consumption. |
| Insurance | Non Reimb. | 0.213 | 10.6 | Lower liability and property insurance. | 0.598 | 5.2 | Lower liability and property insurance. |
| | Reimb. | 0.143 | 19.0 | | 1.111 | 28.2 | |
| Claims | Non Reimb. | 0.083 | 21.2 | Primarily due to lower reserves. | 0.363 | 15.5 | Primarily due to lower reserves. |

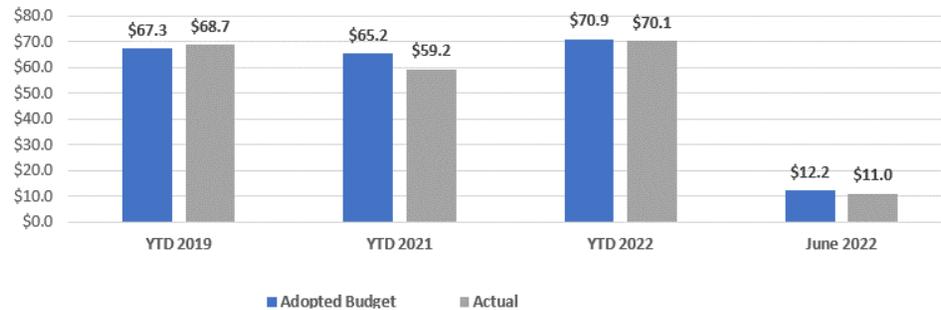
**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | JUNE 2022 | | Reason for Variance | Year-To-Date JUNE 2022 | | Reason for Variance |
|---|----------------------|-----------------------------------|--------|---|-----------------------------------|--------|---|
| | | Favorable/ (Unfavorable) Variance | | | Favorable/ (Unfavorable) Variance | | |
| | | \$ | % | | \$ | % | |
| Maintenance & Other Operating Contracts | Non Reimb. | 1.998 | 23.1 | Primarily due to the timing of Moynihan Train hall payments, hazardous waste cleanups, maintenance and other repairs, tvm maintenance, parking garage invoices, and security services, partially offset by higher escalator & elevator maintenance, equipment rentals and uniforms. | 10.109 | 22.5 | Primarily due to the timing of Moynihan Train Hall payments, parking garage invoices, vehicle purchases, uniforms, security system services, and lower bussing and real estate rental costs, partially offset by higher equipment leases and rentals, and snow removal. |
| | Reimb. | (1.773) | * | Primarily due to the timing of project activity. | (3.537) | (45.0) | Primarily due to the timing of project activity. |
| Professional Service Contracts | Non Reimb. | 0.135 | 3.8 | Primarily due to the timing of professional service contracts, and lower MTA chargebacks. | 3.304 | 15.4 | Primarily due to the timing of professional service contracts, and lower MTA chargebacks. |
| | Reimb. | (0.294) | * | Primarily due to the timing of project activity. | (1.605) | * | Primarily due to the timing of project activity. |
| Materials & Supplies | Non Reimb. | (1.046) | (8.1) | Primarily due to higher miscellaneous inventory adjustment, partially offset by lower material usage and invoices. | 12.557 | 16.1 | Primarily due to the timing of modifications and RCM activity for revenue fleet. |
| | Reimb. | (1.256) | (48.4) | Primarily due to the timing of project activity. | (6.371) | (43.8) | Primarily due to the timing of project activity. |
| Other Business Expenses | Non Reimb. | 0.291 | 17.2 | Primarily due to lower employee tuition reimbursement, office supplies, and print & stationery supplies. | 2.698 | 34.5 | Primarily due to the reduction of bad debt reserves, higher restitution on property damage and lower credit card processing fees, office supplies, travel meetings and conventions, employee tuition reimbursement and miscellaneous expenses. |
| | Reimb. | (0.038) | (76.7) | Primarily due to the timing of project activity. | (0.128) | (46.7) | Primarily due to the timing of project activity. |
| Depreciation | Non Reimb. | (4.692) | (13.4) | Based on certain capital assets being fully depreciated. | (29.216) | (13.5) | Based on certain capital assets being fully depreciated. |
| Environmental Remediation | Non Reimb. | (0.051) | (30.5) | | (0.646) | (64.6) | |

LONG ISLAND RAIL ROAD - NON-REIMBURSABLE OVERTIME OVERVIEW

- Increase of \$1.4M vs YTD 2019 due to higher vacancy/absentee coverage, sanitizing/cleaning costs and weather overtime, partially offset by lower Right of Way & Fleet maintenance and scheduled/unscheduled train service.
- Increase of \$10.9M vs YTD 2021 due to higher Fleet & Right of Way maintenance, vacancy/absentee coverage and scheduled service, partially offset by lower sanitizing/cleaning and unscheduled service.
- Underspend of \$0.8M vs YTD 2022 Adopted Budget due to lower unscheduled/scheduled train service and Fleet maintenance, partially offset by higher Right of Way maintenance, vacancy/absentee coverage, weather overtime and sanitizing/cleaning costs.
- Underspend of \$1.2M vs 2022 Adopted Budget - June (Month only) due to lower Fleet & Right of Way maintenance, partially offset by higher vacancy/absentee coverage and sanitizing/cleaning costs.

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



Agency Detail

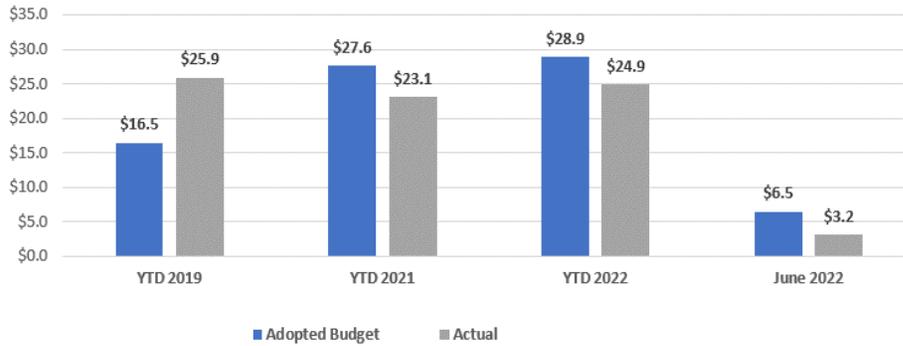
- **Maintenance of Equipment:**
 - Maintenance of Equipment Overtime of \$38.2M is 55% of 2022 YTD Actuals.
 - \$4.1M unfavorable vs YTD Adopted Budget driven by higher vacancy/absentee coverage, sanitizing/cleaning costs and weather overtime, partially offset by lower Fleet maintenance.
- **Maintenance of Way (MOW):**
 - MOW of \$12.0M is 17% of 2022 YTD Actuals.
 - \$0.7M unfavorable vs YTD Adopted Budget driven by higher Right of Way Maintenance and weather overtime, partially offset by lower accrual & pay rate differences.
- **Transportation:**
 - Transportation Overtime of \$16.5M is 24% of 2022 YTD Actuals.
 - \$4.3M favorable vs YTD Adopted Budget driven by lower unscheduled service as a result less incidents, vacancy/absentee coverage related to current train service plan and lower accrual & pay rate differences.
- **Stations:**
 - Stations Overtime of \$2.3M is 3% of 2022 YTD Actuals.
 - \$1.4M favorable vs YTD Adopted Budget driven by lower vacancy/absentee coverage and accrual & pay rate differences, partially offset by higher holiday overtime hours.
- Note that June YTD overtime actuals may be impacted by the Kronos timekeeping system outage.

LONG ISLAND RAIL ROAD - REIMBURSABLE OVERTIME

OVERVIEW

- Decrease of \$1.0M vs YTD 2019 mainly due to the reduction in the amount MOW and Transportation reimbursable overtime.
- Increase of \$1.8M vs YTD 2021 mainly due to MOW reimbursable project work required to be completed on overtime.
- Underspend of \$4.0M vs YTD 2022 Adopted Budget due to lower than planned reimbursable project work.
- Overspend of \$3.3M vs 2022 Adopted Budget June (Month only) due to higher than planned reimbursable project work.

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



Agency Detail

- **MOW:**
 - MOW Overtime of \$18.6M is 74% of 2022 YTD Actuals.
 - \$2.7M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements.
- **Transportation:**
 - Transportation Overtime of \$4.9M is 20% of 2022 YTD Actuals.
 - \$1.6M favorable vs YTD Adopted Budget driven by various capital project and other reimbursements related to flagging needs.
- **MOE**
 - MOE Overtime of \$0.9M is 4% of 2022 YTD Actuals.
 - \$0.2M favorable vs YTD Adopted Budget.
- **Stations**
 - Station Overtime of \$0.4M is 2% of 2022 YTD Actuals.
 - \$0.4M unfavorable vs YTD Adopted Budget.

- Note that June YTD overtime actuals may be impacted by the Kronos timekeeping system outage.

Table 4

| MTA LONG ISLAND RAIL ROAD | | | | | | | | |
|--|--------------------|--------------------|-------------------|---------------|--------------------|--------------------|-------------------|---------------|
| FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET | | | | | | | | |
| CASH RECEIPTS and EXPENDITURES | | | | | | | | |
| JUNE 2022 | | | | | | | | |
| (\$ in millions) | | | | | | | | |
| | Month | | | | Year-to-Date | | | |
| | Budget | Actual | Variance | Percent | Budget | Actual | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$47.582 | \$43.032 | (\$4.549) | (9.6) | \$247.987 | \$205.802 | (\$42.185) | (17.0) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 1.775 | 2.209 | 0.434 | 24.4 | 109.388 | 115.552 | 6.164 | 5.6 |
| Capital & Other Reimbursements | 44.677 | 17.868 | (26.809) | (60.0) | 179.786 | 152.082 | (27.704) | (15.4) |
| Total Receipts | \$94.034 | \$63.109 | (\$30.925) | (32.9) | \$537.161 | \$473.436 | (\$63.725) | (11.9) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$76.208 | \$68.347 | \$7.861 | 10.3 | \$380.726 | \$344.325 | \$36.402 | 9.6 |
| Overtime | 21.689 | 16.129 | 5.560 | 25.6 | 101.615 | 90.935 | 10.680 | 10.5 |
| Health and Welfare | 14.203 | 14.907 | (0.704) | (5.0) | 85.081 | 78.530 | 6.551 | 7.7 |
| OPEB Current Payment | 6.700 | 6.255 | 0.445 | 6.6 | 40.201 | 33.225 | 6.976 | 17.4 |
| Pensions | 19.406 | 18.792 | 0.614 | 3.2 | 116.437 | 112.989 | 3.448 | 3.0 |
| Other Fringe Benefits | 18.700 | 19.168 | (0.468) | (2.5) | 112.893 | 96.393 | 16.499 | 14.6 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | \$156.906 | \$143.598 | \$13.307 | 8.5 | \$836.952 | \$756.397 | \$80.555 | 9.6 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$7.917 | \$6.710 | \$1.207 | 15.2 | \$41.188 | \$45.873 | (\$4.685) | (11.4) |
| Fuel | 1.675 | 3.169 | (1.494) | (89.2) | 10.609 | 17.232 | (6.623) | (62.4) |
| Insurance | 2.624 | 6.857 | (4.233) | * | 18.245 | 4.633 | 13.611 | 74.6 |
| Claims | 0.154 | 0.223 | (0.068) | (44.2) | 0.926 | 0.509 | 0.417 | 45.0 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 10.128 | 10.726 | (0.597) | (5.9) | 52.811 | 48.196 | 4.615 | 8.7 |
| Professional Service Contracts | 4.285 | 0.496 | 3.790 | 88.4 | 14.940 | 7.619 | 7.322 | 49.0 |
| Materials & Supplies | 21.268 | 10.966 | 10.302 | 48.4 | 115.560 | 77.630 | 37.931 | 32.8 |
| Other Business Expenses | 1.832 | 1.658 | 0.173 | 9.5 | 9.355 | 7.707 | 1.648 | 17.6 |
| Total Non-Labor Expenditures | \$49.885 | \$40.804 | \$9.081 | 18.2 | \$263.633 | \$209.399 | \$54.234 | 20.6 |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | |
| Other | \$0.806 | \$0.477 | \$0.329 | 40.9 | \$4.200 | \$2.316 | \$1.883 | 44.8 |
| Total Other Expenditure Adjustments | \$0.806 | \$0.477 | \$0.329 | 40.9 | \$4.200 | \$2.316 | \$1.883 | 44.8 |
| Total Expenditures | \$207.596 | \$184.879 | \$22.717 | 10.9 | \$1,104.785 | \$968.112 | \$136.673 | 12.4 |
| Net Cash Surplus/(Deficit) | (\$113.562) | (\$121.769) | (\$8.207) | (7.2) | (\$567.624) | (\$494.676) | \$72.948 | 12.9 |
| MTA Subsidy | 156.497 | 62.962 | (93.536) | (59.8) | 610.559 | 381.698 | (228.861) | (37.5) |
| Cash Timing and Availability Adjustment | 0.003 | 67.070 | 67.068 | * | 0.000 | 121.241 | 121.241 | - |

Note: Totals may not add due to rounding

Table 6

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

| | Month | | | | Year-to-Date | | | |
|--|-------------------|-------------------|----------------------------|-------------|-------------------|------------------|----------------------------|---------------|
| | Budget | Actual | Favorable (Unfavorable) | | Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$0.806 | \$0.351 | (\$0.455) | (56.4) | \$4.200 | \$1.050 | (\$3.150) | (75.0) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | (0.737) | (0.391) | 0.346 | 47.0 | 95.951 | 99.747 | 3.796 | 4.0 |
| Capital & Other Reimbursements | 4.482 | (15.355) | (19.838) | * | (39.198) | (68.264) | (29.066) | (74.2) |
| Total Receipts | \$4.551 | (\$15.395) | (\$19.946) | * | \$60.952 | \$32.532 | (\$28.420) | (46.6) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | (\$10.692) | (\$5.466) | \$5.226 | 48.9 | (\$0.494) | \$2.919 | \$3.413 | * |
| Overtime | (2.971) | (1.993) | 0.977 | 32.9 | (1.864) | 3.979 | 5.843 | * |
| Health and Welfare | (0.000) | (1.403) | (1.403) | * | 0.000 | 1.709 | 1.709 | * |
| OPEB Current Payment | 0.000 | (0.720) | (0.720) | - | 0.000 | 0.182 | 0.182 | - |
| Pensions | 0.000 | 0.000 | 0.000 | - | 0.000 | (0.739) | (0.739) | * |
| Other Fringe Benefits | (1.001) | (0.927) | 0.074 | 7.3 | (7.607) | 11.837 | 19.444 | * |
| 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 | (\$14.663) | (\$10.510) | \$4.153 | 28.3 | (\$9.965) | \$19.888 | \$29.853 | * |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$0.000 | \$1.244 | \$1.244 | - | \$0.000 | \$1.132 | \$1.132 | - |
| Fuel | 0.000 | 0.458 | 0.458 | - | 0.000 | 0.234 | 0.234 | - |
| Insurance | 0.142 | (4.447) | (4.588) | * | (2.875) | 9.027 | 11.902 | * |
| Claims | 0.236 | 0.085 | (0.151) | (64.1) | 1.415 | 1.469 | 0.054 | 3.8 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 0.000 | (0.822) | (0.822) | * | 0.000 | (1.956) | (1.956) | * |
| Professional Service Contracts | (0.635) | 3.314 | 3.949 | * | 6.825 | 12.449 | 5.624 | 82.4 |
| Materials & Supplies | (5.690) | 6.916 | 12.605 | * | (23.212) | 8.533 | 31.745 | * |
| Other Business Expenses | (0.087) | (0.167) | (0.080) | (91.3) | (1.253) | (2.175) | (0.923) | (73.7) |
| Total Non-Labor Expenditures | (\$6.034) | \$6.581 | \$12.615 | * | (\$19.099) | \$28.712 | \$47.811 | * |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | |
| Other | (\$0.806) | (\$0.477) | \$0.329 | 40.9 | (\$4.200) | (\$2.316) | \$1.883 | 44.8 |
| Total Other Expenditure Adjustments | (\$0.806) | (\$0.477) | \$0.329 | 40.9 | (\$4.200) | (\$2.316) | \$1.883 | 44.8 |
| Total Expenditures | (\$21.504) | (\$4.406) | \$17.098 | 79.5 | (\$33.264) | \$46.284 | \$79.547 | * |
| Depreciation Adjustment | \$35.086 | \$39.778 | \$4.692 | 13.4 | \$216.016 | \$245.232 | \$29.216 | 13.5 |
| 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 | 0.218 | 0.051 | 30.5 | 1.000 | 1.646 | 0.646 | 64.6 |
| Total Expenditures After Non-Cash Liabilities | \$13.749 | \$35.589 | \$21.840 | * | \$183.752 | \$293.162 | \$109.409 | 59.5 |
| Total Cash Conversion Adjustments | \$18.300 | \$20.194 | \$1.894 | 10.4 | \$244.705 | \$325.694 | \$80.989 | 33.1 |

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 | JUNE 2022 | | | Year-To-Date as of JUNE 2022 | | |
|-------------------------------------|-----------------------------------|--------|---|-----------------------------------|--------|---|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Receipts | | | | | | |
| Farebox Revenue | (4.549) | (9.6) | Lower ridership \$(5.794), MetroCard/AirTrain sales \$(0.297) and advance sales impact \$(0.158), partially offset by higher yields \$1.699. | (42.185) | (17.0) | Lower ridership \$(43.098), MetroCard/AirTrain sales \$(1.794) and advance sales impact \$(1.356), partially offset by higher yields \$4.064. |
| Other Operating Revenue | 0.434 | 24.4 | Primarily due to the timing of freight revenue, partially offset by rental payments. | 6.164 | 5.6 | Primarily due to the timing of annual leased line rental revenue, miscellaneous revenue, and freight revenue. |
| Capital and Other Reimbursements | (26.809) | (60.0) | Timing of activity and reimbursement for capital and other reimbursements. | (27.704) | (15.4) | Timing of activity and reimbursement for capital and other reimbursements. |
| Expenditures | | | | | | |
| Labor: | | | | | | |
| Payroll | 7.861 | 10.3 | Primarily due to vacant positions and timing of payments. | 36.402 | 9.6 | Primarily due to vacant positions and timing of payments. |
| Overtime | 5.560 | 25.6 | Primarily lower programmatic/routine maintenance, scheduled/unscheduled service and project overtime, partially offset by higher vacancy/absentee coverage and unscheduled maintenance. | 10.680 | 10.5 | Primarily lower programmatic/routine maintenance, scheduled/unscheduled service and project overtime, partially offset by vacancy/absentee coverage, unscheduled maintenance and weather emergencies. |
| Health and Welfare | (0.704) | (5.0) | Primarily due to higher rates and the timing of payments, partially offset by savings due to vacant positions. | 6.551 | 7.7 | Primarily due to vacant positions, the timing of payments and intercompany reimbursements, partially offset by higher rates. |
| OPEB Current Payment | 0.445 | 6.6 | Fewer retirees/beneficiaries, partially offset by higher rates. | 6.976 | 17.4 | Fewer retirees/beneficiaries, partially offset by higher rates. |
| Pensions | 0.614 | 3.2 | Primarily due to the timing of pension payments and intercompany reimbursements. | 3.448 | 3.0 | Primarily due to the timing of pension payments and intercompany reimbursements. |
| Other Fringe Benefits | (0.468) | (2.5) | Primarily due to timing of FELA payments, partially offset by lower Railroad Retirement Taxes due to vacant positions. | 16.499 | 14.6 | Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments, partially offset by higher Railroad Unemployment Insurance and meal allowances. |

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 | JUNE 2022 | | | Year-To-Date as of JUNE 2022 | | |
|---|---|--------|--|---|--------|--|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Non-Labor: | | | | | | |
| Electric Power | 1.207 | 15.2 | Primarily due to timing of payments. | (4.685) | (11.4) | Primarily due to higher rates, partially offset by lower consumption. |
| Fuel | (1.494) | (89.2) | Primarily due to higher rates and consumption. | (6.623) | (62.4) | Primarily due to higher rates and consumption. |
| Insurance | (4.233) | * | Primarily due to the timing of insurance premium payments. | 13.611 | 74.6 | Primarily due to the timing of insurance premium payments. |
| Claims | (0.068) | (44.2) | Primarily timing of payments for claims | 0.417 | 45.0 | Primarily timing of payments for claims |
| Maintenance and Other Operating Contracts | (0.597) | (5.9) | Timing of payments. | 4.615 | 8.7 | Timing of payments. |
| Professional Service Contracts | 3.790 | 88.4 | Timing of payments. | 7.322 | 49.0 | Timing of payments. |
| Materials and Supplies | 10.302 | 48.4 | Primarily due to the timing of materials. | 37.931 | 32.8 | Primarily due to the timing of materials. |
| Other Business Expenses | 0.173 | 9.5 | Primarily due to lower employee tuition reimbursement, office supplies, and print & stationery supplies. | 1.648 | 17.6 | Primarily due to higher restitution on property damage, and lower credit card processing fees, office supplies, travel meetings and conventions, and miscellaneous expenses. |
| Other Expenditure Adjustments | 0.329 | 40.9 | Lower MetroCard/AirTrain pass through payments. | 1.883 | 44.8 | Lower MetroCard/AirTrain pass through payments. |

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

| | JUNE 2022 | | | | | | | JUNE YEAR TO DATE 2022 | | | | | | |
|-----------------------|----------------|--------------|----------------|----------------|---------------|----------------|---------------|------------------------|---------------|----------------|----------------|---------------|----------------|---------------|
| | Month | | | Variance | | | | YTD | | | Variance | | | |
| | Adopted Budget | Actual 2022 | Adjusted* 2021 | Adopted Budget | | Adjusted* 2021 | | Adopted Budget | Actual 2022 | Adjusted* 2021 | Adopted Budget | | Adjusted* 2021 | |
| | | | # | % | # | % | | | | # | % | # | % | |
| RIDERSHIP | | | | | | | | | | | | | | |
| Monthly | 2.896 | 1.616 | 0.748 | (1.280) | -44.2% | 0.868 | 116.0% | 15.706 | 7.903 | 3.765 | (7.803) | -49.7% | 4.138 | 109.9% |
| Weekly | 0.148 | 0.092 | 0.050 | (0.056) | -37.8% | 0.042 | 83.2% | 0.705 | 0.476 | 0.249 | (0.229) | -32.5% | 0.227 | 91.3% |
| All Other | 0.000 | 0.278 | 0.000 | 0.278 | 100.0% | 0.278 | 100.0% | 0.000 | 1.172 | 0.000 | 1.172 | 100.0% | 1.172 | 100.0% |
| Total Commutation | 3.044 | 1.986 | 0.798 | (1.058) | -34.7% | 1.188 | 148.8% | 16.411 | 9.551 | 4.013 | (6.860) | -41.8% | 5.537 | 138.0% |
| One-Way Full Fare | 0.645 | 0.753 | 0.221 | 0.107 | 16.6% | 0.532 | 241.3% | 3.063 | 2.930 | 0.939 | (0.133) | -4.3% | 1.991 | 212.1% |
| One-Way Off-Peak | 1.121 | 1.266 | 1.296 | 0.145 | 12.9% | (0.030) | -2.3% | 5.768 | 6.474 | 4.886 | 0.706 | 12.2% | 1.588 | 32.5% |
| All Other | 0.723 | 0.843 | 0.793 | 0.120 | 16.6% | 0.050 | 6.3% | 3.655 | 4.834 | 3.391 | 1.179 | 32.3% | 1.443 | 42.6% |
| Total Non-Commutation | 2.490 | 2.862 | 2.309 | 0.372 | 15.0% | 0.552 | 23.9% | 12.486 | 14.238 | 9.215 | 1.752 | 14.0% | 5.023 | 54.5% |
| Total | 5.533 | 4.848 | 3.108 | (0.685) | -12.4% | 1.740 | 56.0% | 28.898 | 23.789 | 13.229 | (5.109) | -17.7% | 10.560 | 79.8% |

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 JUNE 2022

| | Budget | Actual | Favorable/ (Unfavorable) Variance |
|--|---------------|---------------|--|
| Administration | | | |
| Enterprise Asset Management | 9 | 8 | 1 |
| Sr. Vice President - Engineering | 1 | 1 | 0 |
| Labor Relations | 14 | 12 | 2 |
| Procurement & Logistics (excl. Stores) | 46 | 36 | 10 |
| Human Resources | 35 | 28 | 7 |
| Sr VP Administration | 2 | 2 | 0 |
| Strategic Investments | 25 | 19 | 6 |
| President | 8 | 3 | 5 |
| VP & CFO | 2 | 1 | 1 |
| Controller | 40 | 36 | 4 |
| Management & Budget | 13 | 10 | 3 |
| BPM, Controls & Compliance | 4 | 3 | 1 |
| Market Dev. & Public Affairs | 63 | 69 | (6) |
| Gen. Counsel & Secretary | 29 | 22 | 7 |
| Diversity Management | 3 | - | 3 |
| Security | 15 | 10 | 5 |
| System Safety | 46 | 43 | 3 |
| Training | 68 | 70 | (2) |
| Service Planning | 28 | 31 | (3) |
| Rolling Stock Programs | 17 | 8 | 9 |
| Sr Vice President - Operations | 5 | 3 | 2 |
| Total Administration | 473 | 415 | 58 |
| Operations | | | |
| Transportation Services - Train Operations | 2,330 | 2,181 | 149 |
| Customer Services | 482 | 506 | (24) |
| Total Operations | 2,812 | 2,687 | 125 |
| Maintenance | | | |
| Engineering | 1,951 | 2,064 | (113) |
| Equipment | 2,247 | 2,053 | 194 |
| Procurement (Stores) | 112 | 91 | 21 |
| Total Maintenance | 4,310 | 4,208 | 102 |
| Engineering/Capital | | | |
| Department of Program Management | 112 | 79 | 33 |
| Special Projects | 59 | 44 | 15 |
| Operational Support Group | 45 | 36 | 9 |
| Total Engineering/Capital | 216 | 159 | 57 |
| Baseline Total Positions | 7,811 | 7,469 | 342 |
| <i>Non-Reimbursable</i> | 6,500 | 6,167 | 334 |
| <i>Reimbursable</i> | 1,311 | 1,303 | 8 |
| Total Full-Time | 7,811 | 7,469 | 342 |
| Total Full-Time-Equivalents | | | |

Note: Totals may not add due to rounding

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

| | <u>Budget</u> | <u>Actual</u> | <u>Favorable/ (Unfavorable) Variance</u> |
|-----------------------------------|---------------|---------------|--|
| Administration | | | |
| Managers/Supervisors | 262 | 232 | 30 |
| Professional, Technical, Clerical | 188 | 162 | 26 |
| Operational Hourlies | 23 | 21 | 2 |
| Total Administration | 473 | 415 | 58 |
| Operations | | | |
| Managers/Supervisors | 353 | 328 | 25 |
| Professional, Technical, Clerical | 131 | 107 | 24 |
| Operational Hourlies | 2,329 | 2,252 | 77 |
| Total Operations | 2,812 | 2,687 | 125 |
| Maintenance | | | |
| Managers/Supervisors | 894 | 795 | 99 |
| Professional, Technical, Clerical | 278 | 253 | 25 |
| Operational Hourlies | 3,139 | 3,160 | (21) |
| Total Maintenance | 4,310 | 4,208 | 102 |
| Engineering/Capital | | | |
| Managers/Supervisors | 151 | 127 | 24 |
| Professional, Technical, Clerical | 65 | 32 | 33 |
| Operational Hourlies | 0 | 0 | 0 |
| Total Engineering/Capital | 216 | 159 | 57 |
| Total Positions | | | |
| Managers/Supervisors | 1,659 | 1,482 | 177 |
| Professional, Technical, Clerical | 661 | 554 | 107 |
| Operational Hourlies | 5,490 | 5,433 | 57 |
| Total Positions | 7,811 | 7,469 | 342 |

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 JUNE 2022

| Explanation of Variances |
|--|
| <p>NON-REIMBURSABLE POSITIONS - Favorable 334 positions due to vacancies in Maintenance of Equipment, Transportation and various administrative departments, partially offset by timing of Engineering and Stations hiring for Grand Central Madison.</p> |
| <p>REIMBURSABLE POSITIONS - Favorable 8 positions due to vacancies in Special Projects, Department of Program Management and various administrative departments, partially offset by increased capital project activity within Engineering.</p> |

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

| | MONTH | | | VARIANCE | |
|--|------------------------|------------------------|------------------------|-----------------------|---------------------|
| | Actual 2022 | Budget 2022 | Actual 2021 | vs. Budget | vs. 2021 |
| Farebox Operating Ratio | | | | | |
| Standard ⁽¹⁾ | 28.9% | 31.9% | 20.5% | -3.0% | 8.4% |
| Adjusted ⁽²⁾ | 32.9% | 36.4% | 24.7% | -3.5% | 8.2% |
| Cost Per Passenger | | | | | |
| Standard ⁽¹⁾ | \$30.51 | \$26.50 | \$42.09 | (\$4.01) | \$11.58 |
| Adjusted ⁽²⁾ | \$28.39 | \$24.47 | \$38.61 | (\$3.92) | \$10.22 |
| Passenger Revenue/Passenger ⁽³⁾ | \$8.80 | \$8.45 | \$8.61 | \$0.35 | \$0.19 |
| | YEAR-TO-DATE | | | VARIANCE | |
| | Actual 2022 | Budget 2021 | Actual 2021 | vs. Budget | vs. 2021 |
| Farebox Operating Ratio | | | | | |
| Standard ⁽¹⁾ | 25.7% | 28.5% | 14.9% | -2.8% | 10.8% |
| Adjusted ⁽²⁾ | 29.9% | 32.7% | 18.5% | -2.8% | 11.4% |
| Cost Per Passenger | | | | | |
| Standard ⁽¹⁾ | \$33.53 | \$29.61 | \$55.94 | (\$3.92) | \$22.41 |
| Adjusted ⁽²⁾ | \$31.01 | \$27.24 | \$51.30 | (\$3.77) | \$20.29 |
| Passenger Revenue/Passenger ⁽³⁾ | \$8.61 | \$8.44 | \$8.35 | \$0.17 | \$0.26 |

(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

June 2022 vs. 2021

- Total ridership increased +56.0% compared to June 2021 (4,847,814 in June 2022 vs. 3,107,640 in June 2021).
 - When compared to June 2019, total ridership decreased -37.3% (4,847,814 passengers in June 2022 vs. 7,736,345 passengers in June 2019)
- Commutation ridership increased +148.8% compared to June 2021
- Non-Commutation ridership increased +23.9% compared to June 2021
- Effective June 2022, the 20-Trip tickets were better classified as Commutation tickets. Commutation ridership and Non-Commutation ridership were restated accordingly, starting February 2022 when the 20-Trip tickets were introduced

2022 vs. 2021 YTD

- Total YTD ridership is +79.8% above 2021 and -17.7% below Budget
 - When compared to YTD 2019, total ridership decreased -46.7% (23.8 million passengers YTD 2022 vs. 44.7 million passengers in YTD 2019)
- YTD Commutation ridership is +138.0% above 2021
- YTD Non-Commutation ridership is +54.5% above 2021

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

June 2022

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

EXECUTIVE SUMMARY

June Ridership and Revenue (millions)

| | June 2022 | % Change vs. 2021 |
|---------------------------|--------------|----------------------|
| Total Rail Ridership | 4.848 | 56.0% ▲ |
| Commutation Ridership | 1.986 | 148.8% ▲ |
| Non-Commutation Ridership | 2.862 | 23.9% ▲ |
| Rail Revenue | \$42.7 | 59.5% ▲ |

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

| | June 2022 | % Change vs. 2021 | Comparison to 2022 Budget |
|---------------------------|--------------|----------------------|------------------------------|
| Total Rail Ridership | 23.789 | 79.8% ▲ | -17.7% ▼ |
| Commutation Ridership | 9.551 | 138.0% ▲ | -41.8% ▼ |
| Non-Commutation Ridership | 14.238 | 54.5% ▲ | 14.0% ▲ |
| Rail Revenue | \$204.8 | 85.4% ▲ | -16.0% ▼ |

Note:

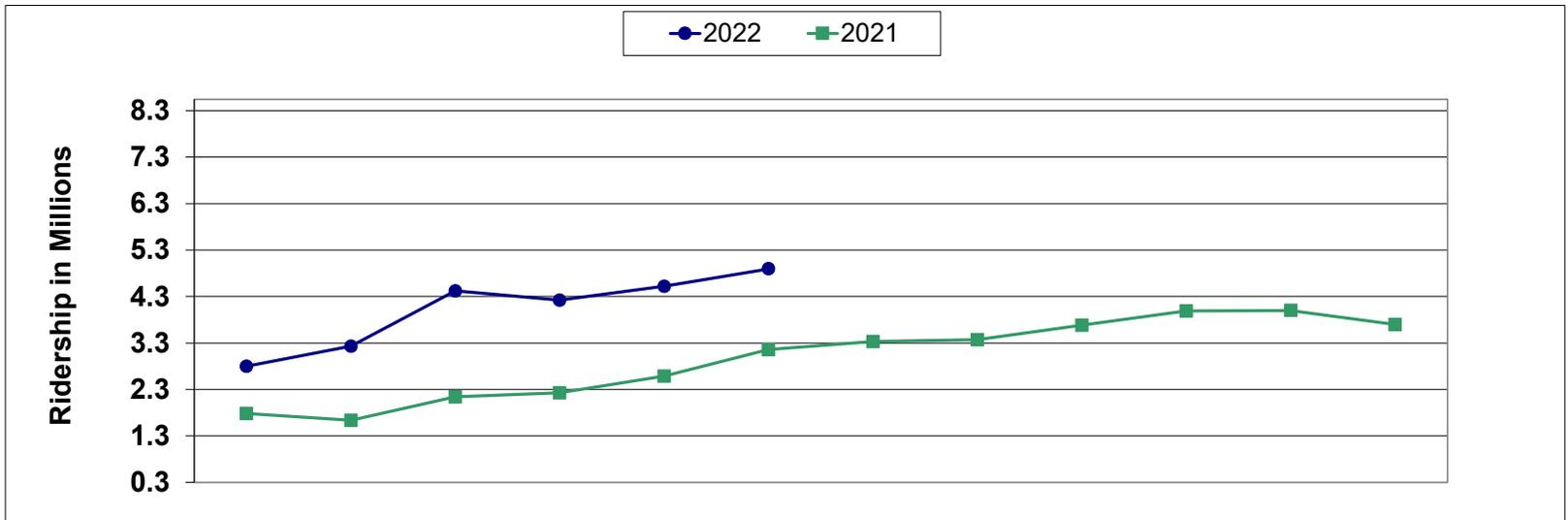
Ridership is based on ticket sales data

Ridership is calculated based on the number of tickets sold multiplied by a factor related to each different type of ticket. Monthly/Weekly factor is based on the number of weekdays and weekend days per month

Effective June 2022, Commutation ridership was restated to include 20-Trip tickets and Non-Commutation ridership was restated to exclude 20-Trip tickets, starting February 2022

June RIDERSHIP

- June Total Ridership was 56.0% above '21 and -12.4% below 2022 Budget.



| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|--------|--------|-------|-------|-------|-----|-----|-----|-----|-----|-----|-------------|
| 2022 | 2.8 | 3.2 | 4.4 | 4.2 | 4.5 | 4.8 | | | | | | | 23.8 |
| 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 | 13.2 |
| PCT CHG. | 59.0% | 100.4% | 108.9% | 91.8% | 76.1% | 56.0% | | | | | | | 79.8% |

Note:

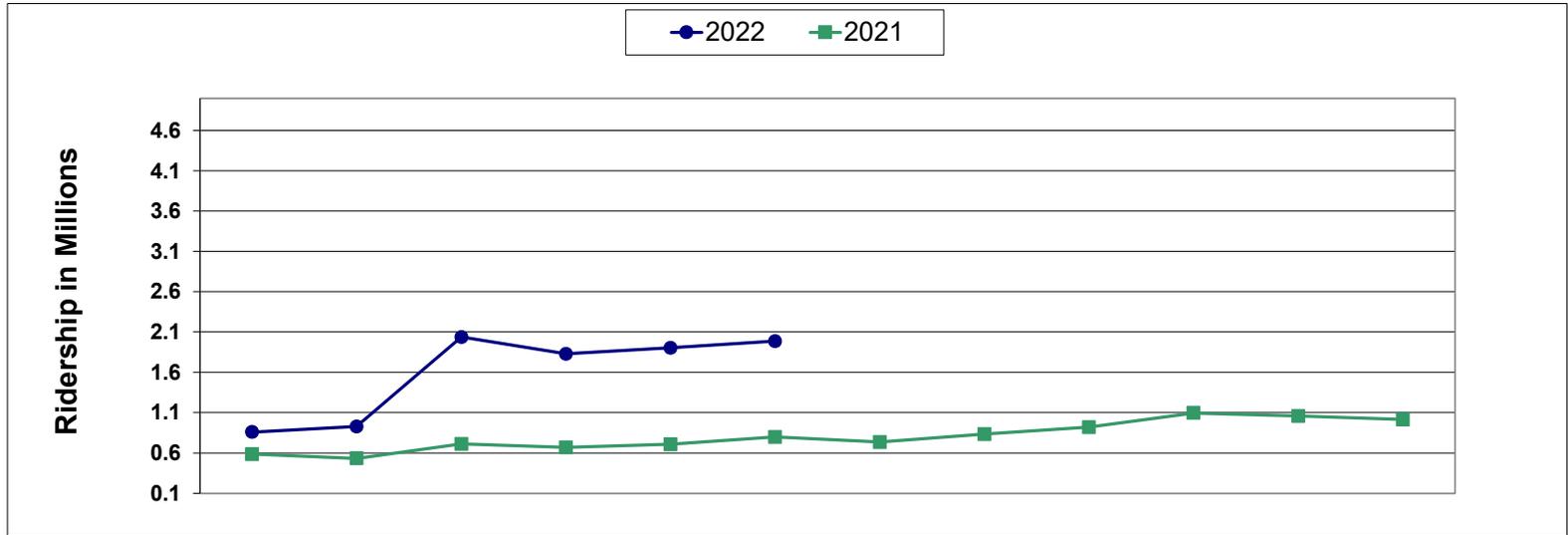
Ridership is based on ticket sales data.

Ridership is calculated based on the number of tickets sold multiplied by a factor related to each different type of ticket. Monthly/Weekly factor is based on the number of weekdays and weekend days per month

Effective June 2022, Commutation ridership was restated to include 20 Trip-tickets and Non-Commutation ridership was restated to exclude 20-Trip tickets, starting Feb 2022

June COMMUTATION RIDERSHIP

- June Commutation Ridership was 148.8% above '21 and -34.7% below 2022 Budget.



| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|-------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-----|-------------|
| 2022 | 0.9 | 0.9 | 2.0 | 1.8 | 1.9 | 2.0 | | | | | | | 9.6 |
| 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 | 4.0 |
| PCT CHG. | 46.5% | 73.8% | 186.0% | 173.2% | 168.3% | 148.8% | | | | | | | 138.0% |

Note:

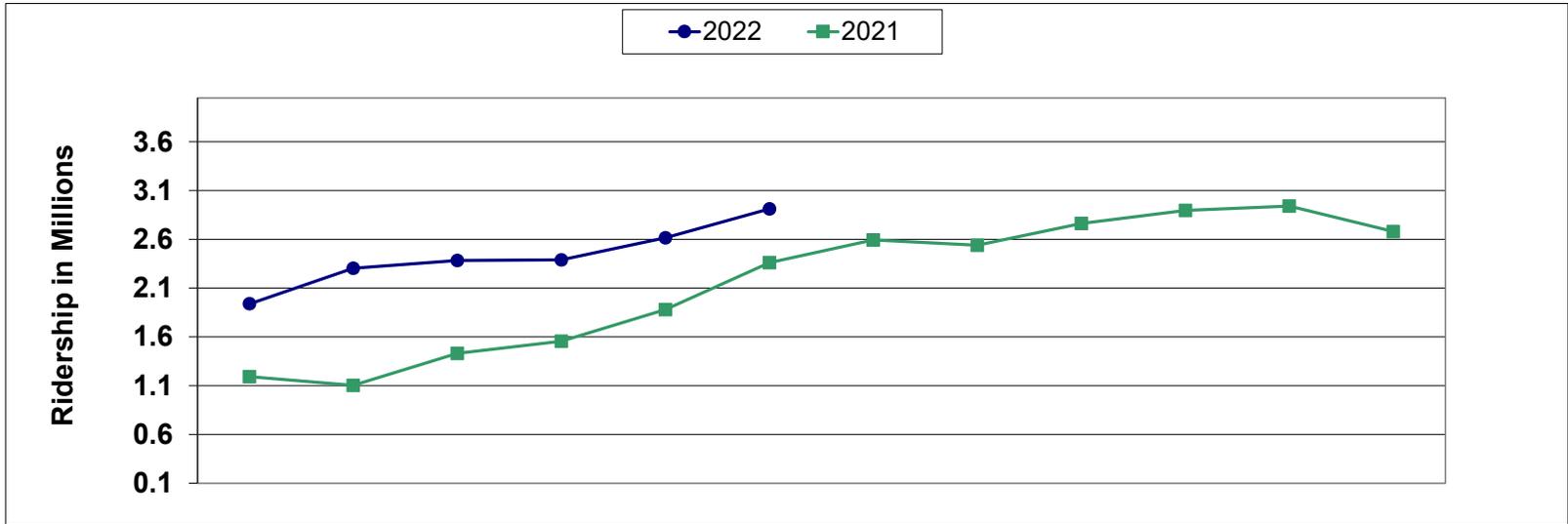
Ridership is based on ticket sales data.

Ridership is calculated based on the number of tickets sold multiplied by a factor related to each different type of ticket. Monthly/Weekly factor is based on the number of weekdays and weekend days per month

Effective June 2022, Commutation ridership was restated to include 20-Trip tickets, starting February 2022

June NON-COMMUTATION RIDERSHIP

- June Non-Commutation Ridership was 23.9% above '21 and 15.0% above 2022 Budget.



| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|--------|-------|-------|-------|-------|-----|-----|-----|-----|-----|-----|-------------|
| 2022 | 1.9 | 2.3 | 2.3 | 2.3 | 2.6 | 2.9 | | | | | | | 14.2 |
| 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 | 9.2 |
| PCT CHG. | 65.4% | 113.9% | 69.1% | 55.5% | 40.3% | 23.9% | | | | | | | 54.5% |

Note:

Ridership is based on ticket sales data.

Ridership is calculated based on the number of tickets sold multiplied by a factor related to each different type of ticket. Monthly/Weekly factor is based on the number of weekdays and weekend days per month

Effective June 2022, Non-Commutation ridership was restated to exclude 20-Trip tickets, starting February 2022

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

| TICKET TYPE/SERVICE | June 2022 | *June 2021 | CHANGE VS. 2021 | |
|---------------------------|------------------|------------------|------------------|--------------|
| | | | NUMBER | PERCENT |
| COMMUTATION RIDERSHIP | 1,986,012 | 798,145 | 1,187,867 | 148.8% |
| NON-COMMUTATION RIDERSHIP | 2,861,802 | 2,309,495 | 552,307 | 23.9% |
| TOTAL RIDERSHIP | 4,847,814 | 3,107,640 | 1,740,174 | 56.0% |

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

| TICKET TYPE/SERVICE | June 2022 | *June 2021 | CHANGE VS. 2021 | |
|---------------------------|-------------------|-------------------|-------------------|--------------|
| | | | NUMBER | PERCENT |
| COMMUTATION RIDERSHIP | 9,550,760 | 4,013,451 | 5,537,309 | 138.0% |
| NON-COMMUTATION RIDERSHIP | 14,238,068 | 9,215,362 | 5,022,706 | 54.5% |
| TOTAL RIDERSHIP | 23,788,828 | 13,228,813 | 10,560,015 | 79.8% |

* 2021 ridership numbers were adjusted using 2022 factors.

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

| REVENUE | June 2022 | June 2021 | CHANGE VS. 2021 | |
|-------------------------|---------------------|---------------------|---------------------|--------------|
| | | | AMOUNT | PERCENT |
| COMMUTATION REVENUE | \$14,404,493 | \$5,866,140 | \$8,538,353 | 145.6% |
| NON-COMMUTATION REVENUE | \$28,276,998 | \$20,897,633 | \$7,379,366 | 35.3% |
| TOTAL REVENUE | \$42,681,491 | \$26,763,773 | \$15,917,719 | 59.5% |

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

| REVENUE | June 2022 | June 2021 | CHANGE VS. 2021 | |
|-------------------------|----------------------|----------------------|---------------------|--------------|
| | | | AMOUNT | PERCENT |
| COMMUTATION REVENUE | \$71,219,557 | \$30,737,063 | \$40,482,494 | 131.7% |
| NON-COMMUTATION REVENUE | \$133,533,093 | \$79,713,727 | \$53,819,366 | 67.5% |
| TOTAL REVENUE | \$204,752,650 | \$110,450,790 | \$94,301,860 | 85.4% |

Note:
Ridership is based on ticket sales data.

Operations Report

Justin R. Vonashek
Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

June 2022 Highlights: Operations Report

East of Hudson

June East of Hudson service operated above the annual 94% OTP goal at 96.0% OTP, and YTD performance was above goal at 97.2%. All three main lines performed above goal.

Major Incidents: Four major incidents resulted in 234 delays.

- On June 3rd, a trespasser incident in the vicinity of Tremont Station on the Harlem line resulted in 27 delays.
- On June 4th and June 22nd, track circuit issues between CP 113 and 119 on the Harlem Line disrupted service which led to 101 delays.
- On June 23rd, a trespasser strike in the vicinity of Larchmont Station on the New Haven line resulted in 23 delays.
- On June 30th, a track circuit issue between Grand Central Terminal and 125th Street affected trains arriving and departing Grand Central Terminal. This incident resulted in 83 delays.

West of Hudson

June West of Hudson service operated above the annual 94% OTP goal at 95.3% OTP, and YTD performance was above goal at 94.1%.

Equipment

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

In May, Fleet Mean Distance Between Failures was 216,671 miles, 23.8 % higher than the goal of 175,000 miles.

| Performance Summary | | | 2022 Data | | | 2021 Data | | |
|---|---|-----------------------|-------------------|---------------|----------------|---------------|---------------|--------------|
| | | | Annual Goal | June | YTD thru June | June | YTD thru June | |
| 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% | 96.0% | 97.2% | 97.1% | 97.9% | |
| | | AM Peak | 94.0% | 95.4% | 96.1% | | | |
| | | AM Reverse Peak | 94.0% | 97.8% | 98.3% | | | |
| | | PM Peak | 94.0% | 95.8% | 96.8% | | | |
| | | Total Peak | 94.0% | 95.9% | 96.7% | | | |
| | | Off Peak Weekday | 94.0% | 95.4% | 97.3% | 97.3% | 97.9% | |
| | | Weekend | 94.0% | 97.0% | 97.7% | 96.4% | 98.1% | |
| | | Hudson Line | Overall | 94.0% | 95.6% | 97.0% | 97.4% | 98.5% |
| | | | AM Peak | 94.0% | 93.7% | 95.5% | | |
| | | | AM Reverse Peak | 94.0% | 97.5% | 97.3% | | |
| | | | PM Peak | 94.0% | 97.4% | 97.6% | | |
| | | | Total Peak | 94.0% | 95.7% | 96.6% | | |
| | | | Off Peak Weekday | 94.0% | 94.3% | 97.2% | 98.0% | 98.8% |
| | | | Weekend | 94.0% | 97.9% | 97.1% | 95.0% | 97.7% |
| | | Harlem Line | Overall | 94.0% | 95.6% | 97.4% | 96.5% | 98.6% |
| | | | AM Peak | 94.0% | 97.5% | 97.0% | | |
| | | | AM Reverse Peak | 94.0% | 97.7% | 98.4% | | |
| | | | PM Peak | 94.0% | 93.5% | 95.8% | | |
| | | | Total Peak | 94.0% | 95.8% | 96.7% | | |
| | | | Off Peak Weekday | 94.0% | 95.8% | 97.6% | 96.6% | 98.5% |
| | | | Weekend | 94.0% | 94.6% | 97.9% | 96.1% | 98.9% |
| | New Haven Line | Overall | 94.0% | 96.3% | 97.2% | 97.4% | 97.1% | |
| | | AM Peak | 94.0% | 94.8% | 95.9% | | | |
| | | AM Reverse Peak | 94.0% | 98.0% | 99.0% | | | |
| | | PM Peak | 94.0% | 96.9% | 97.2% | | | |
| | | Total Peak | 94.0% | 96.1% | 96.9% | | | |
| | | Off Peak Weekday | 94.0% | 95.7% | 97.1% | 97.4% | 96.8% | |
| | | Weekend | 94.0% | 98.1% | 97.9% | 97.3% | 97.8% | |
| Operating Statistics | Trains Scheduled | | | 18,087 | 102,300 | 13,093 | 75,232 | |
| | Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small> | | | 13.7 | 13.8 | 15.3 | 13.8 | |
| | Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small> | | 2,300 | 166 | 667 | 104 | 377 | |
| | Trains Canceled | | 230 | 6 | 32 | 1 | 14 | |
| | Trains Terminated | | 230 | 26 | 86 | 13 | 53 | |
| | Percent of Scheduled Trips Completed | | 99.8% | 99.8% | 99.9% | 99.9% | 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% | 100.0% | 100.0% | | | |
| | | AM Reverse Peak | 99.0% | 100.0% | 100.0% | | | |
| | | PM Peak | 99.0% | 100.0% | 100.0% | | | |
| | | Total Peak | 99.0% | 100.0% | 100.0% | | | |
| | | 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% | 100.0% | 100.0% | | |
| | | | PM Peak | 99.0% | 100.0% | 100.0% | | |
| | | Harlem Line | AM Peak | 99.0% | 100.0% | 100.0% | | |
| | | | PM Peak | 99.0% | 100.0% | 100.0% | | |
| | | New Haven Line | AM Peak | 99.0% | 100.0% | 100.0% | | |
| | | | PM Peak | 99.0% | 100.0% | 100.0% | | |



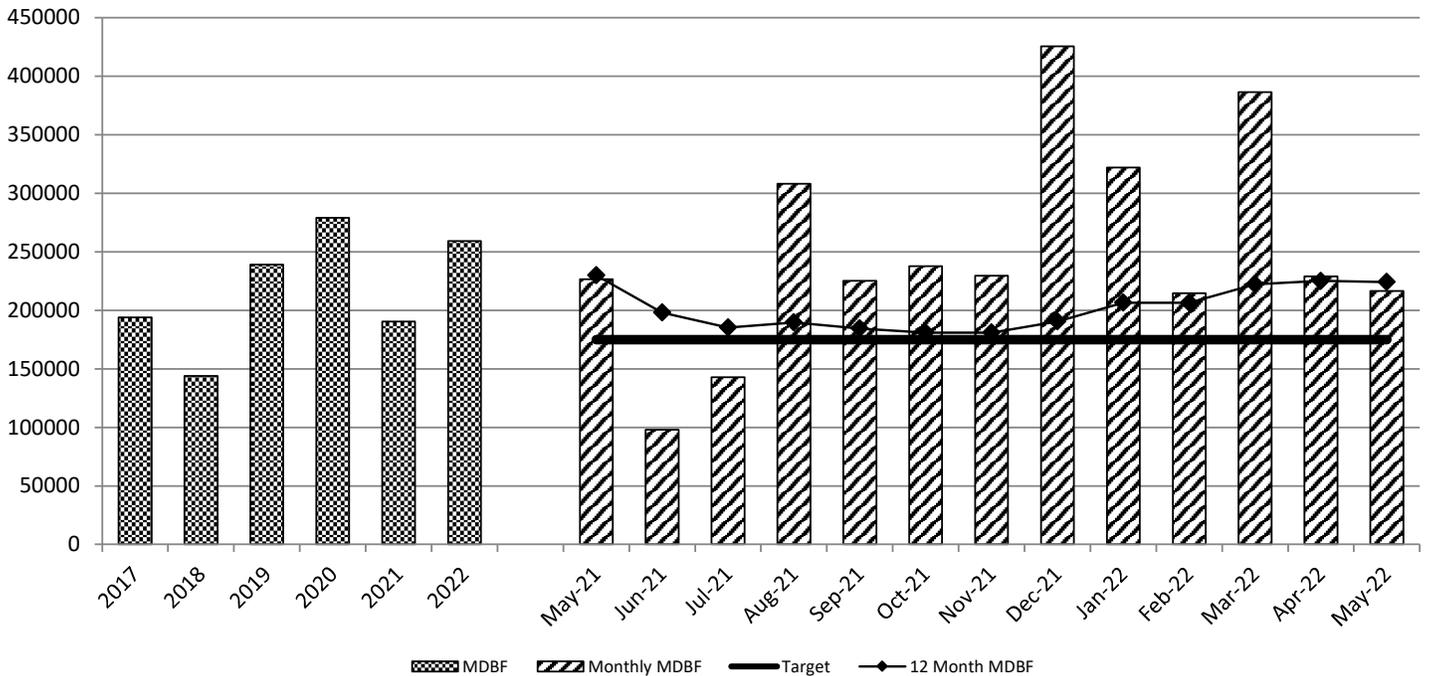
June 2022

| Delay Incidents SYSTEM | Category of Delay | % Total | May | 2022 Data | | 2021 Data | | YTD 2022 Vs 2021 |
|---------------------------|-----------------------------------|---------|-----|-----------|------------------|-----------|------------------|---------------------------|
| | | | | June | YTD thru June | June | YTD thru June | |
| | Infrastructure Maintenance | 35.64% | 217 | 252 | 968 | 402 | 1085 | -117 |
| | Fleet | 19.24% | 76 | 136 | 509 | 349 | 1263 | -754 |
| | Train Operations | 4.24% | 52 | 30 | 251 | 42 | 194 | 57 |
| | Capital | 1.84% | 36 | 13 | 61 | 5 | 47 | 14 |
| | External Factors | 11.17% | 60 | 79 | 407 | 123 | 599 | -192 |
| | Police | 20.37% | 105 | 144 | 440 | 92 | 506 | -66 |
| | Customer Assistance | 7.50% | 49 | 53 | 193 | 17 | 77 | 116 |
| | TOTAL | 100.00% | 595 | 707 | 2829 | 1030 | 3771 | -942 |
| HUDSON LINE | | | | | | | | |
| | | % Total | May | June | YTD thru June | June | YTD thru June | YTD 2022 Vs 2021 |
| | Infrastructure Maintenance | 22.92% | 86 | 44 | 192 | 58 | 135 | 57 |
| | Fleet | 31.77% | 27 | 61 | 169 | 59 | 179 | -10 |
| | Train Operations | 6.25% | 15 | 12 | 57 | 9 | 22 | 35 |
| | Capital | 1.04% | 29 | 2 | 38 | 2 | 18 | 20 |
| | External Factors | 11.46% | 22 | 22 | 103 | 82 | 206 | -103 |
| | Police | 16.67% | 27 | 32 | 135 | 14 | 155 | -20 |
| | Customer Assistance | 9.90% | 16 | 19 | 62 | 4 | 13 | 49 |
| | TOTAL | 100.00% | 222 | 192 | 756 | 228 | 728 | 28 |
| HARLEM LINE | | | | | | | | |
| | | % Total | May | June | YTD thru June | June | YTD thru June | YTD 2022 Vs 2021 |
| | Infrastructure Maintenance | 44.66% | 57 | 113 | 327 | 214 | 322 | 5 |
| | Fleet | 14.62% | 18 | 37 | 144 | 92 | 173 | -29 |
| | Train Operations | 1.98% | 14 | 5 | 83 | 16 | 54 | 29 |
| | Capital | 3.95% | 4 | 10 | 16 | 0 | 7 | 9 |
| | External Factors | 10.67% | 21 | 27 | 141 | 17 | 137 | 4 |
| | Police | 20.55% | 18 | 52 | 102 | 18 | 104 | -2 |
| | Customer Assistance | 3.56% | 15 | 9 | 48 | 5 | 15 | 33 |
| | TOTAL | 100.00% | 147 | 253 | 861 | 362 | 812 | 49 |
| NEW HAVEN LINE | | | | | | | | |
| | | % Total | May | June | YTD thru June | June | YTD thru June | YTD 2022 Vs 2021 |
| | Infrastructure Maintenance | 36.26% | 74 | 95 | 449 | 103 | 511 | -62 |
| | Fleet | 14.50% | 31 | 38 | 196 | 126 | 716 | -520 |
| | Train Operations | 4.96% | 23 | 13 | 111 | 15 | 116 | -5 |
| | Capital | 0.38% | 3 | 1 | 7 | 3 | 21 | -14 |
| | External Factors | 11.45% | 17 | 30 | 163 | 19 | 239 | -76 |
| | Police | 22.90% | 60 | 60 | 203 | 27 | 207 | -4 |
| | Customer Assistance | 9.54% | 18 | 25 | 83 | 4 | 39 | 44 |
| | TOTAL | 100.00% | 226 | 262 | 1212 | 297 | 1849 | -637 |

| | 2022 Data | | | | | | | | 2021 Data | | |
|---------------------------------------|-----------------|------------------|-------------------|------------------|----------------------|-----------------------------|---------------------------|-----------------------------------|------------------|-----------------------------|---------------------------|
| | Equip-ment Type | Total Fleet Size | MDBF Goal (miles) | May MDBF (miles) | Primary Failure Goal | May No. of Primary Failures | YTD MDBF thru May (miles) | 12 month MDBF Rolling Avg (miles) | May MDBF (miles) | May No. of Primary Failures | YTD MDBF thru May (miles) |
| Mean Distance Between Failures | M8 | 415 | 290,000 | 611,579 | 5 | 4 | 682,839 | 359,619 | 122,568 | 14 | 113,784 |
| | M3 | 138 | 80,000 | 72,759 | 2 | 5 | 91,701 | 105,421 | 112,441 | 0 | 128,756 |
| | M7 | 334 | 340,000 | 896,270 | 5 | 2 | 502,863 | 493,565 | 470,109 | 3 | 521,575 |
| | Coach | 207 | 210,000 | 180,633 | 5 | 8 | 290,562 | 288,283 | 368,350 | 3 | 386,521 |
| | P-32 | 31 | 21,000 | 23,172 | 6 | 8 | 32,271 | 29,465 | 136,414 | 0 | 42,182 |
| | BL-20 | 12 | 13,000 | 25,188 | 3 | 2 | 18,382 | 14,239 | 50,396 | 0 | 33,288 |
| | Fleet | 1137 | 175,000 | 216,671 | 26 | 29 | 259,248 | 224,204 | 226,529 | 20 | 173,311 |
| | M8 | | 290,000 | 611,579 | 5 | 4 | 682,839 | 359,619 | 122,568 | 14 | 113,784 |
| M3/7 | | 235,000 | 308,048 | 7 | 7 | 297,282 | 315,666 | 507,589 | 3 | 397,527 | |
| Diesel/Coach | | 85,000 | 93,379 | 14 | 18 | 126,526 | 117,253 | 430,620 | 3 | 170,790 | |

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



JUNE 2022 STANDEE REPORT
East of Hudson

| | | | JUN 2021 | YTD 2021 | JUN 2022 | YTD 2022 |
|---------------------------------------|-----------------------|-----------------------|-------------|-------------|-------------|-------------|
| Daily Average | Hudson Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| AM Peak | Harlem Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| | New Haven Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| EAST OF HUDSON TOTAL - AM PEAK | | | 0 | 0 | 0 | 0 |
| Daily Average | Hudson Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| PM Peak | Harlem Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| | New Haven Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 0 | 0 |
| | | Total Standees | 0 | 0 | 0 | 0 |
| EAST OF HUDSON TOTAL - PM PEAK | | | 0 | 0 | 0 | 0 |

West of Hudson

| | | | JUN 2021 | YTD 2021 | JUN 2022 | YTD 2022 |
|---------------------------------------|----------------------------|-----------------------|-------------|-------------|-------------|-------------|
| Daily Average | Port Jervis Line | Program Standees | * | * | * | * |
| | | Add'l Standees | * | * | * | * |
| | | Total Standees | * | * | * | * |
| AM Peak | 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 PM Peak trains is currently unavailable .

Definitions

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

"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/mk

| Elevator Availability | 2022 | | 2021 | |
|------------------------|---------|--------------|--------|--------------|
| | June | Year to Date | June | Year to Date |
| Grand Central Terminal | 100.00% | 99.93% | 99.98% | 99.50% |
| Harlem | 99.93% | 99.96% | 99.96% | 99.98% |
| Hudson | 99.94% | 99.97% | 99.94% | 99.96% |
| New Haven | 99.94% | 99.95% | 99.95% | 99.95% |
| Overall Average | 99.95% | 99.95% | 99.96% | 99.85% |

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 | |
|------------------------|---------|--------------|---------|--------------|
| | June | Year to Date | June | Year to Date |
| Grand Central Terminal | 100.00% | 100.00% | 100.00% | 99.76% |
| White Plains | 100.00% | 99.99% | 100.00% | 100.00% |
| Overall Average | 100.00% | 99.99% | 100.00% | 99.88% |

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

| West of Hudson Performance Summary | | | 2022 Data | | | 2021 Data | |
|--|---|-------------------|----------------|--------------|------------------|--------------|------------------|
| | | | Annual Goal | June | YTD thru June | June | YTD thru June |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | West of Hudson Total | Overall | 94.0% | 95.3% | 94.1% | 94.1% | 94.0% |
| | | AM Peak | 94.0% | 95.8% | 96.2% | 95.5% | 94.3% |
| | | PM Peak | 94.0% | 98.3% | 96.3% | 94.4% | 96.6% |
| | | Total Peak | 94.0% | 97.0% | 96.3% | 94.9% | 95.5% |
| | | Off Peak Weekday | 94.0% | 94.3% | 92.9% | 93.8% | 92.9% |
| | | Weekend | 94.0% | 94.5% | 92.6% | 93.2% | 93.9% |
| | Pascack Line | Overall | 94.0% | 95.1% | 93.9% | 95.9% | 94.6% |
| | Valley Line | AM Peak | 94.0% | 97.2% | 97.4% | 98.1% | 97.4% |
| | | PM Peak | 94.0% | 97.4% | 96.7% | 94.2% | 97.4% |
| | | Total Peak | 94.0% | 97.3% | 97.0% | 96.1% | 97.4% |
| | | Off Peak Weekday | 94.0% | 93.3% | 91.8% | 95.9% | 92.7% |
| | | Weekend | 94.0% | 95.4% | 93.4% | 95.4% | 94.6% |
| | Port Jervis Line | Overall | 94.0% | 95.5% | 94.1% | 91.7% | 93.1% |
| | | AM Peak | 94.0% | 93.6% | 94.4% | 92.4% | 90.8% |
| | | PM Peak | 94.0% | 99.2% | 96.0% | 94.7% | 95.7% |
| | Total Peak | 94.0% | 96.7% | 95.2% | 93.6% | 93.3% | |
| | Off Peak Weekday | 94.0% | 95.5% | 94.2% | 91.0% | 93.2% | |
| | Weekend | 94.0% | 92.9% | 91.2% | 89.3% | 92.6% | |
| Operating Statistics | Trains Scheduled | | 1,650 | 9,847 | 1,652 | 9,787 | |
| | Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small> | | 20.3 | 20.9 | 20.5 | 19.5 | |
| | *Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small> | 300 | 32 | 291 | 38 | 252 | |
| | Trains Canceled | 60 | 13 | 42 | 6 | 27 | |
| | Trains Terminated | 60 | 1 | 23 | 10 | 26 | |
| | Percent of Scheduled Trips Completed | 99.4% | 99.2% | 99.3% | 99.0% | 99.5% | |
| Consist Compliance** <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i> | System - AM | 99.0% | 93.4% | 94.7% | 93.0% | 93.6% | |
| | Pascack Valley - AM | 99.0% | 94.1% | 95.8% | 931.0% | 90.9% | |
| | Port Jervis - AM | 99.0% | 92.7% | 93.7% | 93.1% | 90.3% | |

*May's YTD trains over 15 minutes incorrectly showed 256; The correct total was 259.

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



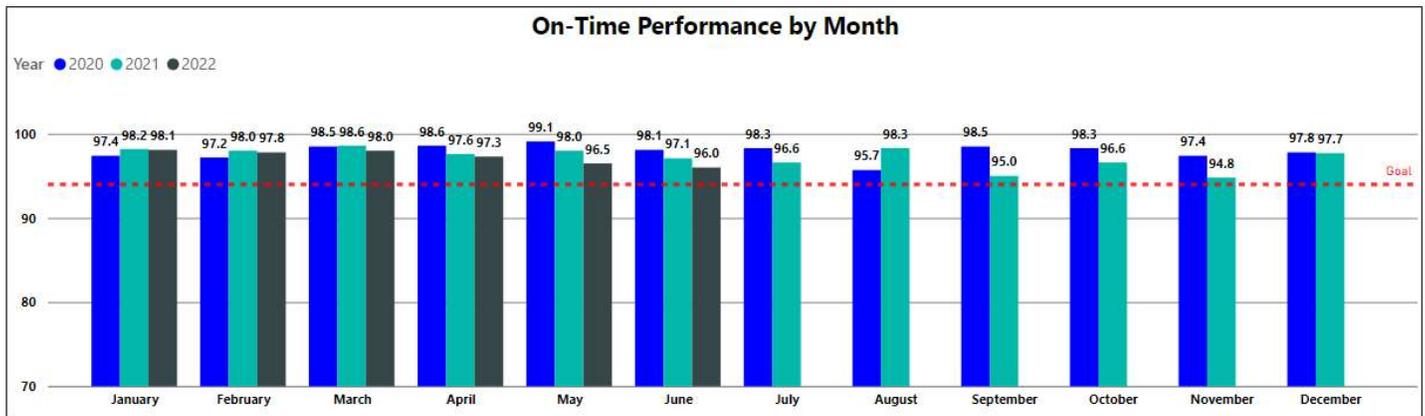
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

| | 2022 | | 2021 | |
|-------|-------|-------|-------|-------|
| Goal | June | YTD | June | YTD |
| 94.0% | 96.0% | 97.2% | 97.1% | 97.9% |



Short Trains

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

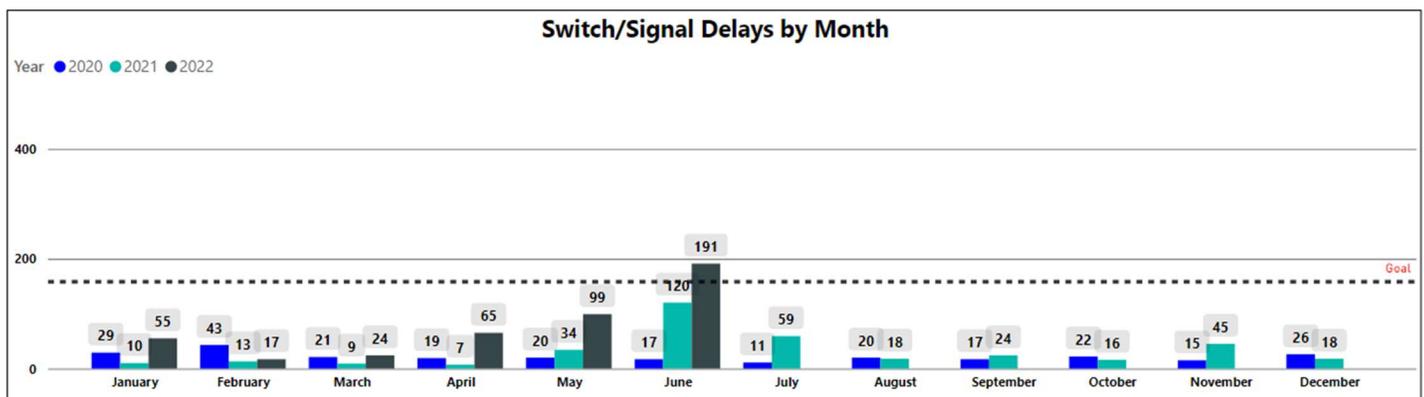
| | 2022 | | 2021 | |
|------|------|-----|------|-----|
| Goal | June | YTD | June | YTD |
| 1138 | 0 | 0 | 0 | 0 |



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 | June | YTD | June | YTD |
| 1896 | 191 | 451 | 120 | 193 |





Metro-North Railroad

Finance Report

Steven Weiss

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



Harlem 125th St.



Metro-North Railroad

June 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) June 2022 Financial Results

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

- Ridership of 21.7 million was 90.5% favorable vs. 2021 and 49.1% unfavorable vs. 2019 pre-COVID levels. Ridership was 14.7% unfavorable vs. Budget primarily due to lower commutation ridership. Consequently, farebox revenue of \$194.9 million was \$25.9 million lower than Budget.
- Total revenue of \$212.3 million was \$22.8 million lower vs. Budget primarily due to lower East of Hudson ridership.
- Total expenses of \$692.7 million were \$3.3 million or 0.5% favorable vs. Budget primarily due to the timing of expenses for materials and maintenance partially offset by higher energy and labor costs.

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

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

| | <u>Adopted Budget</u> | <u>Actual</u> | Fav/(Unfav) <u>\$ Var</u> | Variance <u>% Var</u> |
|---|---------------------------|---------------|------------------------------|--------------------------|
| Total Revenue | \$235.1 | \$212.3 | (\$22.8) | -9.7% |
| Total Expenses before Non-Cash Liability Adjs. | 696.0 | 692.7 | 3.3 | 0.5% |
| Operating Surplus/(Deficit) | (460.9) | (480.4) | (19.5) | -4.2% |
| <i>Other Non-Cash Liabilities</i> | 153.1 | 151.0 | 2.1 | 1.4% |
| Net Surplus/(Deficit) after Non-Cash Liability Adjs. | (614.0) | (631.4) | (17.4) | -2.8% |
| <i>Cash Adjustments</i> | 207.7 | 151.0 | (56.7) | -27.3% |
| Net Cash Surplus/(Deficit) | (\$406.4) | (\$480.4) | (\$74.1) | -18.2% |

Steven Weiss

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

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

June 2022 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$631.4 million was \$17.4 million or 2.8% unfavorable vs. the Budget.

Major drivers of the June 2022 YTD unfavorable result of \$17.4 million include lower Non-Reimbursable Revenues of \$22.8 million primarily due to lower East of Hudson Revenue.

June 2022 YTD Reimbursable Expenses of \$103.2 million were \$41.1 million favorable vs. the Budget due to the scheduling and timing of several projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$25.9 million lower vs. the Budget primarily due to lower East of Hudson ridership.
 - YTD Ridership of 21.7 million was 14.7% unfavorable vs. the Budget, 90.5% favorable vs 2021 and 49.1% unfavorable vs. pre-COVID 2019 levels.
- **Other Operating Revenue** – YTD was \$3.2 million favorable vs. the Budget primarily due to higher GCT retail, advertising and parking & stations revenue.
- **Capital and Other Reimbursements** – YTD was \$41.1 million or 28.5% 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 \$947.0 million were \$46.5 million or 4.7% favorable vs. the Budget.

Labor Expenses (including fringes and overhead recoveries) of \$579.0 million YTD were \$6.5 million favorable vs. the Budget.

- **Payroll** – YTD was \$16.7 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.
- **Overtime** – YTD was \$1.9 million unfavorable vs. the Budget.

Non-Labor Expenses of \$216.9 million YTD were \$37.9 million favorable vs. the Budget.

- **Electric Power** – YTD results were \$14.7 million unfavorable vs. the Budget primarily due to higher rates.
- **Fuel** – YTD expenses were \$5.5 million unfavorable vs. the Budget primarily due to higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$6.8 million favorable vs. the Budget due to the timing of Non-Reimbursable expenses for BL-20 Locomotive Overhauls, miscellaneous maintenance and operating contracts, and the timing of Reimbursable project activity.
- **Professional Services** – YTD was \$10.3 million favorable vs. the Budget due to the timing of Reimbursable project activity and Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$39.3 million favorable vs. the Budget due to the timing of rolling stock maintenance events, lower rolling stock material usage and the timing of Reimbursable project activity.
- **Other Business Expenses** – YTD was \$0.2 million unfavorable vs. the Budget primarily due to higher subsidy payments to New Jersey Transit partially offset by increased Amtrak recoveries and lower credit card processing fees.

Depreciation and Other Non-Cash Liability Adjustments – YTD were \$2.1 million favorable vs. Budget.

CASH DEFICIT SUMMARY

June YTD Net Cash Deficit of \$480.4 million was \$74.1 million or 18.2% unfavorable to the Budget primarily due to the timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 33.4% was 1.8 percentage points unfavorable vs. the Budget.
- Adjusted Cost per Passenger of \$30.52 was \$3.29 unfavorable vs. the Budget.
- Revenue per Passenger of \$9.00 was \$0.30 favorable vs. the Budget.

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

SCHEDULE I - A

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|--------------------|-------------------------|---------------|-----------------|-----------------|-------------------------|---------------|-------------------|--------------------|-------------------------|---------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$42.605 | \$41.232 | (\$1.373) | (3.2) | \$0.000 | \$0.000 | \$0.000 | - | \$42.605 | \$41.232 | (\$1.373) | (3.2) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 2.352 | 1.880 | (0.472) | (20.1) | 0.000 | 0.000 | 0.000 | - | 2.352 | 1.880 | (0.472) | (20.1) |
| <i>Capital & Other Reimbursements:</i> | | | | | | | | | | | | |
| MTA | 0.000 | 0.000 | 0.000 | - | 17.645 | 12.313 | (5.332) | (30.2) | 17.645 | 12.313 | (5.332) | (30.2) |
| CDOT | 0.000 | 0.000 | 0.000 | - | 9.102 | 7.484 | (1.617) | (17.8) | 9.102 | 7.484 | (1.617) | (17.8) |
| Other | 0.000 | 0.000 | 0.000 | - | 0.936 | 1.504 | 0.567 | 60.6 | 0.936 | 1.504 | 0.567 | 60.6 |
| Total Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 27.683 | 21.301 | (6.382) | (23.1) | 27.683 | 21.301 | (6.382) | (23.1) |
| Total Revenue | \$44.957 | \$43.112 | (\$1.844) | (4.1) | \$27.683 | \$21.301 | (\$6.382) | (23.1) | \$72.639 | \$64.413 | (\$8.226) | (11.3) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$45.165 | \$45.451 | (\$0.286) | (0.6) | \$5.172 | \$4.889 | \$0.283 | 5.5 | \$50.337 | \$50.340 | (\$0.003) | (0.0) |
| Overtime | 6.771 | 9.663 | (2.892) | (42.7) | 3.488 | 3.159 | 0.329 | 9.4 | 10.259 | 12.822 | (2.563) | (25.0) |
| Health and Welfare | 8.918 | 9.305 | (0.387) | (4.3) | 1.870 | 1.855 | 0.015 | 0.8 | 10.788 | 11.160 | (0.372) | (3.4) |
| OPEB Current Payment | 3.333 | 3.834 | (0.501) | (15.0) | 0.000 | 0.000 | 0.000 | - | 3.333 | 3.834 | (0.501) | (15.0) |
| Pensions | 10.172 | 10.093 | 0.079 | 0.8 | 1.542 | 1.388 | 0.155 | 10.0 | 11.714 | 11.481 | 0.234 | 2.0 |
| Other Fringe Benefits | 10.812 | 11.185 | (0.373) | (3.5) | 1.494 | 1.436 | 0.058 | 3.9 | 12.306 | 12.621 | (0.315) | (2.6) |
| Reimbursable Overhead | (5.745) | (7.168) | 1.422 | 24.8 | 5.459 | 7.098 | (1.639) | (30.0) | (0.287) | (0.070) | (0.217) | (75.6) |
| Total Labor | \$79.426 | \$82.363 | (\$2.937) | (3.7) | \$19.025 | \$19.825 | (\$0.800) | (4.2) | \$98.451 | \$102.188 | (\$3.737) | (3.8) |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$4.417 | \$4.503 | (\$0.086) | (1.9) | \$0.000 | \$0.000 | \$0.000 | - | \$4.417 | \$4.503 | (\$0.086) | (1.9) |
| Fuel | 1.655 | 2.549 | (0.895) | (54.1) | 0.000 | 0.000 | 0.000 | - | 1.655 | 2.549 | (0.895) | (54.1) |
| Insurance | 1.830 | 1.554 | 0.276 | 15.1 | 0.238 | 0.168 | 0.069 | 29.1 | 2.067 | 1.722 | 0.345 | 16.7 |
| Claims | 0.096 | 0.075 | 0.021 | 21.5 | 0.000 | 0.000 | 0.000 | - | 0.096 | 0.075 | 0.021 | 21.5 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 10.508 | 10.115 | 0.393 | 3.7 | 1.054 | 0.569 | 0.485 | 46.0 | 11.562 | 10.684 | 0.878 | 7.6 |
| Professional Service Contracts | 3.985 | 4.209 | (0.225) | (5.6) | 1.803 | 0.273 | 1.530 | 84.9 | 5.788 | 4.482 | 1.306 | 22.6 |
| Materials & Supplies | 11.562 | 8.249 | 3.313 | 28.7 | 5.562 | 0.444 | 5.118 | 92.0 | 17.125 | 8.694 | 8.431 | 49.2 |
| Other Business Expenses | 1.366 | 2.720 | (1.354) | (99.1) | 0.000 | 0.021 | (0.021) | - | 1.366 | 2.741 | (1.375) | * |
| Total Non-Labor | \$35.418 | \$33.974 | \$1.444 | 4.1 | \$8.657 | \$1.476 | \$7.181 | 83.0 | \$44.075 | \$35.450 | \$8.625 | 19.6 |
| <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. | \$114.844 | \$116.337 | (\$1.493) | (1.3) | \$27.683 | \$21.301 | \$6.382 | 23.1 | \$142.527 | \$137.638 | \$4.889 | 3.4 |
| Depreciation | 23.200 | 23.949 | (0.749) | (3.2) | 0.000 | 0.000 | 0.000 | - | 23.200 | 23.949 | (0.749) | (3.2) |
| OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB68 Pension Adjustment | 5.953 | 0.000 | 5.953 | 100.0 | 0.000 | 0.000 | 0.000 | - | 5.953 | 0.000 | 5.953 | 100.0 |
| 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 | \$144.330 | \$140.287 | \$4.043 | 2.8 | \$27.683 | \$21.301 | \$6.382 | 23.1 | \$172.012 | \$161.587 | \$10.425 | 6.1 |
| Net Surplus/(Deficit) | (\$99.373) | (\$97.174) | \$2.199 | 2.2 | \$0.000 | \$0.000 | \$0.000 | - | (\$99.373) | (\$97.174) | \$2.199 | 2.2 |
| <i>Cash Conversion Adjustments:</i> | | | | | | | | | | | | |
| Depreciation | 23.200 | 23.949 | 0.749 | 3.2 | 0.000 | 0.000 | 0.000 | - | 23.200 | 23.949 | 0.749 | 3.2 |
| Operating/Capital | (8.313) | (1.311) | 7.002 | 84.2 | 0.000 | 0.000 | 0.000 | - | (8.313) | (1.311) | 7.002 | 84.2 |
| Other Cash Adjustments | (2.719) | (40.270) | (37.551) | * | 0.000 | 0.000 | 0.000 | - | (2.719) | (40.270) | (37.551) | * |
| Total Cash Conversion Adjustments | \$12.167 | (\$17.632) | (\$29.799) | * | \$0.000 | \$0.000 | \$0.000 | - | \$12.167 | (\$17.632) | (\$29.799) | * |
| Net Cash Surplus/(Deficit) | (\$87.206) | (\$114.806) | (\$27.600) | (31.6) | \$0.000 | \$0.000 | \$0.000 | - | (\$87.206) | (\$114.806) | (\$27.600) | (31.6) |

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
JUNE YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|--------------------|--------------------|-------------------|---------------|------------------|------------------|-------------------|---------------|--------------------|--------------------|-------------------|---------------|
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$220.867 | \$194.927 | (\$25.940) | (11.7) | \$0.000 | \$0.000 | \$0.000 | - | \$220.867 | \$194.927 | (\$25.940) | (11.7) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 14.216 | 17.399 | 3.183 | 22.4 | 0.000 | 0.000 | 0.000 | - | 14.216 | 17.399 | 3.183 | 22.4 |
| <i>Capital & Other Reimbursements:</i> | | | | | | | | | | | | |
| MTA | 0.000 | 0.000 | 0.000 | - | 87.022 | 56.092 | (30.930) | (35.5) | 87.022 | 56.092 | (30.930) | (35.5) |
| CDOT | 0.000 | 0.000 | 0.000 | - | 52.124 | 39.409 | (12.715) | (24.4) | 52.124 | 39.409 | (12.715) | (24.4) |
| Other | 0.000 | 0.000 | 0.000 | - | 5.182 | 7.702 | 2.520 | 48.6 | 5.182 | 7.702 | 2.520 | 48.6 |
| Total Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 144.328 | 103.203 | (41.125) | (28.5) | 144.328 | 103.203 | (41.125) | (28.5) |
| Total Revenue/Receipts | \$235.083 | \$212.326 | (\$22.757) | (9.7) | \$144.328 | \$103.203 | (\$41.125) | (28.5) | \$379.411 | \$315.529 | (\$63.882) | (16.8) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$268.139 | \$255.388 | \$12.751 | 4.8 | \$28.432 | \$24.472 | \$3.960 | 13.9 | \$296.571 | \$279.861 | \$16.711 | 5.6 |
| Overtime | 45.013 | 53.015 | (8.003) | (17.8) | 18.685 | 12.613 | 6.073 | 32.5 | 63.698 | 65.628 | (1.930) | (3.0) |
| Health and Welfare | 53.301 | 55.780 | (2.479) | (4.7) | 10.198 | 8.096 | 2.102 | 20.6 | 63.499 | 63.877 | (0.378) | (0.6) |
| OPEB Current Payment | 20.000 | 22.909 | (2.909) | (14.5) | 0.000 | 0.000 | 0.000 | - | 20.000 | 22.909 | (2.909) | (14.5) |
| Pensions | 61.069 | 63.454 | (2.385) | (3.9) | 8.414 | 6.096 | 2.318 | 27.6 | 69.484 | 69.550 | (0.067) | (0.1) |
| Other Fringe Benefits | 65.428 | 71.295 | (5.867) | (9.0) | 8.143 | 6.228 | 1.915 | 23.5 | 73.571 | 77.523 | (3.952) | (5.4) |
| Reimbursable Overhead | (31.035) | (35.584) | 4.549 | 14.7 | 29.725 | 35.258 | (5.533) | (18.6) | (1.310) | (0.326) | (0.984) | (75.1) |
| Total Labor | \$481.916 | \$486.258 | (\$4.343) | (0.9) | \$103.598 | \$92.764 | \$10.834 | 10.5 | \$585.513 | \$579.022 | \$6.491 | 1.1 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$29.951 | \$44.508 | (\$14.558) | (48.6) | \$0.000 | \$0.112 | (\$0.112) | - | \$29.951 | \$44.621 | (\$14.670) | (49.0) |
| Fuel | 10.199 | 15.702 | (5.503) | (54.0) | 0.000 | 0.000 | 0.000 | - | 10.199 | 15.702 | (5.503) | (54.0) |
| Insurance | 10.407 | 9.310 | 1.097 | 10.5 | 1.353 | 0.686 | 0.667 | 49.3 | 11.760 | 9.996 | 1.764 | 15.0 |
| Claims | 0.573 | 0.465 | 0.108 | 18.9 | 0.000 | 0.000 | 0.000 | - | 0.573 | 0.465 | 0.108 | 18.9 |
| 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 | 61.685 | 56.573 | 5.112 | 8.3 | 5.034 | 3.323 | 1.711 | 34.0 | 66.719 | 59.896 | 6.823 | 10.2 |
| Professional Service Contracts | 21.658 | 20.276 | 1.382 | 6.4 | 10.758 | 1.838 | 8.920 | 82.9 | 32.416 | 22.114 | 10.302 | 31.8 |
| Materials & Supplies | 68.343 | 48.277 | 20.066 | 29.4 | 23.586 | 4.383 | 19.202 | 81.4 | 91.929 | 52.660 | 39.269 | 42.7 |
| Other Business Expenses | 11.286 | 11.371 | (0.086) | (0.8) | 0.000 | 0.096 | (0.096) | - | 11.286 | 11.468 | (0.182) | (1.6) |
| Total Non-Labor | \$214.101 | \$206.483 | \$7.619 | 3.6 | \$40.730 | \$10.439 | \$30.291 | 74.4 | \$254.832 | \$216.922 | \$37.910 | 14.9 |
| <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. | \$696.017 | \$692.741 | \$3.276 | 0.5 | \$144.328 | \$103.203 | \$41.125 | 28.5 | \$840.345 | \$795.944 | \$44.401 | 5.3 |
| Depreciation | 139.200 | 150.980 | (11.780) | (8.5) | 0.000 | 0.000 | 0.000 | - | 139.200 | 150.980 | (11.780) | (8.5) |
| OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB68 Pension Adjustment | 11.905 | 0.000 | 11.905 | 100.0 | 0.000 | 0.000 | 0.000 | - | 11.905 | 0.000 | 11.905 | 100.0 |
| Environmental Remediation | 2.000 | 0.044 | 1.956 | 97.8 | 0.000 | 0.000 | 0.000 | - | 2.000 | 0.044 | 1.956 | 97.8 |
| GASB75 Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$849.122 | \$843.765 | \$5.357 | 0.6 | \$144.328 | \$103.203 | \$41.125 | 28.5 | \$993.450 | \$946.968 | \$46.482 | 4.7 |
| Net Surplus/(Deficit) | (\$614.039) | (\$631.439) | (\$17.400) | (2.8) | \$0.000 | \$0.000 | \$0.000 | - | (\$614.039) | (\$631.439) | (\$17.400) | (2.8) |
| <i>Cash Conversion Adjustments:</i> | | | | | | | | | | | | |
| Depreciation | 139.200 | 150.980 | 11.780 | 8.5 | 0.000 | 0.000 | 0.000 | - | 139.200 | 150.980 | 11.780 | 8.5 |
| Operating/Capital | (34.100) | (9.792) | 24.308 | 71.3 | 0.000 | 0.000 | 0.000 | - | (34.100) | (9.792) | 24.308 | 71.3 |
| Other Cash Adjustments | 102.579 | 9.839 | (92.740) | (90.4) | 0.000 | 0.000 | 0.000 | - | 102.579 | 9.839 | (92.740) | (90.4) |
| Total Cash Conversion Adjustments | \$207.679 | \$151.026 | (\$56.652) | (27.3) | \$0.000 | \$0.000 | \$0.000 | - | \$207.679 | \$151.026 | (\$56.652) | (27.3) |
| Net Cash Surplus/(Deficit) | (\$406.361) | (\$480.413) | (\$74.052) | (18.2) | \$0.000 | \$0.000 | \$0.000 | - | (\$406.361) | (\$480.413) | (\$74.052) | (18.2) |

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
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
 June 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 | (\$1,373) | (3.2%) | Reflects lower commutation ridership partially offset by higher non-commutation ridership on East of Hudson Lines. | (\$25,940) | (11.7%) | Reflects lower commutation ridership partially offset by higher non-commutation ridership. |
| OTHER OPERATING REVENUE | Non-Reimb | (\$0,472) | (20.1%) | Lower advertising and parking & stations revenue partially offset by higher GCT retail revenue. | \$3,183 | 22.4% | Higher GCT retail, advertising and parking & stations revenue. |
| CAPITAL AND OTHER REIMBURSEMENTS | Reimb | (\$6,382) | (23.1%) | Lower reimbursements reflect scheduling and timing changes in capital project expenditures. | (\$41,125) | (28.5%) | Lower reimbursements reflect scheduling and timing changes in capital project expenditures. |
| PAYROLL | Non-Reimb | (\$0,286) | (0.6%) | | \$12,751 | 4.8% | Primarily lower train and engine contractual payments as well as delayed hiring. |
| | Reimb | \$0,283 | 5.5% | Reflects timing of project activity. | \$3,960 | 13.9% | Reflects timing of project activity. |
| OVERTIME | Non-Reimb | (\$2,892) | (42.7%) | See overtime graphs. | (\$8,003) | (17.8%) | See overtime graphs. |
| | Reimb | \$0,329 | 9.4% | See overtime graphs. | \$6,073 | 32.5% | See overtime graphs. |
| HEALTH AND WELFARE | Non-Reimb | (\$0,387) | (4.3%) | | (\$2,479) | (4.7%) | Primarily reflects higher than budgeted rates partially offset by lower labor costs. |
| | Reimb | \$0,015 | 0.8% | | \$2,102 | 20.6% | Reflects timing of project activity. |
| OPEB CURRENT PAYMENT | Non-Reimb | (\$0,501) | (15.0%) | Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums. | (\$2,909) | (14.5%) | Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums. |
| | Reimb | | | | | | |
| PENSIONS | Non-Reimb | \$0,079 | 0.8% | | (\$2,385) | (3.9%) | Primarily reflects higher than budgeted rates partially offset by lower labor costs. |
| | Reimb | \$0,155 | 10.0% | Reflects timing of project activity. | \$2,318 | 27.6% | Reflects timing of project activity. |
| OTHER FRINGE BENEFITS | Non-Reimb | (\$0,373) | (3.5%) | Primarily reflects higher labor costs and other employee reimbursements partially offset by lower rates and employee claim provision than budgeted. | (\$5,867) | (9.0%) | Primarily reflects a higher employee claim provision and rates than budgeted partially offset by lower labor costs. |
| | Reimb | \$0,058 | 3.9% | | \$1,915 | 23.5% | Reflects timing of project activity. |
| REIMBURSABLE OVERHEAD | Non-Reimb | \$1,422 | 24.8% | The non-reimbursable and reimbursable variances reflect higher activity for several projects. | \$4,549 | 14.7% | The non-reimbursable and reimbursable variances reflect higher activity for several projects. |
| | Reimb | (\$1,639) | (30.0%) | | (\$5,533) | (18.6%) | |
| ELECTRIC POWER | Non-Reimb | (\$0,086) | (1.9%) | | (\$14,558) | (48.6%) | Higher than budgeted electric rates as well as the impact of the March 27th service increase. |

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
June 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 |
| | | \$ | % | | \$ | % | |
| FUEL | Non-Reimb | (\$0.895) | (54.1%) | Primarily higher than budgeted fuel rates. | (\$5,503) | (54.0%) | Primarily higher than budgeted fuel rates. |
| INSURANCE | Non-Reimb | \$0,276 | 15.1% | Reflects lower insurance premiums than budgeted. | \$1,097 | 10.5% | Reflects lower insurance premiums than budgeted. |
| | Reimb | \$0,069 | 29.1% | Reflects timing of project activity. | \$0,667 | 49.3% | Reflects timing of project activity. |
| CLAIMS | Non-Reimb | \$0,021 | 21.5% | Reflects a lower passenger claims provision than budgeted. | \$0,108 | 18.9% | Reflects a lower passenger claims provision than budgeted. |
| MAINTENANCE AND OTHER OPERATING CONTRACTS | Non-Reimb | \$0,393 | 3.7% | Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts. | \$5,112 | 8.3% | Reflects timing of expenses for the BL-20 locomotive overhaul as well as other miscellaneous maintenance and operating contracts. |
| | Reimb | \$0,485 | 46.0% | Reflects timing of project activity. | \$1,711 | 34.0% | Reflects timing of project activity. |
| PROFESSIONAL SERVICE CONTRACTS | Non-Reimb | (\$0,225) | (5.6%) | Higher than anticipated consulting and engineering services. | \$1,382 | 6.4% | Lower than anticipated consulting and engineering services. |
| | Reimb | \$1,530 | 84.9% | Reflects timing of project activity. | \$8,920 | 82.9% | Reflects timing of project activity. |
| MATERIALS AND SUPPLIES | Non-Reimb | \$3,313 | 28.7% | Timing of rolling stock maintenance events and rolling stock material usage partially offset higher obsolete material reserves due to the second quarter true-up. | \$20,066 | 29.4% | Timing of rolling stock maintenance events and rolling stock material usage partially offset by the net impact of various inventory adjustments. |
| | Reimb | \$5,118 | 92.0% | Reflects timing of project activity. | \$19,202 | 81.4% | Reflects timing of project activity. |
| OTHER BUSINESS EXPENSES | Non-Reimb | (\$1,354) | (99.1%) | Timing of payments from CSX Corporation and Norfolk Southern Railroad as well as higher subsidy payments to New Jersey Transit resulting from inflationary adjustments. | (\$0,086) | (0.8%) | |
| | Reimb | (\$0,021) | - | Reflects timing of project activity. | (\$0,096) | - | Reflects timing of project activity. |
| DEPRECIATION | Non-Reimb | (\$0,749) | (3.2%) | Primarily reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use. | (\$11,780) | (8.5%) | 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 | \$5,953 | 100.0% | Reflects the timing of adjustments to account for MNR's net pension liability. | \$11,905 | 100.0% | Reflects the timing of adjustments to account for MNR's net pension liability. |
| ENVIRONMENTAL REMEDIATION | Non-Reimb | \$0,333 | 100.0% | Reflects timing of projects requiring remediation. | \$1,956 | 97.8% | Reflects timing of projects requiring remediation. |
| GASB75 ADJUSTMENT | Non-Reimb | \$0,000 | - | | \$0,000 | 97.8% | Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability. |
| OPERATING CAPITAL | Non-Reimb | \$7,002 | 84.2% | Reflects timing of project activity. | \$24,308 | 71.3% | Reflects timing of project activity. |

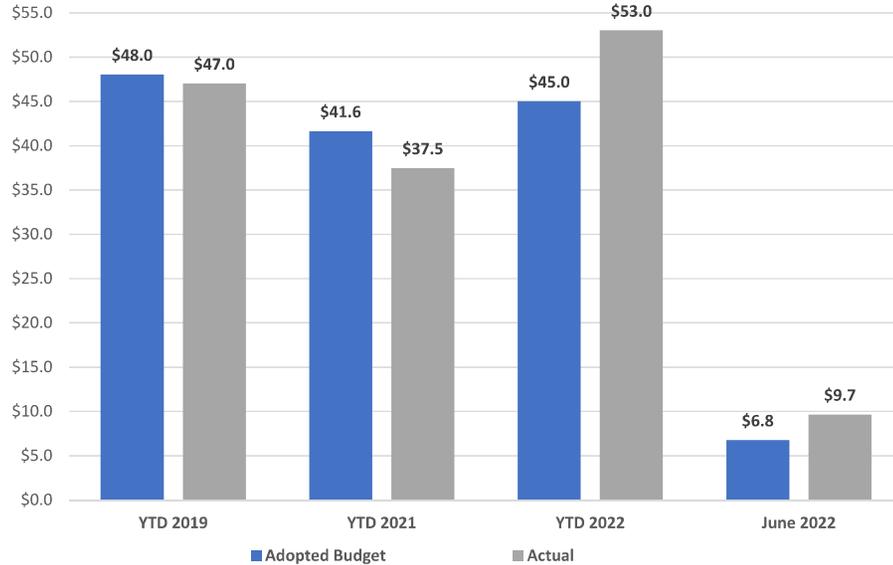
* Variance exceeds 100%.

METRO-NORTH RAILROAD - NON-REIMBURSABLE OVERTIME

Overview

- Increase of \$6.0M vs YTD 2019 due to KRONOS correction entries
- Increase of \$15.5M vs YTD 2021 due to 2021 partial restoration of revenue train service in August 2021 and March 2022 as well as continuing KRONOS correction entries
- Overspending of \$8.0M vs YTD Adopted Budget due to March 2022 Service increase and continuing KRONOS correction entries
- Overspending of \$2.9M vs Adopted Budget June Month only Budget
- **Note – YTD June combined Non-Reimbursable and Reimbursable Overtime is unfavorable vs. Adopted Budget by \$1.9M**

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



Agency Detail

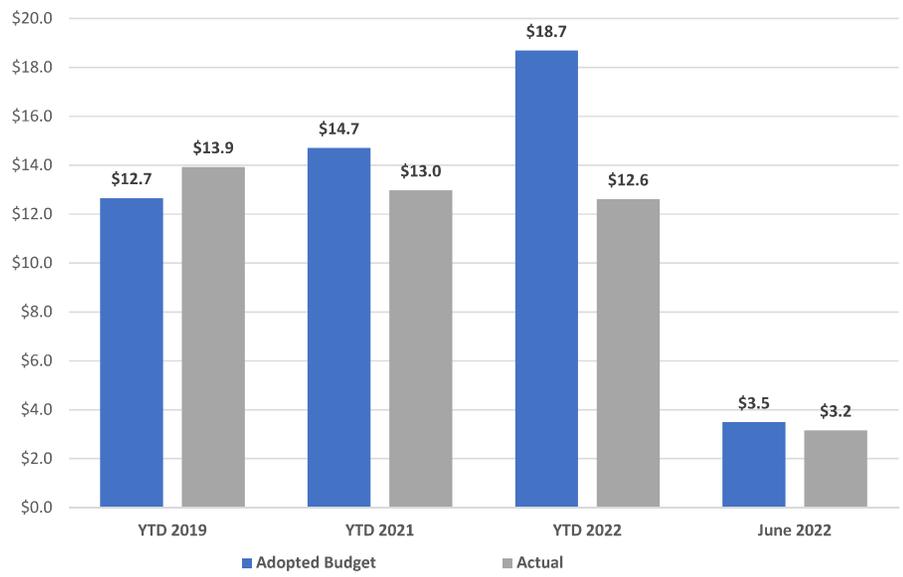
- **Maintenance of Way**
 - Maintenance of Way Overtime of \$21.9M is 41.3% of 2022 YTD Actuals
 - Weather response accounts for \$2.3M of YTD Overtime
 - Under-allocation to Reimbursable Overtime
 - Maintenance of Way is unfavorable to Budget
- **Transportation**
 - Transportation Overtime of \$16.3M is 30.7% of 2022 Actuals
 - Overtime for Service increase at end of March not included in Budget
 - Under-allocation to Reimbursable Overtime
 - Transportation is unfavorable to Budget
- **Maintenance of Equipment**
 - Maintenance of Equipment Overtime of \$10.9M is 20.5% of 2022 YTD Actuals
 - Increased absentee overtime coverage was necessary in early 2022 due to Omicron absences and manual payroll submissions from KRONOS outage
 - Maintenance of Equipment is unfavorable to Budget
- **Stations**
 - Customer Service & Stations Overtime of \$3.2M is 6.0% of 2022 YTD Actuals
 - Stations overtime is driven by vacancy coverage needs
 - Stations is unfavorable to Budget
- Note that 2022 overtime actuals are preliminary estimates and will be revised over the next several months to reflect ongoing KRONOS-sourced entries.

METRO-NORTH RAILROAD - REIMBURSABLE OVERTIME

Overview

- Decrease of \$1.3M vs YTD 2019 due to less reimbursable project work and KRONOS correction entries
- Decrease of \$0.4M vs YTD 2021
- Underspending of \$6.1M vs YTD Adopted Budget due to lower than planned scheduled reimbursable project work and KRONOS correction entries
- Underspending of \$0.3M vs Adopted Budget June Month only Budget due to lower than planned scheduled reimbursable project work and KRONOS correction entries

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



Agency Detail

- **Maintenance of Way**
 - Maintenance of Way Overtime of \$10.4M is 82.5% of 2022 YTD Actuals
 - Under-allocation to Reimbursable Overtime
 - Maintenance of Way is favorable to Budget
- **Transportation**
 - Transportation Overtime of \$2.1M is 16.8% of 2022 YTD Actuals
 - Under-allocation to Reimbursable Overtime
 - Transportation Overtime is favorable to Budget

• Note that 2022 overtime actuals are preliminary estimates and will be revised over the next several months to reflect ongoing KRONOS-sourced entries.

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

SCHEDULE III

| | JUNE 2022 | | | | Year-to-Date | | | |
|--|-------------------|--------------------|----------------------------|---------------|--------------------|--------------------|----------------------------|---------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$41.825 | \$39.695 | (\$2.130) | (5.1) | \$217.456 | \$187.396 | (\$30.060) | (13.8) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 5.739 | 1.015 | (4.724) | (82.3) | 87.637 | 91.777 | 4.140 | 4.7 |
| <i>Capital & Other Reimbursements:</i> | | | | | | | | |
| MTA | 17.645 | 2.410 | (15.235) | (86.3) | 87.022 | 17.104 | (69.918) | (80.3) |
| CDOT | 9.102 | 4.468 | (4.634) | (50.9) | 52.124 | 32.873 | (19.251) | (36.9) |
| Other | 0.936 | 0.331 | (0.605) | (64.6) | 5.182 | 5.343 | 0.161 | 3.1 |
| Total Capital and Other Reimbursements | 27.683 | 7.209 | (20.474) | (74.0) | 144.328 | 55.320 | (89.008) | (61.7) |
| Total Receipts | \$75.246 | \$47.919 | (\$27.327) | (36.3) | \$449.421 | \$334.493 | (\$114.928) | (25.6) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$56.840 | \$50.258 | \$6.582 | 11.6 | \$296.664 | \$278.502 | \$18.162 | 6.1 |
| Overtime | 11.879 | 12.417 | (0.538) | (4.5) | 64.831 | 63.429 | 1.402 | 2.2 |
| Health and Welfare | 11.845 | 16.938 | (5.092) | (43.0) | 69.621 | 74.535 | (4.914) | (7.1) |
| OPEB Current Payment | 3.333 | 3.799 | (0.466) | (14.0) | 20.000 | 22.867 | (2.867) | (14.3) |
| Pensions | 11.901 | 11.852 | 0.049 | 0.4 | 71.328 | 67.321 | 4.007 | 5.6 |
| Other Fringe Benefits | 13.733 | 13.082 | 0.651 | 4.7 | 71.625 | 77.024 | (5.399) | (7.5) |
| 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 | \$109.531 | \$108.346 | \$1.185 | 1.1 | \$594.069 | \$583.678 | \$10.391 | 1.7 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$4.682 | \$4.872 | (\$0.190) | (4.1) | \$31.539 | \$46.687 | (\$15.148) | (48.0) |
| Fuel | 1.655 | 2.270 | (0.615) | (37.2) | 10.199 | 15.169 | (4.970) | (48.7) |
| Insurance | 1.282 | 13.637 | (12.355) | * | 4.217 | 13.637 | (9.420) | * |
| Claims | 0.096 | 0.075 | 0.021 | 21.5 | 0.573 | 0.880 | (0.307) | (53.6) |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 18.218 | 16.937 | 1.281 | 7.0 | 75.164 | 59.200 | 15.964 | 21.2 |
| Professional Service Contracts | 5.357 | 3.926 | 1.431 | 26.7 | 30.022 | 18.407 | 11.615 | 38.7 |
| Materials & Supplies | 17.310 | 9.106 | 8.204 | 47.4 | 84.209 | 52.801 | 31.408 | 37.3 |
| Other Business Expenditures | 4.322 | 3.556 | 0.766 | 17.7 | 25.790 | 24.447 | 1.343 | 5.2 |
| Total Non-Labor | \$52.921 | \$54.379 | (\$1.458) | (2.8) | \$261.712 | \$231.228 | \$30.484 | 11.6 |
| <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 | \$162.451 | \$162.725 | (\$0.274) | (0.2) | \$855.782 | \$814.906 | \$40.876 | 4.8 |
| Net Cash Deficit (excludes Opening Cash Balance) | (\$87.206) | (\$114.806) | (\$27.600) | (31.6) | (\$406.361) | (\$480.413) | (\$74.052) | (18.2) |
| Subsidies | | | | | | | | |
| MTA | 68.182 | 0.000 | (68.182) | (100.0) | 285.654 | 35.977 | (249.677) | (87.4) |
| CDOT | 19.023 | 24.761 | 5.738 | 30.2 | 120.706 | 115.801 | (4.905) | (4.1) |
| Total Subsidies | \$87.206 | \$24.761 | (\$62.445) | (71.6) | \$406.361 | \$151.778 | (\$254.583) | (62.6) |
| Cash Timing and Availability Adjustment | \$0.000 | \$3.230 | \$3.230 | - | \$0.000 | \$1.548 | \$1.548 | - |

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

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

| | JUNE 2022 | | | | Year-to-Date | | | |
|---|-------------------|----------------------------|-------------------|---------------|-------------------|----------------------------|-------------------|---------------|
| | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | |
| | | Actual | Variance | Percent | | Actual | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | (\$0.780) | (\$1,537) | (\$0,757) | (97.0) | (\$3,411) | (\$7,531) | (\$4,120) | * |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 3.387 | (0,865) | (4,252) | * | 73,421 | 74,378 | 0,957 | 1.3 |
| <i>Capital & Other Reimbursements:</i> | | | | | | | | |
| MTA | 0.000 | (9,903) | (9,903) | - | 0.000 | (38,988) | (38,988) | - |
| CDOT | 0.000 | (3,016) | (3,016) | - | 0.000 | (6,536) | (6,536) | - |
| Other | 0.000 | (1,173) | (1,173) | - | 0.000 | (2,359) | (2,359) | - |
| Total Capital and Other Reimbursements | 0.000 | (14,092) | (14,092) | - | 0.000 | (47,883) | (47,883) | - |
| Total Revenue/Receipts | \$2,606 | (\$16,494) | (\$19,101) | * | \$70,010 | \$18,964 | (\$51,046) | (72.9) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | (\$6,502) | \$0,082 | \$6,584 | * | (\$0,093) | \$1,359 | \$1,451 | * |
| Overtime | (1,620) | 0,405 | 2,024 | * | (1,133) | 2,199 | 3,332 | * |
| Health and Welfare | (1,058) | (5,778) | (4,720) | * | (6,122) | (10,658) | (4,536) | (74.1) |
| OPEB Current Payment | 0.000 | 0,035 | 0,000 | - | 0.000 | 0,042 | 0,042 | - |
| Pensions | (0,186) | (0,371) | (0,185) | (99.1) | (1,844) | 2,229 | 4,074 | * |
| Other Fringe Benefits | (1,427) | (0,461) | 0,966 | 67.7 | 1,946 | 0,499 | (1,446) | (74.3) |
| GASB Account | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Reimbursable Overhead | (0,287) | (0,070) | 0,217 | 75.6 | (1,310) | (0,326) | 0,984 | 75.1 |
| Total Labor | (\$11,079) | (\$6,158) | \$4,921 | 44.4 | (\$8,556) | (\$4,656) | \$3,900 | 45.6 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | (\$0,265) | (\$0,369) | (\$0,104) | (39.3) | (\$1,588) | (\$2,066) | (\$0,478) | (30.1) |
| Fuel | 0.000 | 0,279 | 0,279 | - | 0.000 | 0,533 | 0,533 | - |
| Insurance | 0,785 | (11,915) | (12,700) | * | 7,543 | (3,641) | (11,184) | * |
| Claims | 0.000 | (0,000) | (0,000) | - | 0.000 | (0,415) | (0,415) | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | (6,656) | (6,253) | 0,403 | 6.1 | (8,445) | 0,696 | 9,142 | * |
| Professional Service Contracts | 0,431 | 0,556 | 0,125 | 29.0 | 2,394 | 3,707 | 1,313 | 54.8 |
| Materials & Supplies | (0,185) | (0,412) | (0,228) | * | 7,720 | (0,141) | (7,861) | * |
| Other Business Expenses | (2,956) | (0,815) | 2,141 | 72.4 | (14,505) | (12,979) | 1,525 | 10.5 |
| Total Non-Labor | (\$8,846) | (\$18,929) | (\$10,083) | * | (\$6,881) | (\$14,306) | (\$7,425) | * |
| <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. | (\$19,925) | (\$25,087) | (\$5,162) | (25.9) | (\$15,437) | (\$18,962) | (\$3,525) | (22.8) |
| Depreciation | 23,200 | 23,949 | 0,749 | 3.2 | 139,200 | 150,980 | 11,780 | 8.5 |
| OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB68 Pension Adjustment | 5,953 | 0.000 | (5,953) | 100.0 | 11,905 | 0.000 | (11,905) | 100.0 |
| Environmental Remediation | 0,333 | 0.000 | (0,333) | (100.0) | 2,000 | 0,044 | (1,956) | 97.8 |
| GASB75 Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenditures Adjustments | \$9,561 | (\$1,138) | (\$10,699) | * | \$137,668 | \$132,062 | (\$5,606) | (4.1) |
| Total Cash Conversion Adjustments | \$12,167 | (\$17,632) | (\$29,799) | * | \$207,679 | \$151,026 | (\$56,652) | (27.3) |

Notes:

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

– Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
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 | June Month vs Budget | | | Year-to-Date as of June 30th, 2022 vs. Budget | | |
|-------------------------------------|----------------------|---------|--|---|---------|--|
| | Variance Fav (Unfav) | | Reason for Variance | Variance Fav (Unfav) | | Reason for Variance |
| | \$ | % | | \$ | % | |
| FARE REVENUE | (2.130) | (5.1%) | Primarily reflects lower commutation ridership partially offset by higher non-commutation ridership on East of Hudson Lines. | (30.060) | (13.8%) | Primarily reflects lower commutation ridership partially offset by higher non-commutation ridership. |
| OTHER OPERATING REVENUE | (4.724) | (82.3%) | Primarily reflects the timing of net GCT retail, miscellaneous and advertising revenues. | 4.140 | 4.7% | Primarily reflects higher than budgeted net GCT, Amtrak and station revenues partially offset by lower miscellaneous revenues. |
| CAPITAL AND OTHER REIMBURSEMENTS: | | | | | | |
| MTA | (15.235) | (86.3%) | Primarily reflects lower cash receipts and capital related project activity than budgeted. | (69.918) | (80.3%) | Primarily reflects lower cash receipts and capital related project activity than budgeted. |
| CDOT | (4.634) | (50.9%) | Primarily reflects lower cash receipts and capital related project activity than budgeted. | (19.251) | (36.9%) | Primarily reflects lower capital related project activity and cash receipts than budgeted. |
| OTHER | (0.605) | (64.6%) | Primarily reflects lower cash receipts partially offset by higher reimbursable related project activity than budgeted. | 0.161 | 3.1% | Primarily reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted. |
| PAYROLL | 6.582 | 11.6% | Primarily reflects the timing of remittance payments for the employee portion of withheld income taxes, pay periods and RWA payments partially offset by inter-agency payroll. | 18.162 | 6.1% | Primarily reflects the timing of pay periods, RWA payments and remittance payments for the employee portion of withheld income taxes partially offset by inter-agency payroll. |
| OVERTIME | (0.538) | (4.5%) | Primarily reflects the timing of pay periods. | 1.402 | 2.2% | |
| HEALTH & WELFARE | (5.092) | (43.0%) | Primarily reflects the timing of payments for employee health insurance premiums. | (4.914) | (7.1%) | Primarily reflects the timing of payments for employee health insurance premiums. |
| OPEB CURRENT PAYMENT | (0.466) | (14.0%) | Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums. | (2.867) | (14.3%) | Primarily reflects a higher than budgeted number of retirees receiving healthcare premiums. |
| PENSIONS | 0.049 | 0.4% | | 4.007 | 5.6% | Reflects 2021 DB advance payment credit applied in January. |
| OTHER FRINGE BENEFITS | 0.651 | 4.7% | Primarily reflects the timing of payroll taxes partially offset by higher than budgeted employee claim payments. | (5.399) | (7.5%) | Primarily reflects the timing of payroll taxes and higher than budgeted employee claim payments partially offset by the timing of other employee reimbursements. |
| ELECTRIC POWER | (0.190) | (4.1%) | | (15.148) | (48.0%) | Primarily reflects higher than budgeted electric rates, the impact of the March 27th service increase and the timing of payments. |
| FUEL | (0.615) | (37.2%) | Reflects higher than budgeted fuel rates partially offset by timing of payments. | (4.970) | (48.7%) | Primarily reflects higher than budgeted fuel rates \$5.5M partially offset by timing of payments \$0.5M. |

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 | June Month vs Budget | | | Year-to-Date as of June 30th, 2022 vs. Budget | | |
|---|----------------------|----------|--|---|---------|---|
| | Variance Fav (Unfav) | | Reason for Variance | Variance Fav (Unfav) | | Reason for Variance |
| | \$ | % | | \$ | % | |
| INSURANCE | (12.355) | * | Primarily reflects the timing of insurance premium payments. | (9.420) | * | Primarily reflects the timing of insurance premium payments. |
| CLAIMS | 0.021 | 21.5% | Reflects lower than budgeted passenger injury settlements. | (0.307) | (53.6%) | Reflects higher than budgeted passenger injury settlements. |
| MAINTENANCE & OTHER OPERATING CONTRACTS | 1.281 | 7.0% | Primarily reflects the timing of expenses for the BL-20 locomotive overhaul, auto & other vehicle purchases and other miscellaneous maintenance and operating contracts. | 15.964 | 21.2% | Primarily reflects the timing of payments for auto & other vehicle purchases, expenses for the BL-20 locomotive overhaul and other miscellaneous maintenance and operating contracts. |
| PROFESSIONAL SERVICE CONTRACTS | 1.431 | 26.7% | Primarily reflects timing of project activity. | 11.615 | 38.7% | Reflects timing of project activity as well as lower than anticipated consulting and engineering services. |
| MATERIALS & SUPPLIES | 8.204 | 47.4% | Primarily reflects the timing of rolling stock maintenance events and rolling stock material usage. | 31.408 | 37.3% | Primarily reflects the timing of rolling stock maintenance events and rolling stock material usage. |
| OTHER BUSINESS EXPENSES | 0.766 | 17.7% | Primarily reflects the timing of NJT subsidy payments and lower credit card processing fees. | 1.343 | 5.2% | Primarily reflects lower credit card processing fees and other miscellaneous expenses partially offset by the timing of NJT subsidy payments. |
| MTA SUBSIDY RECEIPTS | (68.182) | (100.0%) | Reflects lower MTA subsidy receipts than budgeted. | (249.677) | (87.4%) | Reflects lower MTA subsidy receipts than budgeted. |
| CDOT SUBSIDY RECEIPTS | 5.738 | 30.2% | Reflects the timing of the receipt of payment for the NHL 12/31/21 13th bill and Administrative Asset invoices. | (4.905) | (4.1%) | Lower CDOT share of estimated deficits than budgeted partially offset by the receipt of payments of the estimated Administrative Assets and NHL 12/31/21 13th bill invoices. |

* Variance exceeds 100%

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

| | MONTH | | | VARIANCE Fav/(Unfav) | | | YTD | | | VARIANCE 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> | 6.329 | 3.955 | 1.318 | (2.374) | -37.5% | 2.636 | 200.0% | 34.224 | 19.008 | 6.834 | (15.216) | -44.5% | 12.173 | 178.1% |
| <i>Harlem Line - Non-Commutation</i> | 5.927 | 7.489 | 5.132 | 1.562 | 26.4% | 2.357 | 45.9% | 29.543 | 35.789 | 19.028 | 6.246 | 21.1% | 16.762 | 88.1% |
| TOTAL HARLEM LINE | \$12.256 | \$11.444 | \$6.450 | (\$0.812) | -6.6% | \$4.994 | 77.4% | \$63.767 | \$54.797 | \$25.862 | (\$8.970) | -14.1% | \$28.935 | 111.9% |
| <i>Hudson Line - Commutation</i> | 4.158 | 2.573 | 0.940 | (1.585) | -38.1% | 1.633 | 173.7% | 23.014 | 12.788 | 4.911 | (10.225) | -44.4% | 7.877 | 160.4% |
| <i>Hudson Line - Non-Commutation</i> | 5.297 | 6.744 | 4.779 | 1.447 | 27.3% | 1.965 | 41.1% | 25.682 | 31.678 | 18.246 | 5.996 | 23.3% | 13.432 | 73.6% |
| TOTAL HUDSON LINE | \$9.455 | \$9.317 | \$5.719 | (\$0.138) | -1.5% | \$3.598 | 62.9% | \$48.696 | \$44.466 | \$23.157 | (\$4.230) | -8.7% | \$21.309 | 92.0% |
| <i>New Haven Line - Commutation</i> | 8.638 | 5.442 | 1.562 | (3.196) | -37.0% | 3.879 | 248.3% | 47.488 | 25.223 | 7.604 | (22.265) | -46.9% | 17.619 | 231.7% |
| <i>New Haven Line - Non-Commutation</i> | 11.421 | 14.447 | 9.766 | 3.026 | 26.5% | 4.681 | 47.9% | 56.539 | 67.252 | 34.092 | 10.713 | 18.9% | 33.160 | 97.3% |
| TOTAL NEW HAVEN LINE | \$20.059 | \$19.889 | \$11.328 | (\$0.170) | -0.8% | \$8.560 | 75.6% | \$104.026 | \$92.474 | \$41.695 | (\$11.552) | -11.1% | \$50.779 | 121.8% |
| All Lines - Commutation | 19.124 | 11.969 | 3.821 | (7.155) | -37.4% | 8.149 | 213.3% | 104.726 | 57.018 | 19.349 | (47.707) | -45.6% | 37.669 | 194.7% |
| All Lines - Non-Commutation | 22.645 | 28.680 | 19.677 | 6.035 | 26.7% | 9.004 | 45.8% | 111.763 | 134.719 | 71.365 | 22.955 | 20.5% | 63.354 | 88.8% |
| TOTAL EAST OF HUDSON LINES | \$41.769 | \$40.649 | \$23.497 | (\$1.120) | -2.7% | \$17.152 | 73.0% | \$216.489 | \$191.737 | \$90.714 | (\$24.752) | -11.4% | \$101.023 | 111.4% |
| West of Hudson ^(B) | <u>\$0.836</u> | <u>\$0.583</u> | <u>\$0.554</u> | <u>(\$0.253)</u> | <u>-30.2%</u> | <u>\$0.029</u> | <u>5.2%</u> | <u>\$4.378</u> | <u>\$3.189</u> | <u>\$2.193</u> | <u>(1.189)</u> | <u>-27.1%</u> | <u>0.996</u> | <u>45.4%</u> |
| TOTAL FAREBOX REVENUE | \$42.605 | \$41.232 | \$24.052 | (\$1.373) | -3.2% | \$17.181 | 71.4% | \$220.867 | \$194.927 | \$92.908 | (\$25.940) | -11.7% | \$102.019 | 109.8% |
| RIDERSHIP | | | | | | | | | | | | | | |
| <i>Harlem Line - Commutation</i> | 0.860 | 0.600 | 0.231 | (0.259) | -30.2% | 0.369 | 159.4% | 4.953 | 2.900 | 1.211 | (2.054) | -41.5% | 1.689 | 139.4% |
| <i>Harlem Line - Non-Commutation</i> | 0.603 | 0.763 | 0.597 | 0.161 | 26.7% | 0.166 | 27.9% | 3.129 | 3.921 | 2.369 | 0.792 | 25.3% | 1.553 | 65.6% |
| TOTAL HARLEM LINE | 1.462 | 1.364 | 0.828 | (0.099) | -6.7% | 0.535 | 64.6% | 8.083 | 6.821 | 3.580 | (1.262) | -15.6% | 3.241 | 90.5% |
| <i>Hudson Line - Commutation</i> | 0.489 | 0.330 | 0.127 | (0.159) | -32.5% | 0.203 | 160.5% | 2.860 | 1.589 | 0.651 | (1.271) | -44.4% | 0.938 | 144.0% |
| <i>Hudson Line - Non-Commutation</i> | 0.453 | 0.599 | 0.451 | 0.146 | 32.2% | 0.148 | 32.9% | 2.224 | 2.813 | 1.752 | 0.590 | 26.5% | 1.062 | 60.6% |
| TOTAL HUDSON LINE | 0.942 | 0.929 | 0.578 | (0.013) | -1.4% | 0.352 | 60.9% | 5.084 | 4.402 | 2.403 | (0.681) | -13.4% | 1.999 | 83.2% |
| <i>New Haven Line - Commutation</i> | 1.134 | 0.787 | 0.286 | (0.347) | -30.6% | 0.500 | 174.8% | 6.518 | 3.650 | 1.388 | (2.869) | -44.0% | 2.262 | 163.0% |
| <i>New Haven Line - Non-Commutation</i> | 1.046 | 1.321 | 1.004 | 0.276 | 26.4% | 0.317 | 31.6% | 5.203 | 6.451 | 3.755 | 1.248 | 24.0% | 2.696 | 71.8% |
| TOTAL NEW HAVEN LINE | 2.179 | 2.108 | 1.291 | (0.071) | -3.3% | 0.818 | 63.3% | 11.722 | 10.101 | 5.142 | (1.621) | -13.8% | 4.958 | 96.4% |
| Total Ridership East of Hudson | | | | | | | | | | | | | | |
| All Lines - Commutation | 2.482 | 1.717 | 0.644 | (0.765) | -30.8% | 1.073 | 166.4% | 14.332 | 8.138 | 3.250 | (6.194) | -43.2% | 4.888 | 150.4% |
| All Lines - Non-Commutation | 2.102 | 2.684 | 2.052 | 0.583 | 27.7% | 0.632 | 30.8% | 10.556 | 13.186 | 7.875 | 2.629 | 24.9% | 5.311 | 67.4% |
| TOTAL EAST OF HUDSON LINES | 4.584 | 4.401 | 2.697 | (0.182) | -4.0% | 1.705 | 63.2% | 24.888 | 21.324 | 11.125 | (3.564) | -14.3% | 10.199 | 91.7% |
| West of Hudson ^(B) | <u>0.091</u> | <u>0.058</u> | <u>0.057</u> | <u>(0.032)</u> | <u>-35.5%</u> | <u>0.001</u> | <u>2.1%</u> | <u>0.493</u> | <u>0.329</u> | <u>0.241</u> | <u>(0.164)</u> | <u>-33.3%</u> | <u>0.088</u> | <u>36.3%</u> |
| TOTAL EAST & WEST OF HUDSON LINES | 4.674 | 4.460 | 2.754 | (0.215) | -4.6% | 1.706 | 61.9% | 25.382 | 21.653 | 11.367 | (3.728) | -14.7% | 10.287 | 90.5% |

^(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.

^(C) Twenty-Trip tickets, previously reflected in Non-Commutation, are reflected in Commutation Revenue beginning June 2022.

**MTA METRO-NORTH RAILROAD
2022 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2022**

| <u>Department</u> | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> | Notes |
|---|---------------------------|---------------|---|-------|
| Administration | | | | |
| President | 2 | 4 | (2) | |
| Labor Relations | 10 | 10 | 0 | |
| Safety | 87 | 64 | 23 | A, B |
| Security | 23 | 17 | 6 | |
| Corporate & Public Affairs | 13 | 10 | 3 | |
| Customer Service | 45 | 49 | (4) | |
| Legal | 9 | 9 | - | |
| Claims | 5 | 5 | 0 | |
| Human Resources | 35 | 31 | 4 | |
| Training | 94 | 78 | 16 | A |
| Employee Relations & Diversity | 4 | 4 | - | |
| VP Ops Support and Org Resiliency | 23 | 20 | 3 | |
| Capital Planning & Programming | 10 | 6 | 4 | |
| Long Range Planning | 4 | 4 | - | |
| Controller | 56 | 50 | 6 | |
| Budget | 16 | 12 | 4 | |
| Procurement & Material Mgmt | 17 | 10 | 7 | |
| Total Administration | 453 | 383 | 70 | |
| Operations | | | | |
| Operations Support | 52 | 45 | 7 | |
| Rolling Stock & EAM | 17 | 14 | 3 | |
| Transportation | 1,648 | 1,568 | 80 | B |
| Customer Service | 395 | 343 | 52 | A, B |
| Metro-North West | 32 | 29 | 3 | |
| Total Operations | 2,144 | 1,998 | 146 | |
| Maintenance | | | | |
| Maintenance of Equipment | 1,669 | 1,561 | 108 | A |
| Maintenance of Way | 2,168 | 2,001 | 167 | A |
| Procurement & Material Mgmt | 108 | 105 | 3 | |
| Total Maintenance | 3,945 | 3,667 | 278 | |
| Engineering/Capital | | | | |
| Construction Management | 18 | 15 | 3 | |
| Engineering & Design | 54 | 47 | 7 | |
| Total Engineering/Capital | 72 | 62 | 10 | |
| Total Positions | 6,614 | 6,110 | 504 | |
| Non-Reimbursable | 5,873 | 5,730 | 143 | |
| Reimbursable | 741 | 380 | 361 | |
| Total Full-Time | 6,613 | 6,109 | 504 | |
| 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
June 30, 2022

| FUNCTION/OCCUPATION | Adopted Budget | Actual | Favorable (Unfavorable) Variance |
|-----------------------------------|-------------------|--------------|--|
| Administration | | | |
| Managers/Supervisors | 147 | 134 | 13 |
| Professional, Technical, Clerical | 306 | 248 | 58 |
| Operational Hourlies | - | - | - |
| Total Administration | 453 | 383 | 70 |
| Operations | | | |
| Managers/Supervisors | 249 | 243 | 6 |
| Professional, Technical, Clerical | 254 | 219 | 35 |
| Operational Hourlies | 1,641 | 1,537 | 104 |
| Total Operations | 2,144 | 1,998 | 146 |
| Maintenance | | | |
| Managers/Supervisors | 681 | 641 | 40 |
| Professional, Technical, Clerical | 509 | 449 | 60 |
| Operational Hourlies | 2,755 | 2,577 | 178 |
| Total Maintenance | 3,945 | 3,667 | 278 |
| Engineering/Capital | | | |
| Managers/Supervisors | 27 | 26 | 1 |
| Professional, Technical, Clerical | 45 | 36 | 9 |
| Operational Hourlies | - | - | - |
| Total Engineering/Capital | 72 | 62 | 10 |
| Total Positions | | | |
| Managers/Supervisors | 1,104 | 1,044 | 60 |
| Professional, Technical, Clerical | 1,114 | 952 | 162 |
| Operational Hourlies | 4,396 | 4,114 | 282 |
| Total Positions | 6,614 | 6,110 | 504 |

**MTA METRO-NORTH RAILROAD
2022 ADOPTED BUDGET VS. ACTUALS
June 30, 2022**

| Agency-wide (Non-Reimbursable and Reimbursable) | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|--|-----------------------|---------------|---|---|
| <i>Functional Classification:</i> | | | | |
| Administration | 453 | 383 | 70 | |
| Operations | 2,144 | 1,998 | 146 | Primarily reflects higher attrition than planned and delayed hiring of vacant positions |
| Maintenance | 3,945 | 3,667 | 278 | Primarily reflects delayed hiring of vacant positions |
| Engineering / Capital | 72 | 62 | 10 | |
| Total Agency-wide Headcount | 6,614 | 6,110 | 504 | |
| Non-Reimbursable | 5,873 | 5,730 | 143 | |
| Reimbursable | 741 | 380 | 361 | |

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

| | MONTH | | | VARIANCE | |
|-----------------------------|--------------------|-------------|--------------|-----------------|-------------|
| | Fav/(Unfav) | | | | |
| | BUD | 2022 | 2021* | BUD | 2021 |
| Farebox Operating Ratio | | | | | |
| Standard ^(B) | 35.7% | 36.2% | 22.7% | 0.5% | 13.5% |
| Adjusted ^(C) | 39.7% | 40.2% | 24.6% | 0.5% | 15.6% |
| Cost per Passenger | | | | | |
| Standard ^(B) | \$25.56 | \$25.55 | \$38.52 | \$0.00 | \$12.96 |
| Adjusted ^(C) | \$24.95 | \$24.80 | \$37.36 | \$0.15 | \$12.56 |
| Passenger Revenue/Passenger | \$9.11 | \$9.25 | \$8.74 | \$0.13 | \$0.51 |

| | YEAR-TO-DATE | | | VARIANCE | |
|-----------------------------|---------------------|-------------|--------------|-----------------|-------------|
| | Fav/(Unfav) | | | | |
| | BUD | 2022 | 2021* | BUD | 2021 |
| Farebox Operating Ratio | | | | | |
| Standard ^(B) | 31.2% | 28.7% | 14.7% | -2.5% | 13.9% |
| Adjusted ^(C) | 35.2% | 33.4% | 17.7% | -1.8% | 15.6% |
| Cost per Passenger | | | | | |
| Standard ^(B) | \$27.89 | \$31.41 | \$55.76 | (\$3.52) | \$24.34 |
| Adjusted ^(C) | \$27.23 | \$30.52 | \$54.15 | (\$3.29) | \$23.63 |
| Passenger Revenue/Passenger | \$8.70 | \$9.00 | \$8.20 | \$0.30 | \$0.80 |

(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



June 2022

Dobbs Ferry (Metro-North Hudson Line)

Photo courtesy of Linda Morris





Metro-North Railroad

June 2022 Highlights: Ridership Report

(Note: June West of Hudson ridership is preliminary)

June 2022 vs. June 2021

East of Hudson ridership increased 63.2% vs. June 2021 and was 4.0% below the budget.

- East of Hudson Commutation ridership increased by 166.4%.
- East of Hudson Non-Commutation ridership increased by 30.8%.

East of Hudson Ridership by Line:

- Hudson Line Ridership increased by 60.9%.
- Harlem Line Ridership increased by 64.6%.
- New Haven Line Ridership increased by 63.3%.

West of Hudson Ridership by Line:

- Port Jervis Line Ridership increased by 2.9%.
- Pascack Valley Line Ridership increased by 0.6%.

June 2022 vs. June 2019

Total Rail Ridership was 60.5% of 2019 riders.

- East of Hudson ridership decreased by 39.3%.
- West of Hudson ridership decreased by 50.3%.

Note:

Ridership is calculated based on the number of tickets sold multiplied by a factor related to each different type of ticket. The Monthly/Weekly factor is based on the number of weekdays and weekend days per month. June ridership includes Mail & Ride returned and unused refund adjustments.

Ben Cornelius

Director

Operations Planning & Analysis

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

RIDERSHIP SUMMARY

June Ridership and Revenue (millions)

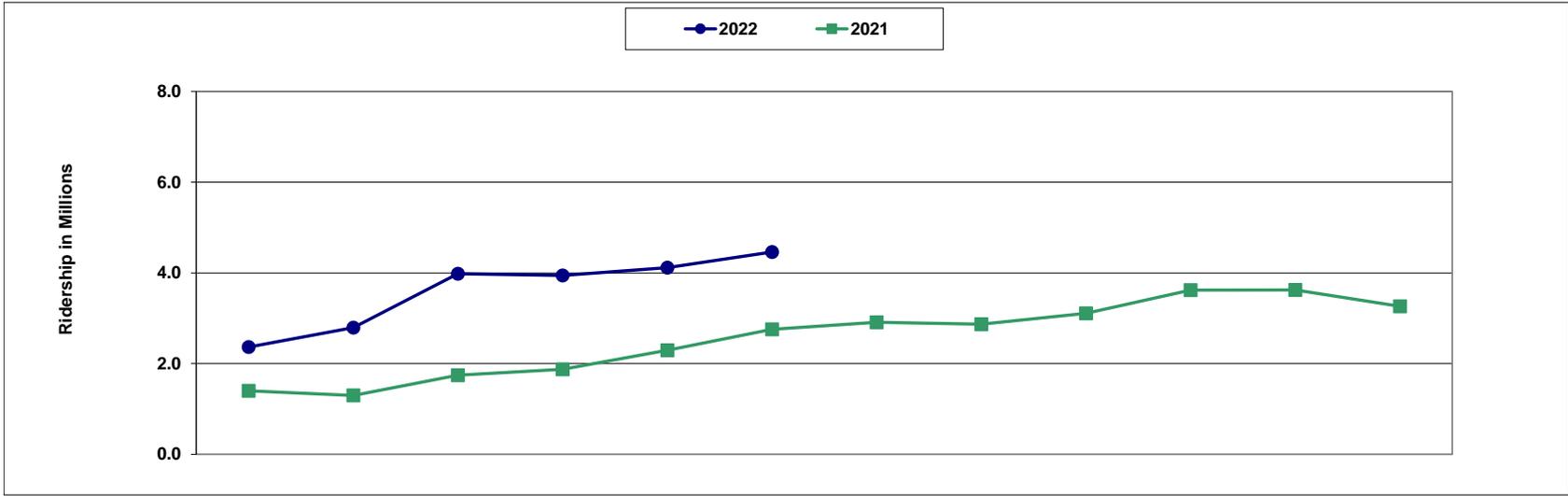
| | June 2022 | % Change vs. 2021 |
|------------------------------|--------------|----------------------|
| Total Rail Ridership | 4.460 | ▲ 61.93% |
| Commutation Ridership | 1.729 | ▲ 163.58% |
| Non-Commutation Ridership | 2.730 | ▲ 30.15% |
| Connecting Service Ridership | 0.021 | ▲ 169.60% |
| Total MNR System Ridership | 4.480 | ▲ 62.23% |
| Rail Revenue | \$41.23 | ▲ 71.43% |

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

| | YTD 2022 | % Change vs. 2021 | Comparison to Budget |
|------------------------------|-------------|----------------------|----------------------|
| Total Rail Ridership | 21.653 | ▲ 90.50% | ▼ -14.69% |
| Commutation Ridership | 7.184 | ▲ 117.56% | ▼ -50.81% |
| Non-Commutation Ridership | 14.469 | ▲ 79.42% | ▲ 34.25% |
| Connecting Service Ridership | 0.098 | ▲ 184.52% | ▲ 36.79% |
| Total MNR System Ridership | 21.751 | ▲ 90.78% | ▼ -14.54% |
| Rail Revenue | \$194.93 | ▲ 109.81% | ▼ -3.22% |

JUNE 2022 RAIL RIDERSHIP (1)

• June's Total Rail Ridership was 61.9% above 2021 and -4.6% below budget.

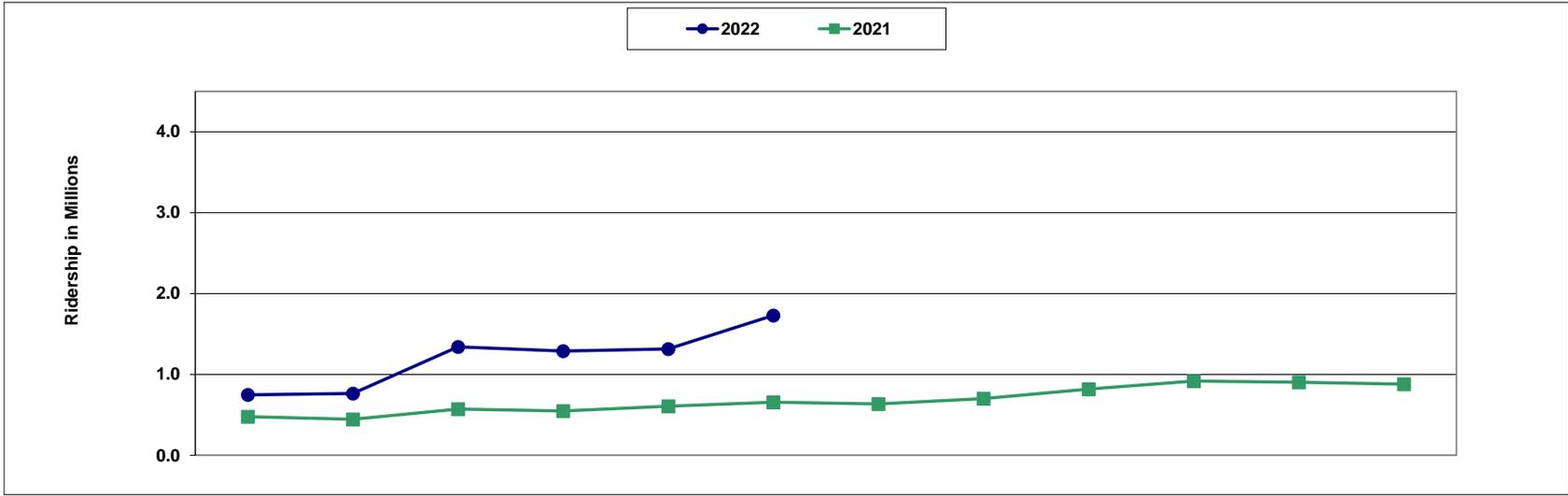


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|--------|--------|--------|-------|-------|-----|-----|-----|-----|-----|-----|-------------|
| 2022 | 2.4 | 2.8 | 4.0 | 3.9 | 4.1 | 4.5 | | | | | | | 21.7 |
| 2021 | 1.4 | 1.3 | 1.7 | 1.9 | 2.3 | 2.8 | 2.9 | 2.9 | 3.1 | 3.6 | 3.6 | 3.3 | 11.4 |
| PCT CHG. | 68.9% | 115.2% | 128.1% | 110.1% | 79.3% | 61.9% | | | | | | | 90.5% |

1) Includes East and West of Hudson.

JUNE 2022 RAIL COMMUTATION RIDERSHIP (1)

- June's Rail Commutation Ridership was 163.6% above 2021 and -31.6% below budget.

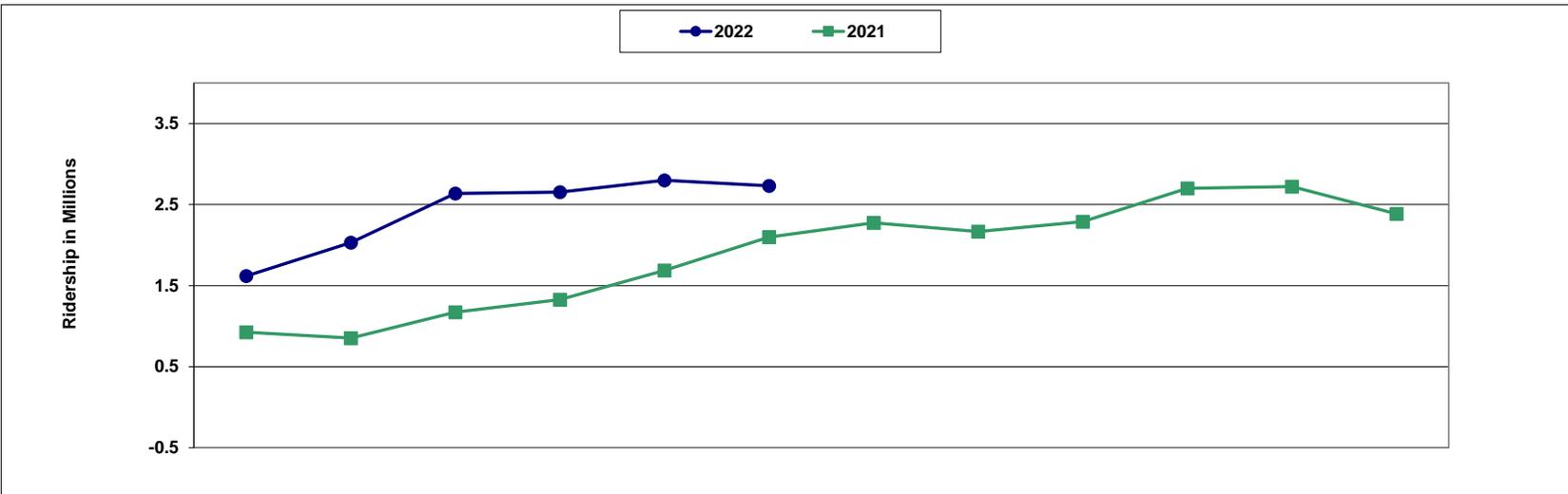


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|-------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-----|-------------|
| 2022 | 0.7 | 0.8 | 1.3 | 1.3 | 1.3 | 1.7 | | | | | | | 7.2 |
| 2021 | 0.5 | 0.4 | 0.6 | 0.5 | 0.6 | 0.7 | 0.6 | 0.7 | 0.8 | 0.9 | 0.9 | 0.9 | 3.3 |
| PCT CHG. | 57.0% | 71.8% | 134.8% | 135.3% | 116.6% | 163.6% | | | | | | | 117.6% |

1) Includes East and West of Hudson.

JUNE 2022 RAIL NON-COMMUTATION RIDERSHIP (1)

- June's Rail Non-Commutation Ridership was 30.1% above 2021 and 27.3% above budget.

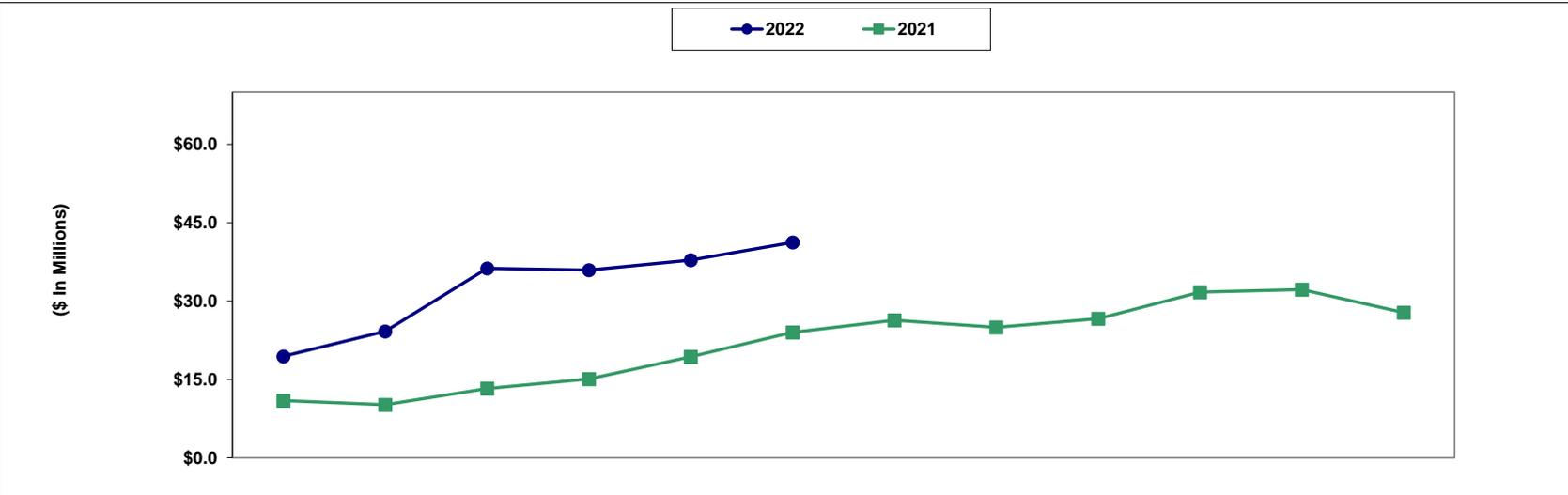


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|--------|--------|-------|-------|-------|-----|-----|-----|-----|-----|-----|-------------|
| 2022 | 1.6 | 2.0 | 2.6 | 2.7 | 2.8 | 2.7 | | | | | | | 2.7 |
| 2021 | 0.9 | 0.9 | 1.2 | 1.3 | 1.7 | 2.1 | 2.3 | 2.2 | 2.3 | 2.7 | 2.7 | 2.4 | 2.1 |
| PCT CHG. | 75.0% | 137.8% | 124.9% | 99.8% | 65.9% | 30.1% | | | | | | | 30.1% |

1) Includes East and West of Hudson.

JUNE 2022 RAIL REVENUE (1)

- June's Total Rail Revenue was 71.4% above 2021 and -3.2% below budget.



| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|
| 2022 | \$19.4 | \$24.2 | \$36.3 | \$35.9 | \$37.8 | \$41.2 | | | | | | | \$194.9 |
| 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 | \$92.9 |
| PCT CHG. | 77.2% | 138.3% | 173.3% | 137.9% | 95.6% | 71.4% | | | | | | | 109.8% |

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JUNE 2022

| TICKET TYPE/SERVICE | JUNE 2022 ACTUAL | JUNE 2022 FORECAST | VARIANCE VS. FORECAST | | JUNE 2021 RESTATE (1) | CHANGE FROM 2021 | |
|---|------------------------|--------------------------|--------------------------|---------------|-----------------------------|------------------|---------------|
| | | | AMOUNT | PERCENT | | AMOUNT | PERCENT |
| RAIL COMMUTATION RIDERSHIP | | | | | | | |
| East of Hudson | 1,717,046 | 2,482,255 | (765,209) | -30.8% | 644,490 | 1,072,556 | 166.4% |
| West of Hudson | 12,382 | 46,807 | (34,425) | -73.5% | 11,649 | 733 | 6.3% |
| Total Rail Commutation Ridership | 1,729,428 | 2,529,062 | (799,634) | -31.6% | 656,139 | 1,073,289 | 163.6% |
| RAIL NON-COMMUTATION RIDERSHIP | | | | | | | |
| East of Hudson | 2,684,301 | 2,101,532 | 582,769 | 27.7% | 2,052,312 | 631,989 | 30.8% |
| West of Hudson | 46,089 | 43,810 | 2,279 | 5.2% | 45,647 | 442 | 1.0% |
| Total Rail Non-Commutation Ridership | 2,730,390 | 2,145,342 | 585,048 | 27.3% | 2,097,959 | 632,431 | 30.1% |
| TOTAL RAIL RIDERSHIP | | | | | | | |
| East of Hudson | 4,401,347 | 4,583,787 | (182,440) | -3.98% | 2,696,802 | 1,704,545 | 63.2% |
| West of Hudson (2) | 58,471 | 90,617 | (32,146) | -35.5% | 57,296 | 1,175 | 2.1% |
| TOTAL RAIL RIDERSHIP | 4,459,818 | 4,674,404 | (214,586) | -4.6% | 2,754,098 | 1,705,720 | 61.9% |
| CONNECTING SERVICES RIDERSHIP | 20,673 | 11,738 | 8,935 | 76.1% | 7,668 | 13,005 | 169.6% |
| TOTAL MNR SYSTEM RIDERSHIP | 4,480,491 | 4,686,142 | (205,651) | -4.4% | 2,761,766 | 1,718,725 | 62.2% |

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
JUNE 2022**

| TICKET TYPE/SERVICE | JUNE 2022 ACTUAL | JUNE 2021 RESTATE ^d (1) | CHANGE FROM 2021 | |
|--|------------------------|--|------------------|---------------|
| | | | AMOUNT | PERCENT |
| EAST OF HUDSON | | | | |
| Harlem Line | 1,363,666 | 828,394 | 535,272 | 64.6% |
| Hudson Line | 929,489 | 577,792 | 351,697 | 60.9% |
| New Haven Line | 2,108,192 | 1,290,616 | 817,576 | 63.3% |
| Total East of Hudson | 4,401,347 | 2,696,802 | 1,704,545 | 63.2% |
| WEST OF HUDSON | | | | |
| Port Jervis Line | 36,500 | 35,460 | 1,040 | 2.9% |
| Pascack Valley Line | 21,971 | 21,836 | 135 | 0.6% |
| Total West of Hudson (2) | 58,471 | 57,296 | 1,175 | 2.1% |
| TOTAL RAIL RIDERSHIP | 4,459,818 | 2,754,098 | 1,705,720 | 61.9% |
| CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS | | | | |
| Hudson Rail Link | 13,358 | 7,668 | 5,690 | 74.2% |
| Haverstraw-Ossining Ferry | 4,492 | NA | 4,492 | NA |
| Newburgh-Beacon Ferry | 2,823 | NA | 2,823 | NA |
| Total Connecting Services | 20,673 | 7,668 | 13,005 | 169.6% |
| TOTAL MNR SYSTEM | 4,480,491 | 2,761,766 | 1,718,725 | 62.2% |

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 | 6,821,196 | 3,579,811 | 3,241,385 | 90.5% |
| Hudson Line | 4,402,432 | 2,403,046 | 1,999,386 | 83.2% |
| New Haven Line | 10,100,545 | 5,142,469 | 4,958,076 | 96.4% |
| Total East of Hudson | 21,324,173 | 11,125,326 | 10,198,847 | 91.7% |
| WEST OF HUDSON | | | | |
| Port Jervis Line | 198,124 | 152,667 | 45,457 | 29.8% |
| Pascack Valley Line | 130,904 | 88,650 | 42,254 | 47.7% |
| Total West of Hudson (2) | 329,028 | 241,317 | 87,711 | 36.3% |
| TOTAL RAIL RIDERSHIP | 21,653,201 | 11,366,643 | 10,286,558 | 90.5% |
| CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS | | | | |
| Hudson Rail Link | 72,098 | 34,488 | 37,610 | 109.1% |
| Haverstraw-Ossining Ferry | 17,487 | NA | 17,487 | NA |
| Newburgh-Beacon Ferry | 8,540 | NA | 8,540 | NA |
| Total Connecting Services | 98,125 | 34,488 | 63,637 | 184.5% |
| TOTAL MNR SYSTEM | 21,751,326 | 11,401,131 | 10,350,195 | 90.8% |

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 RESTATE (1) | CHANGE FROM 2021 | |
|---|-----------------------|-------------------------|--------------------------|---------------|----------------------------|-------------------|---------------|
| | | | AMOUNT | PERCENT | | AMOUNT | PERCENT |
| RAIL COMMUTATION RIDERSHIP | | | | | | | |
| East of Hudson | 7,104,389 | 14,332,135 | (7,227,746) | -50.4% | 3,250,224 | 3,854,165 | 118.6% |
| West of Hudson | 79,676 | 271,654 | (191,978) | -70.7% | 51,819 | 27,857 | 53.8% |
| Total Rail Commutation Ridership | 7,184,065 | 14,603,789 | (7,419,724) | -50.8% | 3,302,043 | 3,882,022 | 117.6% |
| RAIL NON-COMMUTATION RIDERSHIP | | | | | | | |
| East of Hudson | 14,219,784 | 10,556,248 | 3,663,536 | 34.7% | 7,875,102 | 6,344,682 | 80.6% |
| West of Hudson | 249,352 | 221,465 | 27,887 | 12.6% | 189,498 | 59,854 | 31.6% |
| Total Rail Non-Commutation Ridership | 14,469,136 | 10,777,713 | 3,691,423 | 34.3% | 8,064,600 | 6,404,536 | 79.4% |
| TOTAL RAIL RIDERSHIP | | | | | | | |
| East of Hudson | 21,324,173 | 24,888,383 | (3,564,210) | -14.32% | 11,125,326 | 10,198,847 | 91.7% |
| West of Hudson (2) | 329,028 | 493,119 | (164,091) | -33.3% | 241,317 | 87,711 | 36.3% |
| TOTAL RAIL RIDERSHIP | 21,653,201 | 25,381,503 | (3,728,301) | -14.7% | 11,366,643 | 10,286,558 | 90.5% |
| CONNECTING SERVICES RIDERSHIP | 98,125 | 71,734 | 26,391 | 36.8% | 34,488 | 63,637 | 184.5% |
| TOTAL MNR SYSTEM RIDERSHIP | 21,751,326 | 25,453,237 | (3,701,910) | -14.5% | 11,401,131 | 10,350,195 | 90.8% |

Notes:

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