Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

October 2026

Members

Marc Herbst, Co-Chair
Blanca Lopez, Co-Chair
Gerard Bringmann
Samuel Chu
Dan Garodnick
Michael Fleischer
Randolph Glucksman
Christopher Leathers
Melva Miller
James O'Donnell
Matt Rand
Lisa Sorin
Ed Valente
Neal Zuckerman

Joint Long Island and Metro-North Committees Meeting

2 Broadway, Room 1
New York, NY

Monday, 10/26/2026
9:45 - 11:00 AM ET

1. Public Comments Period

2. Joint Railroad Administrative Items

A. Approval of Joint Minutes - September 28, 2026
September 2026 Minutes - Page 3

B. 2026 Work Plan
LIRR Work Plan - Page 17
MNR Work Plan - Page 23

C. Presidents' Reports

D. Special Presentation

i LIRR - Strategic Priority: Run an Efficient Railroad

E. MTA Police Report

F. LIRR Information Items

i 2027 Preliminary Budget (Public Comment)

ii November Timetable & Fall Trackwork Programs
November Timetable & Fall Trackwork Programs - Page 27

G. MNR Information Items

i 2027 Preliminary Budget (Public Comment)

ii Acquisition of easements from Veolia Water New York in New Rochelle in support of the Penn Station Access Project
Acquisition of easements from Veolia Water New York in New Rochelle in support of the Penn Station Access Project - Page 30

H. Key Performance Metrics Report
Key Performance Metrics Report - Page 32

I. Finance Reports

i LIRR Finance Report
LIRR Financial Report - Page 66

ii MNR Finance Report
MNR Finance Report - Page 80

J. Procurements-None

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Railroad Committees
Monday, September 28, 2026
9:30 a.m.

Meeting held at
2 Broadway, 20th Floor
New York, New York 10004

The following Committee Members were present:
Hon. Marc Herbst, Co-Chair
Hon. Blanca López, Co-Chair
Hon. Samuel Chu
Hon. Daniel Garodnick
Hon. Randolph Glucksman
Hon. Christopher Leathers
Hon. Melva M. Miller
Hon. James O'Donnell
Hon. Matthew Rand
Hon. Lisa Sorin
Hon. Edward Valente
Hon. Neal Zuckerman

The following Committee Members were not present:
Hon. Gerard Bringmann
Hon. Michael Fleischer

The following Board Member were also present:
Hon. David Jones

Representing Metro-North Railroad:
Justin Vonashek, President
Michael Metz, Chief Security Officer
Brian Pina, Vice President of System Safety
Haley Stein, Acting Vice President, General Counsel & Secretary

Representing Long Island Rail Road:
Robert Free, President
Christopher Gough, Vice President of Corporate Safety
Robert Murphy, Chief Security Officer
Haley Stein, Vice President, General Counsel & Secretary

Representing MTA Police Department:
Thomas J. Taffe, Chief of Police

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

1. **OPENING MEETING**:

Co-chair López called the joint meeting to order.

2. **PUBLIC COMMENTS**:

The following public speakers commented:

Iris Kelly
Jesse Figueroa*
Charlton D'Souza, Passengers United President *
James McGovern
Andy Pollack, Passengers United *
Alexander Sun*
Nia James, PCAC Policy and Public Affairs Associate
Christopher D. Greif *

* Appeared by audio/video

To hear the content of public comments, details of Committee presentations, and Committee Members' comments and questions as well as any part of the Committee meeting, please refer to the video recording of the meeting produced by the MTA, available and maintained on the MTA website:

https://www.mta.info/transparency/board-and-committee-meetings/September-2026

3. **APPROVAL OF MINUTES**:

Upon motion duly made and seconded, the Committee approved the minutes of the July 27, 2026 Joint LIRR/Metro-North Committee Meeting.

4. **METRO-NORTH AND LIRR 2026 WORK PLANS**:

There were no changes to LIRR or Metro-North Work Plans. The 2026 Metro-North and LIRR Work Plans are filed with the records of this meeting.

5. **METRO-NORTH PRESIDENT'S REPORT**:

Metro-North President Justin Vonashek ("President Vonashek") began his report by delivering an operational overview related to the recent nor'easter. Planning for the storm began early in the prior week before the storm, with Metro-North teams clearing drains, testing equipment, strategically positioning crews, and arranging protect buses. As the storm progressed, Metro-North teams managed multiple weather-related incidents systemwide, including downed trees and power and signal issues affecting all three East of Hudson lines and the New Canaan and Danbury Branches. Thorough preparation allowed crews to respond rapidly throughout the weekend, clearing obstructions, completing repairs, and restoring service with minimal service disruption. On-time-performance ("OTP") remained above 97% during the storm, reflecting the strength of the operational plan. Recognition was extended to the entire Metro-North team for their efforts, including Joe Lagana, Chris Gulotta, Phil Diaz, and Shushil Ramnaress for their leadership during the event.

President Vonashek continued with the performance report, noting July OTP at 97.2% and August performance at 96.7%, resulting in a year-to-date figure of 97.1%, exceeding the 94% goal. July ridership totaled 6.6 million, a 5.4% increase from 2025 and 87.7% from 2019 levels, representing the second highest recovery month. August ridership reached 6.1 million, up 4.5% from 2025 and 83.1% from 2019 levels. A Yankee service record was set on August 29 during the Yankees - Red Sox doubleheader, generating nearly 25,000 rides, the highest single-day ridership recorded at Yankees East 153rd Street Station. Overall ridership trends continue to show meaningful gains over 2025.

President Vonashek announced that the fall schedule change will take effect Sunday, October 4. Schedule changes will support state-of-good-repair work, including switch replacements, rail and tie production, and capital projects including at three Bronx stations, the Park Avenue Viaduct, and the Walk Bridge. Additionally, to accommodate increasing ridership, five new trains will be added: one each on the Hudson and Harlem Lines and three on the New Haven Line. Seasonal leaf-peeper service will also return, with six additional Hudson Line round trips every weekend in October through the first weekend of November.

Updates on infrastructure programs highlighted strong progress on the Walk Bridge replacement. September weekend work was completed on schedule with no train delays, despite significant rainfall and flooding on September 13. Recognition was extended to Dan Delgado for Metro-North leadership on the project. Connecticut DOT is expected to complete north-side wire removal and tower structural demolition by the end of September. Beginning October 10, required track outages will necessitate reduced train service east of Stamford, lowering seating capacity by approximately one-third. Customers traveling east of Stamford are encouraged to use Stamford Station, where service impacts are limited and free parking is available. TrainTime will provide updated schedule information.

President Vonashek reported readiness for the fall operating season, noting significant performance improvements resulting from laser train operation since its introduction in 2022. The laser system has reduced delayed trains by 65% and total delay minutes by 68%, while achieving 98% cleaning efficiency. Implementation of an on-track contamination detector provides real-time

insight into rail conditions and supports deployment of scrubbers as needed. Combined with vegetation-management efforts, these initiatives have driven a 30% reduction in wheel defects.

President Vonashek also reported on the systemwide ticket-vending-machine modernization program. The initiative, launched in June 2024, required coordinated procurement, testing, installation, and specialized employee training, much of which occurred overnight to limit customer disruption. All 245 new machines are now in service, providing faster transactions, improved reliability, secure payment processing, and continued acceptance of cash, debit, and credit. Enhanced monitoring and remote diagnostics now support quicker issue detection, reduced downtime, and lower maintenance needs. The systemwide upgrade was delivered on an accelerated timeline, under budget, and without interruption to ticket sales. Appreciation was extended to Fair Technology Sales and Service, Station Operations, MofW, MTA IT, Procurement, Finance, Legal, MTA C&D, and LIRR, with special acknowledgment to Anne Doyle and John Daly for leadership on the Metro-North side of the project.

President Vonashek also highlighted a major initiative underway to strengthen the Hudson Line against future climate impacts. Last week, he attended a press conference with Chair Lieber, Majority Leader Stewart-Cousins, and MTA C&D President Jamie Torres-Springer provide an update on the Hudson Line Resiliency Project. This initiative is part of an $800 million climate-resilience program included in the 2025–2029 Capital Program. The project focuses on a 20-mile corridor from Riverdale to Croton-Harmon, with initial design work covering Spuyten Duyvil to Hastings-on-Hudson at an estimated cost of $19.7 million. The targeted segment has faced repeated flooding and mudslides due to its location between the Hudson River and steep eastern slopes and supports daily service for approximately 50,000 Metro-North customers. Planned improvements include drainage-system upgrades, culvert expansion, slope and retaining-wall stabilization, shoreline-structure rehabilitation, and targeted flood-protection measures.

President Vonashek further noted a recent story featured by Eyewitness News recognizing multiple Metro-North employees as MTA Heroes of the Week. The recognition stemmed from a lost-and-found incident initiated by a customer who turned in a bracelet at New Haven Station. The bracelet, valued at $30,000, was transported by the New Haven Station team to the Lost and Found team at Grand Central Terminal. Although no inquiries had been made, the Lost and Found team proactively contacted the jeweler listed on the packaging and identified the owner, who recovered the bracelet within 24 hours. Appreciation was extended to Linda Acosta, Alfred Baranek, Joe Gennaro, Brandon Gokhul, Anthony Perrotta, and Anthony Scasino for their diligence, professionalism, and teamwork. A moment was taken to acknowledge Joe Gennaro and Brandon Gokhul who were present at the meeting. President Vonashek stated that the incident demonstrated the integrity, accountability, and customer focus that define Metro-North.

In response to a question from Board Member Garodnick requesting a brief update on the timeline for the Penn Station Access Program, President Vonashek stated that MTA C&D President Jamie Torres-Springer and the project team are continuing to develop the updated timeline and that a formal schedule update will be provided to the Board.

The complete presentation 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 President Vonashek's remarks and Board Members' questions and comments.

6. LIRR PRESIDENT'S REPORT:

LIRR President Rob Free ("President Free") provided an overview of system impacts from the recent nor'easter and detailed the extensive response efforts carried out by LIRR employees. The south shore of Long Island experienced the most severe conditions, with sustained winds of 35 miles per hour, gusts reaching 81 miles per hour, five to six inches of rainfall, and peak tides five feet above normal, with storm-driven water pushed inland. For LIRR, impacts included fallen trees, numerous crossing-gate failures, and a suspension of service on the Long Beach Branch due to tidal flooding at Island Park Station, where water levels rose to approximately two feet above the third rail. Approximately three million gallons of water were pumped from Island Park, including work to relieve the municipal storm-drainage system to prevent additional flooding of railroad infrastructure. Pre-positioned LIRR crews worked continuously through the night, pumping water and repairing impedance boxes affected by saltwater conductivity that triggered false train-occupancy indications and crossing-gate malfunctions. Despite repeated tidal surges, full service was restored by Sunday night. President Free recognized the extensive preparation, communication, and resource pre-positioning that enabled proactive mitigation and rapid response, expressing appreciation to LIRR employees for exceptional performance under extreme conditions.

President Free then reported on ridership and performance metrics. Summer ridership remained strong, supported by the FIFA World Cup and the US Open Tennis Championship. July ridership totaled 7.7 million and August reached 7.5 million, representing 96% and 95%, respectively, of 2019 levels. A post-COVID record was set on September 11 with 307,706 customers. In 2026, ridership exceeded 300,000 customers on 26 occasions, with consistently high weekday ridership from Tuesday through Friday. July OTP measured 95.5%, August performance reached 95.6%, and year-to-date performance stood at 94.9%, all above goal. Safety performance for the 12-month period ending July 2026 included a 6.7% increase in the customer-injury rate and a 2% decrease in the employee-injury rate.

President Free also highlighted another record setting year for US Open ridership, noting a combined total of 208,611 customers traveling to the tournament and Mets games, exceeding the previous year's record by more than 22,000 riders. Additional updates were provided on capital initiatives and state-of-good-repair priorities. Working closely with MTA C&D, LIRR continues to advance modernization while maintaining system reliability. On August 25 in Hampton Bays, improvements planned for the Montauk Branch were announced, with attendance from Board Members Herbst, Leathers, and Bringmann, as well as representatives from the Governor's Office and other elected officials including Suffolk County Executive Romaine. Phase One will extend a siding track at Amagansett and enable switch and signal control from the Operations Center, reducing reliance on manual field operations and shortening the current 27-mile single-track segment between Southampton and Montauk. Phase Two will construct a permanent second platform at Hampton Bays and provide associated track and signal upgrades, enabling

simultaneous boarding and alighting of two trains and improving branch throughput. President Free also reported progress on the Port Washington Station renewal and yard-extension project, which includes platform and station-building upgrades and expanded yard capacity to support additional train storage and operations.

President Free further noted recent completion of improvements at Island Park and Center Avenue Stations as part of the Station Spruce-Up Program. Enhancements included upgraded platform lighting and signage, shelter-shed improvements, platform repairs, stair and ramp upgrades, and station-building improvements such as updated lighting and restroom fixtures. President Free commended the skilled in-house workforce for successfully delivering these customer-experience improvements. President Free announced the September 18 grand reopening of the reconstructed Belmont Park, located steps from Elmont-UBS Station. LIRR, which has provided service to Belmont Park since 1905, will continue to operate 159 weekend trains and 90 weekday trains serving the venue.

In response to a question from Board Member Garodnick regarding the anticipated service capacity increase and implementation timeline of the Port Washington expansion project, President Free explained that the project will allow LIRR to store additional trains in Port Washington overnight, enabling trains to be positioned prior to the morning rush and allowing more frequent morning service. President Free further noted that, under current single-track constraints, only one train can move between Great Neck and Port Washington at a time, preventing additional peak-period service. The added capacity will support higher ridership demand on one of LIRR's most heavily used branches.

In response to a follow-up question from Board Member Garodnick regarding whether the anticipated increase in Port Washington Branch service can be measured, President Free stated that LIRR is preparing systemwide improvements in coordination with MTA C&D to ensure infrastructure readiness in advance of future rolling stock expansion. President Free explained that ongoing investments, including work on the Montauk Branch, the Third Track Project, and the Port Washington Branch, are designed to increase system capacity before new equipment is deployed. Based on current planning, President Free stated that the Port Washington Branch is expected to accommodate approximately two additional rush-hour trains once the infrastructure improvements are complete.

In response to an additional question from Board Member Garodnick regarding the calculation of LIRR on-time-performance and the criteria used to determine when a train is considered late, President Free stated that any train arriving six or more minutes behind schedule is classified as late. President Free further stated that a canceled train or a train that is partially canceled during its trip is also recorded as late for performance purposes. President Free also noted that, despite the operational complexity at Jamaica, LIRR has implemented an additional internal metric measuring trains arriving no more than three minutes behind schedule, with a target of achieving this for 70% of trains. President Free reported that LIRR is generally meeting this goal, though severe weather events can temporarily affect performance.

Co-Chair Herbst thanked President Free for the report and recognized the severity of the nor'easter, noting that repeated tidal surges were among the worst seen on Long Island since Superstorm Sandy. Co-Chair Herbst commended LIRR for strong coordination with municipal partners and for providing assistance during both the storm response and a recent Main Line incident involving PSE&G. Co-Chair Herbst praised the leadership and responsiveness demonstrated by LIRR crews. President Free responded that LIRR crews assisted with PSE&G pole and wire removal, provided equipment, and supported storm-drainage pumping at Island Park, and expressed pride in the employees' performance under extremely difficult conditions.

The complete presentation 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 President Free's remarks, and Board Members' questions and comments.

7. <u>SPECIAL PRESENTATION, SAFETY/SECURITY UPDATE</u>:

A) Metro-North

Metro-North Vice President of System Safety, Brian Pina ("Vice President Pina") delivered an overview of Metro-North safety performance and ongoing safety-culture initiatives. Vice President Pina reported that Metro-North carries more than 250,000 customers daily, with a current customer-injury rate of 1.5 per million riders, 7% better than the prior year and 23% better than peer railroads across the Northeast Corridor. These results reflect sustained efforts across the operation, including platform preparation ahead of storms, continued improvements to lighting and housekeeping, equipment reliability, and frequent safety messaging.

Vice President Pina stated that the employee-injury rate is 2.3 per 200,000 working hours, 36% better than the national rate for passenger and commuter railroads. To strengthen safety culture for new employees, Metro-North continues its newcomer Yellow Hat Program, enabling experienced staff and labor leaders to easily identify and support new hires during field activities. The program has been well received across the workforce.

Vice President Pina highlighted Metro-North's continued labor-management partnership and noted the completion of the third C3RS symposium at Grand Central Terminal, attended by labor representatives, FRA officials, NASA, and peer railroads. This year's highlight was a safety-culture fireside chat featuring President Vonashek, Board Member Valente, and FRA Chief Safety Officer Carl Alexi, reflecting strong collaboration among management, labor, and regulators.

Vice President Pina also reported on National Rail Safety Week activities. Working with state and local partners, local police departments, and the MTAPD, Metro-North conducted 19 events and made more than 4,000 public contacts focused on right-of-way safety, grade-crossing awareness, and safe behavior near tracks. As part of this effort, Metro-North installed the

first-of-its-kind LED ENS signs at two high-use pedestrian crossings, Dover Plains and Appalachian Trail, enhancing visibility of emergency-contact information, especially during nighttime and peak foliage-season visitation. Incidents along the right-of-way have declined 29% year-over-year. Vice President Pina stated that the combined initiatives and results demonstrate a continually strengthening safety culture across Metro-North, supported by employee commitment and strong organizational partnerships.

Metro-North Chief Security Officer Michael Metz ("Chief Metz") provided an overview of key security programs managed by Metro-North Security. Chief Metz highlighted the Right-of-Way Task Force and the video-management program as two major areas of focus. The Right-of-Way Task Force, a collaboration with MTAPD, Metro-North Safety, Stations Operations, MTA Real Estate, and MTA Legal, identifies and addresses safety and security concerns across the system from Poughkeepsie to New Haven to Grand Central Terminal. Since 2024, the task force has enhanced conditions at more than 300 locations, addressing fencing, gates, illegal dumping, and encampment removals.

Chief Metz reported that Metro-North's video network now includes more than 17,000 cameras, with 100% coverage onboard passenger trains and expanding coverage across stations, yards, offices, and Grand Central Terminal. The upgraded Security Command Center serves as the hub for video management, supporting MTAPD investigations, Metro-North operations, and fare-evasion reduction, and providing live coverage during major weather events and service disruptions. To expand coverage in areas lacking power or network access, Metro-North has deployed rapidly installed, solar-powered cellular cameras, now operating at 34 grade-crossing locations.

Chief Metz noted that advanced video analytics and AI-enabled tools are increasingly integrated into the video network. An ongoing AI pilot with MTA Headquarters Security uses Metro-North camera feeds at Grand Central Terminal to detect trespassing activity and enable a faster MTAPD response. Additional analytical tools are being explored to identify behavioral indicators that may support law-enforcement response. Grand Central Terminal will soon undergo a significant security-technology upgrade, including new and enhanced cameras, expanded access-control systems, and broader use of advanced AI analytics.

Chief Metz concluded by stating that although AI deployment remains in early stages, results to date demonstrate clear benefits in strengthening Metro-North security and operational support.

In response to a question from Co-Chair López regarding the duration of the Yellow Hat Program and whether participation is based on a set timeframe or supervisor determination, Vice President Pina stated that new Metro-North employees receive yellow hard hats during New Hire Safety Training and remain in the program for one year. After completing the one-year period, employees transition to standard green or white hard hats or bump caps.

In response to a question from Board Member Miller regarding coordination between the Right-of-Way Task Force and external municipalities or agencies, Chief Metz stated that Metro-North Security works closely with the local police department, MTA Legal, MTA Real Estate, and other internal partners, who handle most interactions with public entities. Chief Metz explained that while municipalities and outside organizations are not formal members of the task force, given the small, highly mobile nature of the team, they are engaged as needed to address issues such as fencing, property concerns, and other matters that fall outside the railroad's direct control. Chief Metz added that local government coordination is supported through partnerships with staff such as Andy Buder and his team.

Board Member Valente thanked Vice President Pina for highlighting the C3RS program and emphasized the importance of the partnership between Metro-North and ACRE. Board Member Valente noted that C3RS brings labor and management together to address safety concerns collaboratively and continues to deliver strong results. Board Member Valente encouraged continued systemwide exposure to the program, including the in-person interviews, which were described as highly valuable.

B) LIRR

LIRR Vice President of Corporate Safety, Christopher Gough ("Vice President Gough") provided an update on customer safety, community engagement, and employee-focused safety initiatives across LIRR. Vice President Gough reported that customer safety remains central to all LIRR activities, with teams emphasizing proactive engagement and clear safety messaging. From January through August, LIRR staff conducted approximately 45,859 customer interactions through demonstrations, school visits, and community outreach efforts, each intended to reinforce safe behaviors.

Vice President Gough highlighted the TRACKS program—Together Railroads and Communities Keeping Safe—as one of LIRR's most effective education tools. The program delivers age-appropriate safety training to schools, camps, daycares, libraries, and community organizations, focusing on grade-crossing awareness, platform safety, onboard behavior, and safe system navigation. These efforts help establish long-term safety habits across the region.

Vice President Gough also emphasized LIRR's partnership with MTAPD, recognizing dedicated officers who support school and community outreach and strengthen the safety and security posture of LIRR operations. An example was the LIRR presence at the National Night Out event in August, where LIRR participated alongside law-enforcement partners.

Vice President Gough then reviewed employee-safety initiatives, including head-end and camera observations conducted to evaluate compliance with on-track safety procedures and PPE requirements. Through August, LIRR completed 56 such observations at targeted locations based on planned work activities. Vice President Gough acknowledged the Roadway Worker

Compliance Team and Security Team for their continued leadership for the success of this program.

Vice President Gough also described LIRR's safety-awards programs, including the Safety Excellence Awards and the Safety Incentive Awards, which recognize departments and employees for outstanding safety performance. These recognition programs reinforce desired safety behaviors, motivate teams, and support continuous improvement across the organization.

Vice President Gough concluded by stating that outreach, partnerships, and recognition programs collectively strengthen LIRR's safety culture and support the protection of customers, employees, and communities. Vice President Gough acknowledged the contributions of LIRR management, labor partners, MTAPD, and employees in advancing systemwide safety efforts and invited questions from the committee.

LIRR Chief Security Officer Robert Murphy ("Chief Murphy") provided an overview of LIRR's security-modernization initiatives. Chief Murphy explained that the program centers on expanded use of multi-channel panoramic cameras paired with advanced analytics to improve surveillance coverage, reduce blind spots, and strengthen threat detection across multiple locations. This technology creates an integrated, scalable security system that enhances situational awareness and response capabilities. Panoramic units offer 360-degree coverage with multiple viewing angles, reducing the need for multiple cameras and lowering installation and maintenance requirements. Chief Murphy noted that these systems can perform multiple detection functions simultaneously, such as identifying unattended packages and trespassing, resulting in streamlined, cost-effective operations, cutting material and maintenance costs by up to 75%. Recent installations reduced camera counts by 36%, achieving savings of more than $51,000.

Chief Murphy also described the use of drone technology to support security operations at special events and busing locations, providing improved situational awareness and assisting with pedestrian-flow management. The Office of Security works in coordination with MTAPD, LIRR departments, and the Right-of-Way Task Force to assess vulnerabilities and implement appropriate security measures. Drone-based, grid-mapping flights are used to capture high-resolution images of stations, yards, right-of-way areas, and adjacent properties, supporting evaluations of fencing, gates, lighting, structures, environmental conditions, and other asset-management needs.

Chief Murphy concluded that the integration of intelligent-vision systems, panoramic camera analytics, and drone technology delivers scalable, cost-effective, and efficient security improvements across LIRR properties.

The complete presentation 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 the presentations.

8. MTAPD REPORT:

MTA Chief of Police Thomas Taffe ("Chief Taffe") began by thanking Chief Metz and Chief Murphy and noted the strong working relationship between MTAPD and the security teams, including daily coordination calls. Chief Taffe then presented the crime and policing report for August 2026. Reported crimes totaled 18, compared with 24 in August of the previous year, representing a 25% decrease and contributing to a 12% year-to-date reduction. Of the 18 crimes, 11 were committed against customers, with the majority being larcenies involving customer property.

Chief Taffe reported that train patrols increased 5% this year, with 3,277 patrols conducted in August. Station inspections exceeded 10,000 for the month, a 30% increase. A total of 639 summonses were issued, primarily for quality-of-life violations. Fare-evasion summonses decreased by approximately 30% due to fewer conductor calls on both railroads. Chief Taffe highlighted increased grade-crossing enforcement in response to trespasser and crossing issues observed earlier in the year; 214 crossing-detail assignments were conducted, resulting in approximately 150 summonses.

In response to a question from Co-Chair López regarding the September incident on MTA property in the Village of Port Chester, Chief Taffe stated that the event occurred on September 8 at approximately 10:30 p.m. and involved two groups engaged in an ongoing dispute that began earlier in the day within the city. The conflict escalated through social-media communications and culminated in a fight on the second level of a parking garage leased by the MTA, making the incident an MTAPD investigation. Chief Taffe noted that Port Chester Station remains a very low-crime location, with only one arrest for theft of service and limited summons activity this year. MTAPD has increased foot posts, train patrols, and station inspections and continues to coordinate closely with the Port Chester Police Department, as the underlying dispute originated within the city. Co-Chair López acknowledged the clarification that the incident occurred approximately a quarter mile from the station and thanked MTAPD for the rapid response and coordination with local law enforcement.

Board Member Valente expressed appreciation for the increased train patrols during the UN General Assembly period, noting that the enhanced presence was recognized by riders and contributed to maintaining low crime levels. Board Member Valente also acknowledged the prompt response by MTAPD in addressing a recent harassment incident involving a conductor. Chief Taffe responded that MTAPD continues to prioritize train patrols as a core crime-control strategy.

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 the presentation and Board Members' questions and comments.

9. INFORMATION ITEMS:

President Vonashek noted the following Metro-North information items:

(i) 2027 Preliminary Budget
(ii) 2026 Mid-Year Forecast
(iii) Diversity/EEO Report - 2nd Quarter 2026
(iv) Schedule Change
(v) Acquisition of easements from the New York State Thruway Authority for the Penn Station Access Co-op City Station in the Bronx
(vi) Use and occupancy permit from the New York State Department of Transportation for property along Bruckner Boulevard in support of the Penn Station Access Project in the Bronx
(vii) Agreement to construct temporary access in connection with construction of Morris Park station of Penn Station Access
(viii) Lease renewal with 42nd Street Corp Property LLC for Employee Assistance Program (EAP) office space at 110 East 42nd Street, New York, NY

President Free noted the following LIRR information items:

(i) 2027 Preliminary Budget (Public Comment)
(ii) 2026 Mid-Year Forecast
(iii) Diversity/EEO Report - 2nd Quarter 2026
(iv) Fall Trackwork Programs

President Free noted upcoming track-work activities that will affect LIRR service, including weekend service suspensions between Jamaica and Atlantic Terminal and planned outages on the Long Beach Branch, as well as schedule adjustments on the Montauk Branch. President Free reminded customers to consult the LIRR website or TrainTime app for the most up-to-date schedule information.

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

10. KEY PERFORMANCE METRICS REPORTS:

The key performance metrics reports for both railroads are contained in the Committee book.

11. FINANCE:

The finance reports for both railroads are contained in the Committee book.

12. PROCUREMENTS:

A) Metro-North

Acting Assistant Deputy Chief Procurement Officer Thomas Voytek ("Acting Deputy Chief Voytek") presented two Metro-North procurements for committee approval, both ratifications categorized under Immediate Operating Need. These procurements support positive train control ("PTC") software upgrades for the Metro-North locomotive fleet and provide consulting-engineering services required for independent Federal Railroad Administration ("FRA") sign-off.

1) Metro-North seeks Board approval to award a general-engineering consultant services contract to the Systra/AECOM Joint Venture in the amount of $1.78 million to support project oversight of PTC software upgrades for the Metro-North locomotive fleet. The contract includes consulting-engineering support from design through independent sign-off for the FRA approval process. The selected joint venture has extensive experience with critical communication and signal upgrades for Amtrak and LIRR and is uniquely qualified to support this work. Metro-North successfully negotiated more than $200,000 in savings from the initial proposal, with the final value within one percent of the original estimate. The agreement will be capital-funded using New York State funds.

2) Metro-North seeks Board approval for a change order to Siemens, the original equipment manufacturer of the locomotive fleet, in the amount of $17.35 million to perform required PTC software upgrades to the Charger dual-mode and battery-plus-AC locomotive fleets. Siemens is the sole proprietor of the PTC software in use by Amtrak and LIRR operating in the Penn Station area. Metro-North is leveraging existing contract terms, cybersecurity protections, and an Amtrak safety plan to accelerate the design schedule and meet operational timelines. Through negotiations, Metro-North achieved more than $1 million in savings. This change order will be capital-funded using New York State funds and supports the immediate operating need for PTC upgrades required to ensure operational flexibility and federal safety compliance.

B) LIRR

MTA Assistant Deputy Chief Procurement Officer Lawrence J. Montreuil presented three LIRR procurements for board approval.

1) LIRR, on behalf of itself, Metro-North, and New York City Transit ("NYCT"), seeks Board approval to extend its current parts-supply contracts with Knorr Brake Parts and Merak North America. Both firms are original equipment manufacturers responsible for supplying specific railcar spare parts used across all three agencies. LIRR is serving as the lead agency in a multi-agency negotiation to develop a consolidated and more comprehensive agreement covering the Knorr family of

companies. The requested 18-month extension will allow LIRR to align purchasing across the MTA and improve value. The Board previously approved $164,460,000 for the five-year base term; an additional $64 million is requested to fund the extension period.

2) LIRR seeks Board approval to secure upgrades to the Automated Material Handling System. This high-density vertical storage and retrieval system manages more than 117,000 parts supporting railcar maintenance. Installed in the 1990s, the system now experiences frequent breakdowns due to obsolete software and aging mechanical components. The procurement will update critical mechanical elements and software, significantly improving reliability and ensuring continued support for maintenance operations.

3) LIRR seeks Board approval to award contracts to two firms to provide miscellaneous construction services on short notice. Certain maintenance and repair needs exceed in-house capabilities and require rapid mobilization. Through a competitive RFP, LIRR identified qualified firms that accepted LIRR terms and conditions, establishing a pool of pre-qualified contractors. As needs arise, work will be competitively bid among the pool and awarded to the lowest bidder

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

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

13. <u>ADJOURNMENT</u>:

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

Respectfully submitted,

Haley Stein
Vice President, General Counsel & Secretary
The Long Island Rail Road Company
Acting Vice President, General Counsel & Secretary
Metro-North Commuter Railroad Company

Metropolitan Transportation Authority

2026 Long Island Rail Road Committee Work Plan

I. **RECURRING AGENDA ITEMS**	Responsibility
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
President's Reports	President
MTA Police Report	MTA Police
Action Items (if any)	
Information Items	
Finance Reports	Management & Budget
Procurements	Procurement & Logistics

II. REGULAR INFORMATION ITEMS

Key Performance Metrics Report

Safety
Customers & Communities
Major Projects
Ridership
Finance
Operations Performance
Security

III. **ANTICPATED INFORMATION ITEMS**	Responsibility
January 2026	
Winter Trackwork Programs	Service Planning
2025 Operations Year in Review	Operations
February 2026	
Adopted/Financial Plan 2026	Management & Budget
Winter Trackwork Programs	Service Planning
March Timetable	Service Planning
March 2026	
Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
Diversity/EEO – 4th Quarter 2025 Report	Administration/Diversity
April 2026	
2025 Ridership Report	Finance/Marketing
May Timetable	Service Planning
Track Work Programs	Service Planning

May 2026

Final Review of 2025 Operating Budget Results	Management & Budget
Summer Service	Service Planning
Summer Track Work Programs	Service Planning

June 2026

Track Work Programs	Service Planning
Diversity/EEO – 1st Quarter 2026 Report	Administration/Diversity

July 2026

Mid-Year Operations Update	Operations
September Timetable	Service Planning
Track Work Programs	Service Planning

September 2026

2027 Preliminary Budget (Public Comment)	
2026 Mid-Year Forecast	Management & Budget
Fall Track Work Programs	Service Planning
Diversity/EEO – 2nd Quarter 2026 Report	Administration/Diversity
Safety/Security Update	Safety/Security

October 2026

2027 Preliminary Budget (Public Comment)	
November Timetable	Service Planning
Fall Trackwork Programs	Service Planning

November 2026

Thanksgiving Holiday Service	Service Planning
Winter Track Work Programs	Service Planning
Proposed 2027 Committee Work Plan	Committee Chairs & Members

December 2026

2027 Final Proposed Budget	Management & Budget
Holiday Service	Service Planning
Diversity/EEO – 3rd Quarter 2026 Report	Administration/Diversity
Winter Track Work Programs	Service Planning
Approval of 2027 Committee Work Plan	Committee Chairs & Members
Review of Committee Charter	Committee Chairs & Members

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.

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, safety, operations and progress on key initiatives and performance 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.

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

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.

II. REGULAR INFORMATION ITEMS

Key Performance Metric Report
The Key Performance Metrics book provides the MTA Board and members of the public with a comprehensive overview of monthly LIRR and Metro-North performance indicators including ridership, financial results, train performance, capital project progress, community events, and safety and security.

III. ANTICIPATED INFORMATION ITEMS

JANUARY 2026

Winter Track Work Programs
The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Winter of 2026

FEBRUARY 2026

2025 Operations Year in Review

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

Adopted/Financial Plan 2026
The Agency will present its revised 2026 Financial Plan. These plans will reflect the 2026 Adopted Budget and an updated Financial Plan for 2026 reflecting the out-year impact of any changes incorporated into the 2026 Adopted Budget.

March Timetable

The Committee will be advised of plans to adjust schedules

Winter Track Work Programs
The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Winter of 2026.

MARCH 2026

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

Spring Track Work Programs
The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2026.

Diversity & EEO Report– 4th Quarter 2025
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 2026

2025 Ridership Report
A report will be presented to the Committee on Agency ridership trends during 2025 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

May Timetable

The Committee will be advised of plans to adjust schedules.

Track Work Programs
The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2026.

MAY 2026

Final Review of 2025 Operating Budget 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.

Summer Service
The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Summer of 2026.

Summer Trackwork Programs
The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Summer of 2026.

JUNE 2026

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.

Diversity/EEO – 1st Quarter 2026 Report
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.

JULY 2026

Mid-Year Operations Update

The Committee will be advised of Agency key operating performance metrics and indicators for the first half of 2026.

September Timetable
The Committee will be advised of plans to adjust schedules.

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.

SEPTEMBER 2026

Safety/Security Update
The agency will provide a comprehensive report on Safety/Security.

2027 Preliminary Budget
Public comment will be accepted on the 2027 Budget.

2026 Mid-Year Forecast
The agency will provide the 2026 Mid-Year Forecast financial information for revenue and expense by month.

Diversity/EEO – 2nd Quarter 2026 Report
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 2026

2027 Preliminary Budget
Public comment will be accepted on the 2027 Budget.

November Timetable

The Committee will be advised of plans to adjust schedules.

Fall 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.

NOVEMBER 2026

Thanksgiving Holiday Service
The Committee will be advised of plans to adjust schedules.

Winter Track Work Programs
This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to temporarily adjust schedules for plan to temporarily adjust schedules for a series of Switch Installations in West Side Yard.

Proposed 2027 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2027 that will address initiatives to be reported throughout the year.

DECEMBER 2026

2027 Final Proposed Budget
The Committee will recommend action to the Board on the Final Proposed Budget for 2026.

Holiday Service
The Committee will be advised of plans to adjust schedules.

Diversity/EEO – 3RD Quarter 2026 Report
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.

Winter Track Work Programs

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

Approval of 2027 Committee Work Plan
The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2027 that will address initiatives to be reported on throughout the year.

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

Specific Agenda items will be added as they are determined throughout the year.

Metropolitan Transportation Authority

2026 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS	Responsibility
Approval of Minutes	Committee Chairs & Members
Committee Work Plan	Committee Chairs & Members
President's Report	President
MTA Police Report	MTA Police Chief
Action Items (if any)	
Information Items (if any)	
Finance Reports	Finance
Procurements	Procurement & Logistics

II. REGULAR INFORMATION ITEMS

Key Performance Metrics Report
Safety
Customers & Communities
Major Projects
Ridership
Finance
Operations Performance
Security

III. ANTICIPATED INFORMATION ITEMS

January 2026	
2025 Operations Year in Review	Operations
February 2026	
Adopted Budget/Financial Plan 2026	Finance
March 2026	
Annual Elevator & Escalator Report	Station Operations
Diversity/EEO Report – 4th Quarter 2025	Diversity and EEO
Schedule Change	Service Design
April 2026	
2025 Annual Ridership Report	Operations Planning & Analysis
May 2026	
Final Review of 2025 Operating Budget Results	Finance
June 2026	
Diversity/EEO Report – 1st Quarter 2026	Diversity and EEO
July 2026	
Mid-Year Operations Update	Operations

September 2026

2027 Preliminary Budget (Public Comment)	
2026 Mid-Year Forecast	Finance
Safety/Security Update	Safety/Security
Diversity/EEO Report – 2nd Quarter 2026	Diversity and EEO
Schedule Change	Service Design

October 2026

2027 Preliminary Budget (Public Comment)	

November 2026

2027 Proposed Committee Work Plan	Committee Chairs & Members

December 2026

2027 Final Proposed Budget	Finance
Approval of 2027 Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3rd Quarter 2026	Diversity and EEO
Review of Committee Charter	Committee Chairs & Members

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

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

Work Plan
The Work Plan will list, by month, the topics anticipated to be presented to the Committee for action or for information. The Committee will be advised if any changes have been made to the plan.

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President's Report
A monthly report will be provided highlighting major accomplishments including safety, operations and progress on key initiatives and performance indicators.

Police 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.

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

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.

II REGULAR INFORMATION ITEMS

Key Performance Metric Report
The Key Performance Metrics book provides the MTA Board and members of the public with a comprehensive overview of monthly LIRR and Metro-North performance indicators including ridership, financial results, train performance, capital project progress, community events, and safety and security.

III INFORMATION ITEMS

JANUARY 2026

2025 Operations Year in Review
A review of the prior year's performance of railroad will be provided to the Committee.

FEBRUARY 2026

Adopted Budget/Financial Plan 2026
The Agency will present its revised 2026 Financial Plan. These plans will reflect the 2026 Adopted Budget and an updated Financial Plan for 2026 reflecting the out-year impact of any changes incorporated into the 2026 Adopted Budget.

MARCH 2026
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 2025
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.

Schedule Change

The Committee will be advised of the upcoming schedule changes for the Railroad.

APRIL 2026

2025 Annual Ridership Report
A report will be presented to the Committee on Metro-North's ridership trends during 2025 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

MAY 2026

Final Review of 2025 Operating Budget 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.

JUNE 2026

Diversity & EEO Report– 1st Quarter 2026

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.

JULY 2026

Mid-Year Operations Update

The Committee will be advised of the Agency's key operating performance metrics and indicators for the first half of 2026.

SEPTEMBER 2026

2027 Preliminary Budget

Public comment will be accepted on the 2027 Budget.

2026 Mid-Year Forecast

The agency will provide the 2026 Mid-Year Forecast financial information for revenue and expense by month.

Safety/Security Update

The agency will provide a comprehensive report on Safety/Security.

Diversity & EEO Report– 2nd Quarter 2026

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.

Schedule Change

The Committee will be advised of the upcoming schedule changes for the Railroad.

OCTOBER 2026

2027 Preliminary Budget

Public comment will be accepted on the 2027 Budget.

NOVEMBER 2026

2027 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2027 that will address initiatives to be reported throughout the year.

DECEMBER 2026

2027 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2027.

Approval of 2027 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2027 that will address initiatives to be reported on throughout the year.

Diversity & EEO Report– 3rd Quarter 2026

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.

Staff Summary

Long Island Rail Road

Subject **NOVEMBER TIMETABLE CHANGE & FALL TRACKWORK PROGRAMS**						**Date** **October 21, 2026**			
Departments **SR. VICE PRESIDENT – OPERATIONS**						**Vendor Name**			
Department Head Names **P. DIETLIN**						**Contract Number**			
Department Head Signature						**Contract Manager Signature**			
Project Manager Name									
Board Action						**Internal Approval**			
Order	**To**	**Date**	**Approval**	**Info**	**Other**	**Order**	**Approval**	**Order**	**Approval**
1	LI COMM	10/26/26				1	President	4	VP – Deputy Program Executive, LIRR BU
						2	VP MW	5	CIO
						3	Chief Engineer		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning November 9, 2026, through February 28, 2027.

Projects supported during this timetable to improve state of good repair and reliability include Track Surfacing between Valley Stream and Rockville Centre, Grand Central Madison Contractor Maintenance and Wireless Cellular Installation, Amtrak East River Tunnel Rehabilitation, Track Maintenance on the Atlantic Branch, and ADA Station Rehabilitation at Babylon, Hollis, Forest Hills, Floral Park, and Bellerose Stations.

Additionally, schedules will be temporarily adjusted to support Rail Testing and Maintenance on the Port Washington Branch, Rail Replacement and Concrete Tie Installation on the Hempstead Branch, Track Surfacing between Ronkonkoma and Greenport, a Rail Drop between Hicksville and Bethpage, and a Cross Rehabilitation between Sayville and Patchogue.

NOVEMBER 9 TIMETABLE CHANGE

Service Improvements

- The 5:47am train from Speonk to Long Island City will now originate in Hampton Bays. Additional stops will be made at Hampton Bays at 5:30am, and Westhampton at 5:39am.
- A new weekend round trip has been added between Hicksville and Penn Station designed for customers travelling to events in New York City.
  - The 4:33pm from Hicksville will make stops at Westbury, Carle Place, Mineola, Merillon Avenue, New Hyde Park, Elmont-UBS Arena, Jamaica, arriving in Penn Station at 5:23pm.
  - The 10:02pm from Penn Station will make stops at Jamaica, Hollis, Queens Village, Elmont-UBS Arena, Floral Park, New Hyde Park, Merillon Avenue, Mineola, Carle Place, Westbury and Hicksville.
- The 7:18pm train from Grand Central Madison will depart 1 minute earlier and make an added stop at Kew Gardens.

Notable Service Adjustments to Support Trackwork

- **Montauk Branch –** One of two main tracks will be taken out of service between Valley Stream and Rockville Centre during the during the midday/weekday period while we perform track surfacing and maintenance activities to maintain state of good repair and provide a smoother, quieter ride for our customers. Schedule adjustments are required on the Babylon/Montauk Branch to support this work.
- **Atlantic Branch –** The Brooklyn Shuttle will be returned to 20 minutes intervals between Jamaica and Atlantic Terminal during the midday period with the completion of trackwork.
- **Ronkonkoma/Greenport Branch –** Beginning on Monday, November 9th through Friday, November 20th, bus service will replace all train service between Ronkonkoma and Greenport during the midday/weekday period while track surfacing is performed.

TRACK WORK PROGRAMS

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

- **Port Washington Branch – Rail testing & Maintenance –** On the weekend of October 31-November 1, the single main track will be taken out of service between Great Neck and Port Washington for routine rail testing and for maintenance activities to be performed.

  - **Temporary Service Adjustments:** With the single main track out of service between Great Neck and Port Washington, bus service will replace train service for a period of 48 hours.

- **Hempstead Branch – Rail and Tie Replacement –** On the weekend of November 7-8, all Hempstead Branch main tracks will be out of service between Floral Park and Hempstead for a period of approximately 48-hours while new concrete ties and new rail are installed. Installing the new concrete ties will offer greater reliability and a longer lifespan versus traditional wooden ties, thus reducing the need for future outages.

    - **Temporary Service Adjustments:** With all Hempstead Branch main tracks out of service between Floral Park and Hempstead, customers travelling Stewart Manor through Hempstead will board a Huntington Branch train to/from Mineola where bus service will replace train service between Stewart Manor and Hempstead. There will be no service, bus or train, at Bellerose and customers are advised to utilize nearby Floral Park Station instead where service will operate at half hourly intervals in both directions.

- **Main Line – Maintenance Preparation –** LIRR Engineering forces will be dropping rail between Hicksville and Bethpage during the midday/weekday period, October 9-13, and October 16-20. The rail will be used for future replacement of the existing rail and concrete tie installation. These outages will require one of two main tracks out of service between Hicksville and Bethpage.

    - **Temporary Service Adjustments:** With one of two main tracks out of service between Hicksville and Bethpage, schedule adjustments will be required on the Ronkonkoma Branch in both directions.

- **Montauk Branch – Crossing Rehabilitation –** On Saturday, November 14th, all main tracks will be out of service between Babylon and Montauk while the Gillette Avenue Crossing in Bayport is rehabilitated to a state of good repair.

    - **Temporary Service Adjustments:** With all main tracks out of service between Babylon and Montauk, bus service will replace train service for a period of approximately 24 hours.

IMPACT ON FUNDING

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

Staff Summary

Metropolitan Transportation Authority

Subject	Date
ACQUISITION OF EASEMENTS FROM VEOLIA WATER NEW YORK IN NEW ROCHELLE IN SUPPORT OF THE PENN STATION ACCESS PROJECT	**OCTOBER 28, 2026**
Department **REAL ESTATE**	**Vendor Name**
Department Head Name **DAVID FLORIO**	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name **ANGELA SZU**	**Table of Contents Ref. #**

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	10/26/26		X	
2	Finance Committee	10/26/26	X		
3	Board	10/28/26	X		

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

AGENCIES:	MTA Metro-North Railroad (“MNR”)
GRANTOR:	Veolia Water New York, Inc. (“Veolia”)
LOCATION:	174 Oak Street, New Rochelle, NY
EASEMENT AREAS:	NRY-18A: 604± square feet permanent exclusive easement
	NRY-18B: 599± square feet permanent non-exclusive easement
	NRY-18C: 1,453± square feet temporary construction easement
	(Collectively, the “Easements”)
USE:	Construction, operation, maintenance, and access to the New Rochelle Yard retaining wall and related improvements
ACTION REQUESTED:	Authorization to acquire easements
TERM:	Permanent and temporary
COMPENSATION:	$157,050

COMMENTS:

MTA Construction & Development, is undertaking to bring MNR service from the Bronx to Penn Station (the “Project”). As part of the Project, MNR’s New Rochelle Yard will be expanded to accommodate additional rolling stock required for delivery of the new MNR service. In connection with the New Rochelle Yard expansion, the MTA must acquire certain permanent and temporary easements from adjacent property owners for the construction of a retaining wall and other yard improvements.

The above-described easements at Veolia’s property are required for the New Rochelle Yard retaining wall. The permanent exclusive and non-exclusive easements are required to construct, install, operate, maintain, clean, inspect, test, repair, alter, upgrade, reconfigure, replace, remove, and use the New Rochelle Yard retaining wall and related improvements. The

FINANCE COMMITTEE MEETING
ACQUISITION OF EASEMENTS FROM VEOLIA WATER NEW YORK IN NEW ROCHELLE IN SUPPORT OF THE PENN STATION ACCESS PROJECT (Cont'd.)

temporary construction easement is required for construction, storage, and staging during the installation of the New Rochelle Yard retaining wall and related improvements.

Upon completion of an independent appraisal, MTA Real Estate extended a formal offer of $117,390 for the permanent exclusive and non-exclusive easements and $39,660 for a three-year temporary construction easement. Veolia is a public water utility provider subject to the rules and regulations of the New York State Public Service Commission ("NYSPSC"). MTA's offer was conditionally accepted by Veolia subject to further NYSPSC review and approval of the property transfer pursuant to NYSPSC rules and regulations.

Based on the foregoing, MTA Real Estate hereby requests authorization for the MTA on behalf of MNR to acquire the Easements from Veolia per the above-described terms and conditions.

LONG ISLAND RAIL ROAD & METRO-NORTH RAILROAD KEY PERFORMANCE METRICS

October 2026

mta.info

On October 3rd, Metro-North hosted the Harmon Open House. The event was a one-of-a-kind chance to get an inside look at Metro-North's largest and most advanced repair facility: Harmon Yard at Croton-on-the-Hudson. 3,000 guests were able to check out the Metro-North fleet on display, see historical railroad artifacts and exhibits, and meet the teams behind all of Metro-North's work.

This performance metrics document was prepared for the October 2026 meeting of the Joint Long Island Rail Road & Metro-North Railroad Committees.

2 Broadway • New York, NY 10004
October 26, 2026

Table of Contents

Long Island Rail Road

Message from the President 6
Ridership 10
Financial Results 11
Service Performance 12
Major Projects 14
Customers and Communities 15
Safety and Security 16

Metro-North Railroad

Message from the President 22
Ridership 24
Financial Results 25
Service Performance 26
Major Projects 28
Customers and Communities 29
Safety and Security 30

Visit https://new.mta.info/transparency/board-and-committee-meetings or scan the QR code for Board action staff summaries, administrative items, and information items.

Visit metrics.mta.info or scan the QR code to access a comprehensive dashboard of Long Island Rail Road and Metro-North Railroad metrics.

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Rail Road

LONG ISLAND RAIL ROAD

MESSAGE FROM THE PRESIDENT

Rob Free
President, Long Island Rail Road

On Ridership and Performance

September ridership saw the seasons transition with a bang, ending the month with 7.7 million total riders, which was 102% of September 2019 ridership — the second time that we've exceeded 2019 ridership for a specific calendar month; the first coming in June. Ridership last month was also up 4.1% compared to September 2025.

So far in 2026, we have surpassed 300,000 daily riders a total of 34 times and counting (as of October 20). September monthly ticket ridership increased 3.9% over September 2025.Total OTP for September was 94.4% — causing our YTD OTP to hold steady at 94.9%.

Yearly OTP is still feeling the effects of the Amtrak tunnel fires and debris strike back in the spring — and to a lesser extent, the recent nor'easter.

Safety

For the 12-month period ending August 2026 we had a 17.4% increase in the customer injury rate, from 1.45 to 1.7 per 1 million customers, over August 2025 — and our employee injury rate, from 3.53 to 3.6 per 200,000 working hours, increased 1.8% compared to the prior 12 months.

A Major Milestone at Jamaica

On October 11, after three full years of construction, we reached a very important milestone in our Jamaica Capacity Improvements (JCI) Project and that is the completion — and running of the first train — over the E Yard track extension just east of Jamaica.

Since there's no room in this area to lay new track, our crews made room by importing 750 tons of bridge steel and launching a 300-foot bridge over Atlantic 1 Track and 150th Street. In all, it took over 70 work train moves to deliver bridge

steel, gantry crane, launching material, sub-ballast, and ballast without any impact to train service and, for now, this track will allow for increased flexibility through parallel routing.

What a job by the entire project team and the expert hands of the multiple work crews involved.

Pay, Your Way

In the never-ending pursuit of making our system as user-friendly as possible, we're now in the final stage of a program that will give all LIRR Ticket Vending Machines the ability to accept dual payments. Customers will be able to pay with two different cards or with one card and cash.

This multi-payment option will also be available at ticket offices throughout the system and both methods are on track to be fully functional by the end of this month.

Great work by all involved with this upgrade.

More Help on the Way

Back before cell phones, if you needed help while you were on one of our platforms, you were mostly out of luck. And while cell phones have made it easier to get hold of us, we made it that much more convenient to get help when and where you need it with the 2019 pilot and debut of our Help Point kiosks.

Since then, we've been going full steam ahead with the placement of these devices.

Our Engineering forces installed eleven more in the third quarter and we have more installations planned between now and year's end.

We are installing a total of 90 Help Point devices in the current Capital Program and, as of last month, 67 Help

34

days YTD that ridership topped 300K in a single day (as of 10/20)

7.7M

riders in September, 102% of September 2019 ridership

750

tons of bridge steel installed for the E Yard extension — a major JCI milestone

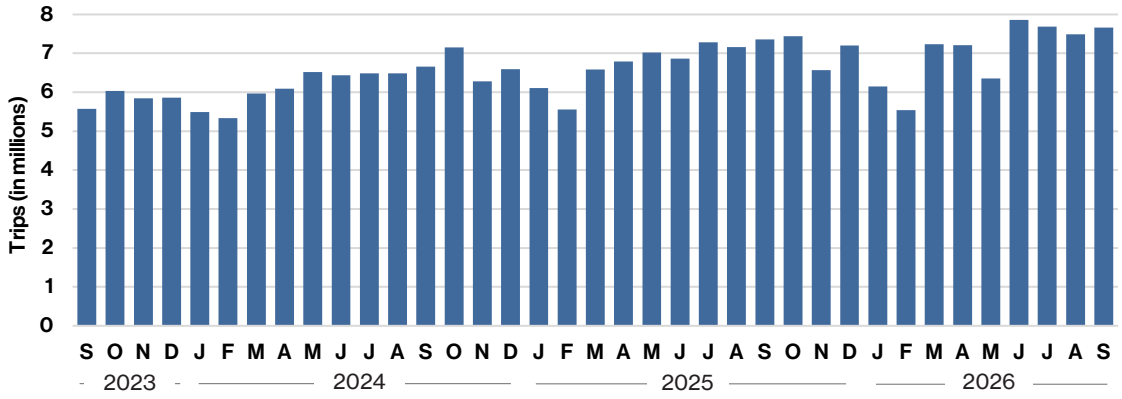
Points have been installed.

These prominent info kiosks enable customers to immediately access information, emergency services and/or boarding assistance because when we say we strive to make public transportation accessible to all, we mean it.

Track 1
Track 2
To White Plains and New York
To Southeast and Wassaic
WATCH THE GAP
WATCH THE GAP
WATCH THE GAP
Katonah

Monthly Ridership

Estimated number of monthly trips taken, per million trips. Ridership is based on ticket sales data.



Data Review

LIRR ridership continued to grow year-over-year. September 2026 ridership reached 7.7 million customers, up 4.1% from September 2025 and at 102% of September 2019 levels for the second time, previously in June 2026. Commutation ridership rose 5.2% to 2.9 million, while non-commutation ridership increased 3.4% to 4.7 million—138.5% of 2019 levels. Year-to-date ridership is 63.1 million, up 4.8% from 2025 and at 92.8% of 2019 levels.

Average weekday ridership in September 2026 was 292,972, up 5.2% from August. Weekend ridership decreased 9.8%—a typical seasonal decline—with Saturday down 5.6% and Sunday down 14.6%. LIRR recorded its highest Friday ridership since the pandemic on September 11, with 307,706 customers, driven by the 25th anniversary of 9/11.

Grand Central Madison ridership totaled 1,820,918 in September 2026 (based on load-weigh data), accounting for 40% of AM peak travel to Manhattan, with 60% traveling via Penn Station.

Moving Forward

Looking ahead, the LIRR ridership growth is expected to continue as leisure ridership to popular New York City and Long Island events, concerts and sporting events at local venues such as Forest Hills, UBS Arena, MSG, Barclays, brought additional ridership, which is expected to grow as we enter the holiday season.

2026 Revenues & Expenses, September Year-to-Date

$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	$591.2	$584.3	($7.0)
Farebox Revenues	$551.4	$543.2	($8.2)
Other Revenues	$39.8	$41.0	$1.2
Total Non-Reimbursable Expenses	**$1,629.9**	**$1,595.4**	**$34.5**
Labor Expenses	$1,182.1	$1,164.1	$18.0
Non-Labor Expenses	$422.6	$406.3	$16.3
Other Expense adjustments	$25.2	$25.0	$0.2
Non Cash Liabilities	$451.3	$448.9	$2.4
Net Surplus/(Deficit) - Accrued	**($1,490.0)**	**($1,460.0)**	**$29.9**

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	6,620	6,477	143
Reimbursable	1,024	986	38
Total Positions	**7,644**	**7,463**	**181**

Data Review

Through September, farebox revenue was $8.2 million lower than the forecast due to lower-than-expected ridership, partially offset by higher yield per passenger.

Labor expenses are lower than the forecast by $18.0 million due to lower payroll, overtime, health and welfare, and other fringe costs, partially offset by pension costs. At the end of September, there were 181 vacancies compared to the forecast.

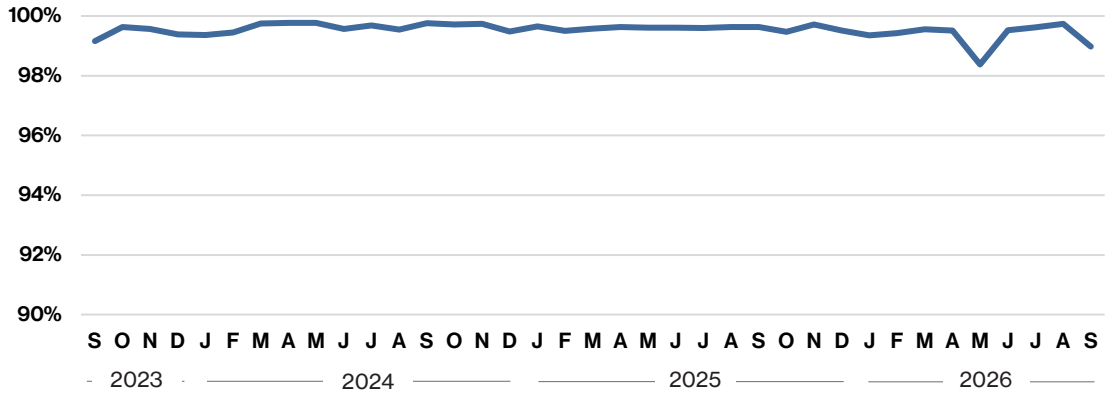
Non-labor expenses are lower than the forecast by $16.3 million, primarily driven by electric power, maintenance and other operating contracts costs, claims, materials & supplies, and other business expenses, partially offset by insurance and fuel expenses and professional service contracts.

Moving Forward

We are aggressively moving forward to fill all vacancies at LIRR. We are aware of the financial challenges faced by the MTA, and we continually look for cost-effective ways to operate efficiently, ranging from workforce management to material needs.

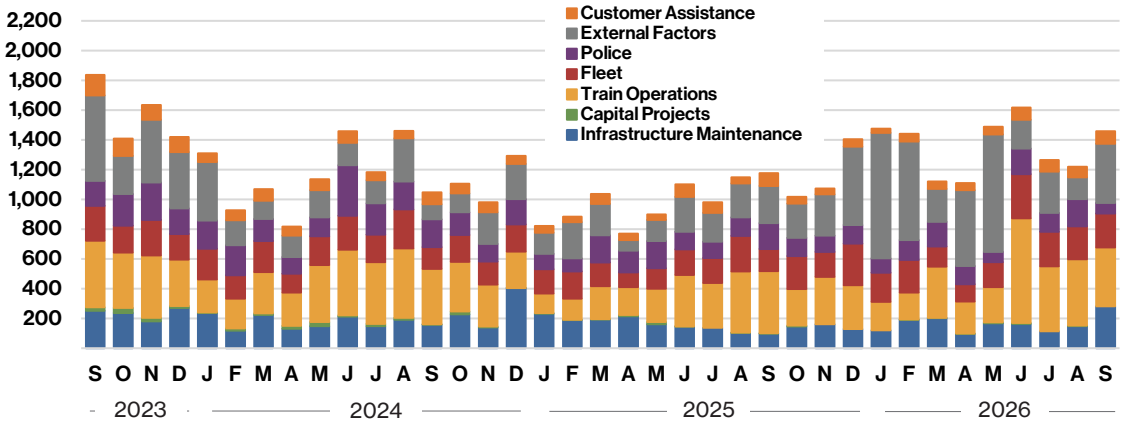
Service Delivered

The share of scheduled train trips completed



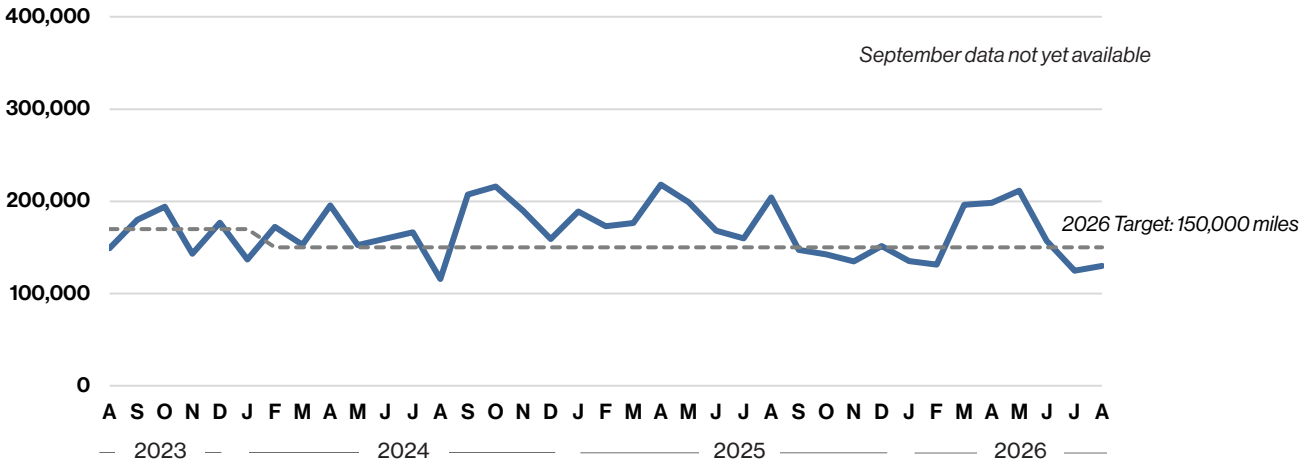
Delays by Type

The number of delayed trains by type of delay



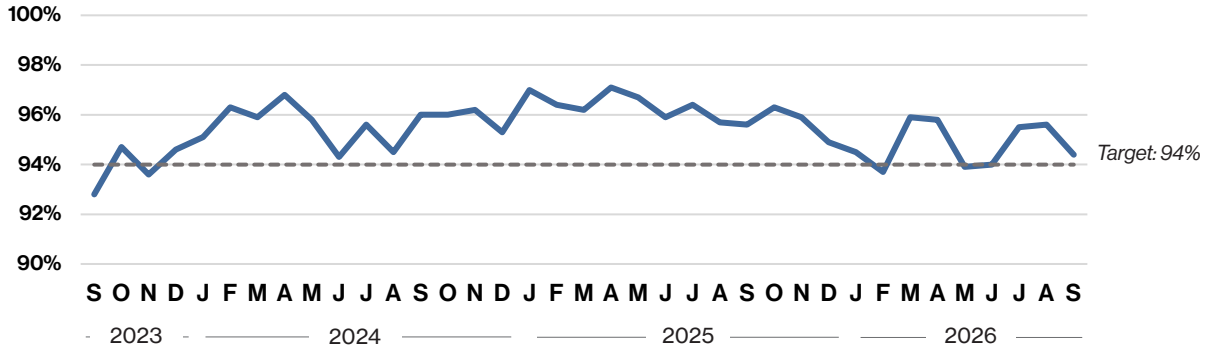
Mean Distance Between Failures

The average number of miles a railcar or locomotive travels before failing and causing a delay



On-Time Performance

The share of trains that arrive at their terminus station within 5:59 minutes of schedule



On-Time Performance, by Branch

Atlantic	98.5%	**Montauk**	90.6%
Babylon	92.6%	**Oyster Bay**	95.9%
Far Rockaway	97.8%	**Port Jefferson**	93.2%
Hempstead	96.5%	**Port Washington**	93.4%
Huntington	94.7%	**Ronkonkoma**	92.9%
Long Beach	90.9%	**West Hempstead**	97.9%

Data Review

In September, on-time performance was 94.4%, above the goal of 94%. Year-to-date on-time performance (OTP) is 94.9% which is also above goal. Eight branches operated at or above their goal and year to date eight branches operated at or above their goal.

22 incidents in September results in ten or more late, cancelled, or terminated trains. The most significant event occurred on September 23rd when strong winds downed two utility poles onto the tracks. The event caused 109 late trains, delayed our customers an average of 11 minutes and reduced our monthly OTP by 0.4%.

In August, 62.9% of trains arrived into Jamaica less than 3 minutes behind scheduled time during the morning peak periods and 68.9% during evening peak periods.

The fleet mean distance between failures, a metric that measures the average number of miles a railcar or locomotive travels before failing and causing a delay, operated at 129,859 miles in August, and 153,450 year-to- date against the target of 150,000 miles.

Moving Forward

There will be a new timetable going into effect on the Long Island Rail Road starting November 9th. Changes include one AM Peak train that originated in Speonk being extended to originate in Hampton Bays with added stops and a new weekend round trip being added between Hicksville and Penn Station designed for customers traveling to events in New York City. This timetable will run through February 28th.

Strengthening West Side Yard Against Future Flooding

MTA Construction & Development and the LIRR are moving forward with a major project to protect the West Side Yard in Manhattan from future flooding. The yard sits in a low-lying area that is vulnerable to coastal storms, which could disrupt train service and damage important infrastructure.

The project will add a permanent system of flood protection around the yard. This includes new flood walls, ten flood gates, and underground barriers that block water from seeping in. The project will also upgrade the yard's drainage, install measures to stop water from flowing backward into the system, and build a new stormwater pump station with eight pumps and emergency power. Key electrical equipment will be raised above flood levels, and a new emergency generator will be installed to keep systems running during storms.

Together, these improvements will create a continuous protective barrier, strengthen drainage, and ensure that essential electrical systems stay safe and operational. Once complete, the project will greatly reduce the risk of storm-related disruptions and help the LIRR maintain reliable service during severe weather, strengthening the region's transportation network for the long term.

Tuskegee Airmen Way Community Walkthrough

Hosted by New York City Council Member Hankerson Ty Hankerson, the 2nd Tuskegee Airmen Way walkthrough took place on Wednesday, September 30th, bringing together agencies like NYPD, NYC DOT, DSNY and local community stakeholders to review progress and address outstanding concerns along Tuskegee Airmen Way.

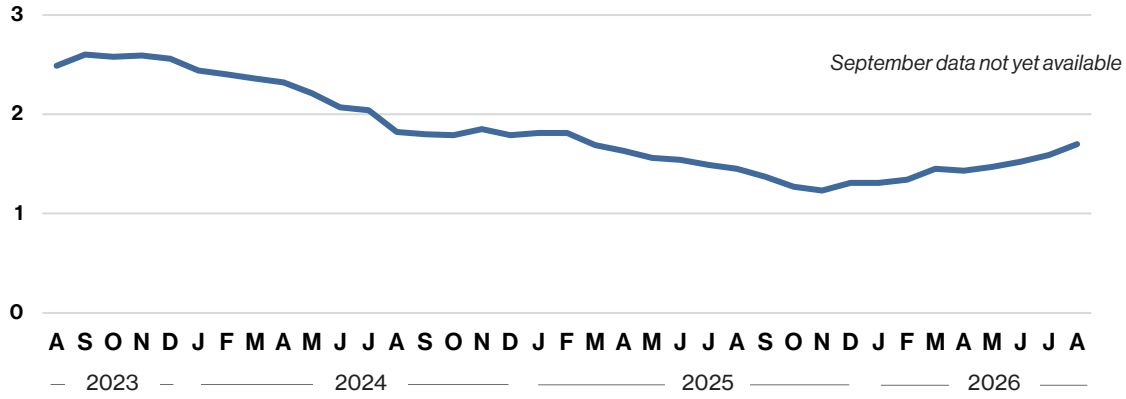
During the walkthrough, we shared updates on recently completed maintenance efforts, including painting the trestle walls and cutting back adjacent vegetation within our right-of-way. We also shared plans to update the vehicle height signage to improve visibility and provide clearer guidance for motorists.

The walkthrough provided an opportunity to assess progress since the first site visit, identify outstanding items, and their continued coordination with city agencies to ensure continued follow-through on community priorities.

As the initiative approaches its final walkthrough, continued collaboration remains essential to ensuring that outstanding commitments are addressed and that Tuskegee Airmen Way remains a safer, cleaner, and better-maintained corridor for the entire South Jamaica community.

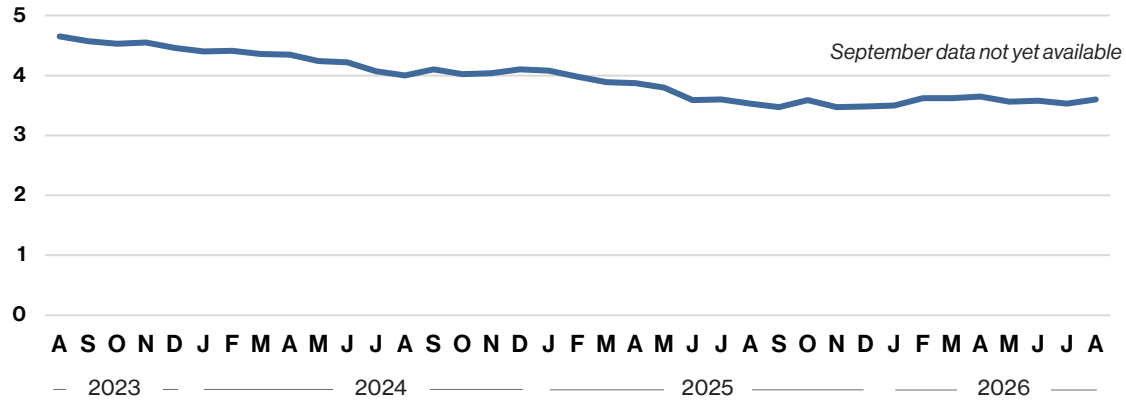
Customer Injury Rate

The number of reportable customer injuries per one million customers (12-month rolling average)



Employee Lost Time Injury Rate

The number of reportable employee lost time injuries per 200,000 hours worked (12-month rolling average)



Data Review

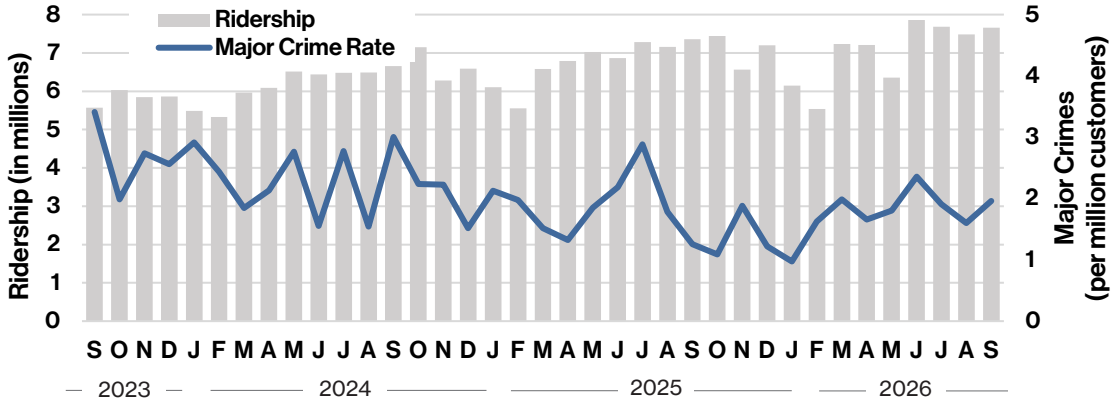
The reportable customer injury rate increased from 1.45 to 1.70 per one million customers in the current 12-month reporting period, September 2025 through August 2026, compared to the prior 12 months. The reportable employee lost time injury rate increased from 3.53 to 3.60 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

The LIRR, in partnership with the MTA Police, hosted its Customer Safety and Crisis Prevention Awareness Day event at Jamaica Station on October 8th. This event provided a valuable opportunity to promote key safety messages and engage directly with our customers. Also during October, the LIRR Office of Fire Management (OFM) attended six Fire Department Open Houses. While on site, OFM representatives educated attendees on rail safety and provided guidance on fire safety. These engagements focused on strengthening relationships with local fire departments and supporting the TRACKS program.

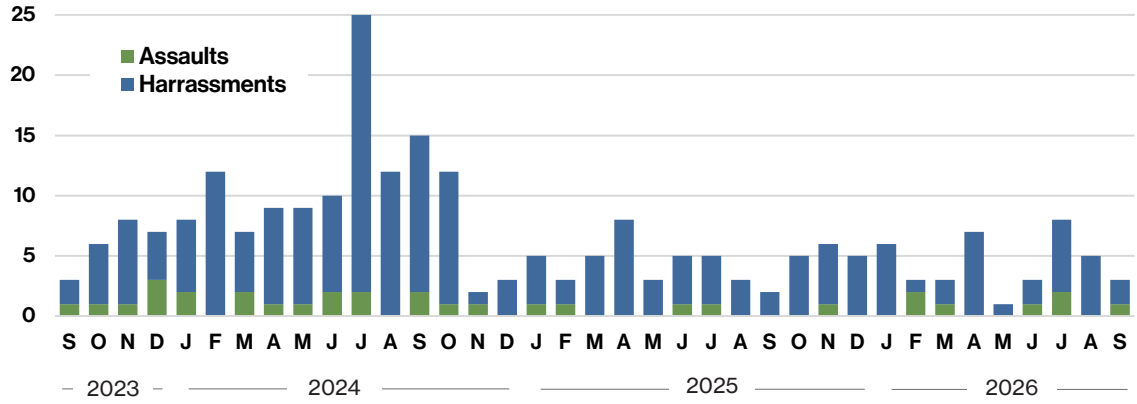
Major Crimes Against Customers

The rate of all major crimes (burglary, murder, rape, robbery, felony assault, grand larceny, grand larceny of a vehicle) against customers, per million customers



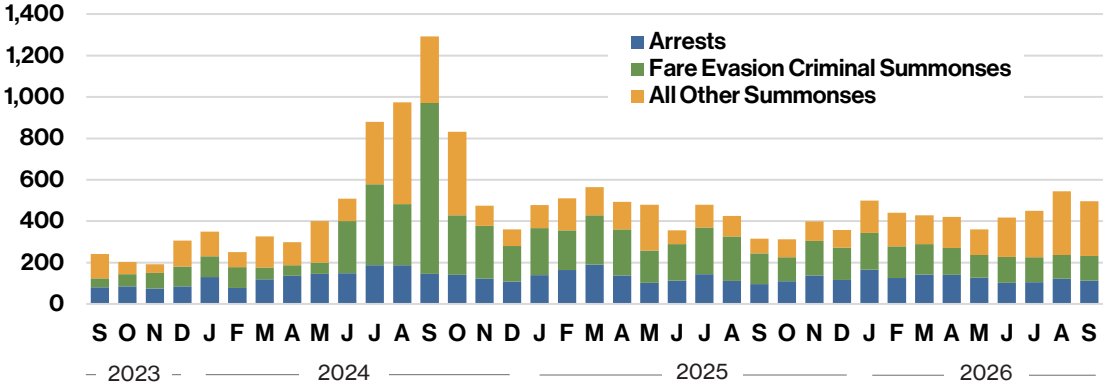
Assaults and Harassments Against Employees

The number of assaults and harassments against LIRR employees recorded by MTA Police Department, per NYS criminal law



Summonses and Arrests

The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by MTA Police Department



METRO-NORTH RAILROAD
218
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Metro-North Railroad
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4

MESSAGE FROM THE PRESIDENT

Justin Vonashek
President, Metro-North Railroad

Ridership & Performance

Metro-North continues to deliver excellent service this fall. Our on-time performance rose to 97.8% in September bringing our year-to-date performance through September to 97.2%. Our service-delivery rate for September also climbed to 99.9%, reflecting our continued focus and commitment to providing safe and reliable service.

In September, Metro-North carried 6.4 million riders, which is 90% of September 2019 ridership. The average weekday ridership of 248,372—4.1% higher than September 2025—pushed weekday recovery to 86.1% of September 2019. Average weekend ridership for the fall has been extremely strong. This reflects a trend of much higher weekend recovery numbers pushing overall recovery higher.

Yankees season wrapped up with many fans choosing Metro-North to get to the games: the two American League Wild Card games against the Boston Red Sox averaged 12,800 riders to and from the stadium. The game on September 30 contributed to our third highest ridership day.

This year's fall foliage trains are more popular than ever, driving a surge in discretionary travel. Our fall weekend ridership continues to rise year over year, and in response we added extra Leaf Peeper trains on the Hudson Line to Beacon and Poughkeepsie. On October 10, we recorded a record-breaking Saturday, carrying nearly 172,000 riders. The first two weekends of October were nearly 23% higher than the same weekends in 2025.

With major fall events ahead and peak foliage in the upper Hudson Valley still drawing riders, we expect strong demand through the end of the month. We encourage customers to plan ahead using updated schedules on the TrainTime app.

Harmon Open House

Metro-North was delighted to host another Harmon Open House on Saturday, October 3. Hundreds of Metro-North and MTA volunteers welcomed over 3,000 guests to explore our shop building, see all types of trains and equipment, including our legendary Heritage locomotives, and check out displays and interactive exhibits staffed from departments across the railroad and the MTA.

The Open House always reminds us that people love to have the opportunity to go behind the scenes to see how Metro-North employees provide the service that keeps our region moving.

And our employees are just as excited to show the details of their work and how it contributes to our excellent service.

3,000
attendees at the Harmon Open House

Walk Bridge Replacement Progress

Metro-North is partnering with the Connecticut DOT on the replacement of Walk Bridge, the 4-track swing bridge built in 1896 across the Norwalk River. This vital infrastructure link along the busy Northeast Corridor carries approximately 150,000 passengers and 200 trains per day. The 269-foot-tall steel towers on each side were added in 1914, when the New Haven Line was electrified. The towers raise 31 electrical and communications lines 180 feet above the navigable river channel.

As part of the multiyear project to build a modern drawbridge, the power and communication lines are being relocated, and the towers were successfully removed over the course of four weekends in September and October. With extensive planning and coordination, Metro-North operated a reduced weekend schedule, with approximately 45% capacity on the first two weekends and 70% of normal capacity on the other two weekends. The remaining work will be performed overnight and will not require special schedules. Completion of this work was a critical milestone

3
President's Award winners

80
additional Hudson Line fall weekend trains

as work progresses on the construction of the new moveable bridge, expected to be in service in 2030. The new bridge will improve reliability, reduce service disruptions, and enhance rail operations for decades to come.

Employee Recognition

Throughout the month of October, we recognized our employees in a number of ways. Last week was one of our biggest events of the year, when we recognized the winners of our annual President's, Team Excellence and Pillar Awards. Every great railroad depends on people who step forward, solve problems and support their colleagues. I was honored to present this year's President's Awards to Matthew DelGuidice for his work in the Operations Control Center; to Angela Piscitelli for her work in Station Operations Support; and to Brett Ulrich for his work in Operations Practices.

The Team Excellence Awards went to the Ethernet Migration Task Force Team, the One Hub Team and the Ticket Vending Machine Replacement Project Team. We also recognized excellence and achievement in the six Pillars of Metro-North One: Gifford Austin (Conductor Flag) for Prioritize Safety; Gerard Jeszeck (Assistant Director, Conductor Compliance) for Deliver Excellent Service; Victor Hernandez (Trackworker) for Elevate Employee Engagement; Paul Cheng (Deputy Director, Equipment Engineering) for Expand and Strengthen the Network; Taze Vega (Assistant Director, Operations Compliance & Finance Control) for Improve Financial Performance; Tyler Kraft (Deputy Director, Equipment Engineering) for Cultivate Innovation.

Metro-North gave the One Team award that recognizes service partners who are not Metro-North employees but who play a vital role in our railroad's service. For this award, we recognized John Chien from Subsidy Accounting, Mayela Clarke from the People Organization, and Carl Sullivan from MTAPD for their leadership and consistently high levels of service.

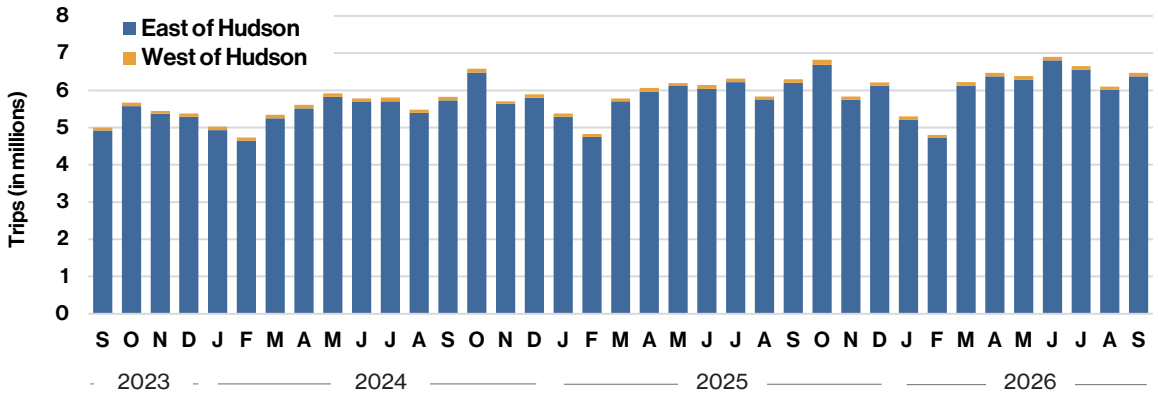
On October 8, I was honored to attend the MTA's Latinos & Friends Award ceremony, where we celebrated Hispanic Heritage Month by recognizing employees from across MTA agencies for their outstanding leadership, service and contributions to the organization. Among this year's honorees was our very own Bill Goodwin, who received recognition alongside six fellow MTA employees.

And on October 2, we recognized and thanked our coach cleaners and custodians across the railroad as part of National Custodial Workers' Recognition Day. These employees do their work quietly in the background, often late at night or before the sun comes up, but they are the ones who make our spaces feel welcoming, safe, and cared for. Thank you again and we truly appreciate the pride and care you put into making Metro-North shine every single day.

306
306
MTA

Monthly Ridership

Estimated number of monthly trips taken. Ridership is based on ticket sales data.



Data Review

Metro-North ridership continued its strong recovery in September, reaching 6.4 million rides—a 6.2% increase and 90% of September 2019 levels—surpassing July as our second-highest month of post-pandemic recovery. Average daily ridership rose 9.7% to 214,677, and weekday ridership also grew 9.7% to 248,372. Weekend ridership, however, declined due to severe weather, including flooding that briefly suspended New Haven Line service on Sunday, September 13 and a nor'easter at the end of the month. As a result, average weekend ridership fell 7.6% from August, to 116,922.

Compared with September 2025, total monthly ridership increased 2.8%, and average weekday ridership rose 4.1%, reaching 86.1% of September 2019 levels. Estimated Tuesday–Thursday ridership averaged 254,138 rides—up 7.6% from August and 4.5% year over year—bringing midweek ridership to 88.1% of a typical September 2019 weekday. Weekend ridership fell 6.2% from last September but remained at a solid 91.7% of 2019 levels, ending a three-month streak of full weekend recovery.

Commutation travel showed notable strength: total commutation ticket ridership jumped 24.3% from August as school vacations ended and monthly passes again became more cost-effective. Combined commutation and peak ticket trips increased 17.3%. Commutation's share of total ridership also rose sharply—from 35.4% to 41.5%, a gain of 6.1 percentage points.

Moving Forward

As the fall colors of the Hudson Valley and Connecticut come alive, October is typically Metro-North's busiest month of the year and sets the next record for post-pandemic ridership. This year our expanded Upper Hudson leaf peeper service for the Upper Hudson is ready to help set new ridership records and there is no better way to see the scenery.

2026 Revenues & Expenses, September Year-to-Date

$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	**$550.8**	**$560.8**	**$10.0**
Farebox Revenues	$509.8	$519.2	$9.4
Other Revenues	$41.0	$41.6	$0.6
Total Non-Reimbursable Expenses	**$1,309.3**	**$1,270.8**	**$38.5**
Labor Expenses	$867.6	$854.6	$13.0
Non-Labor Expenses	$416.4	$392.5	$23.9
Other Expense adjustments	$25.3	$23.8	$1.5
Non Cash Liabilities	**$272.9**	**$314.5**	**($41.5)**
Net Surplus/(Deficit) - Accrued	**($1,031.5)**	**($1,024.5)**	**$7.0**

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	5,767	5,637	130
Reimbursable	774	659	115
Total Positions	**6,541**	**6,296**	**245**

Data Review

Through September, farebox revenue was $9.4M favorable to the Forecast due to higher non-commutation ridership and higher average yield per passenger across all East of Hudson lines partially offset by lower commutation ridership on all East of Hudson lines.

Labor expenses are lower than the Forecast by $13.0 million due primarily to lower payroll as well as lower health and welfare. At the end of September, paid headcount was 245 lower than Forecast reflecting 299 vacancies against the year-end paid headcount.

Non-labor expenses are lower than the Forecast by $23.9 million due primarily to lower electric power along with materials and supplies.

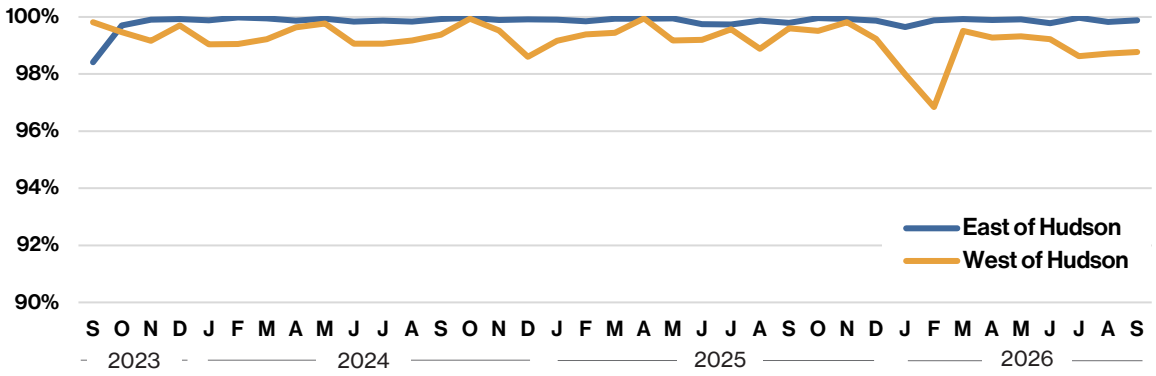
Other expense adjustments are $1.5 million favorable to the Forecast. This represents the transfer of consolidated functions costs to MTA HQ which are charged back to Metro-North as Functional Allocations.

Moving Forward

We are focused on growing staff to budgeted targets across all crafts. We are aware of the financial challenges faced by the MTA, and we continually look for cost-effective ways to operate efficiently, ranging from workforce management to material needs.

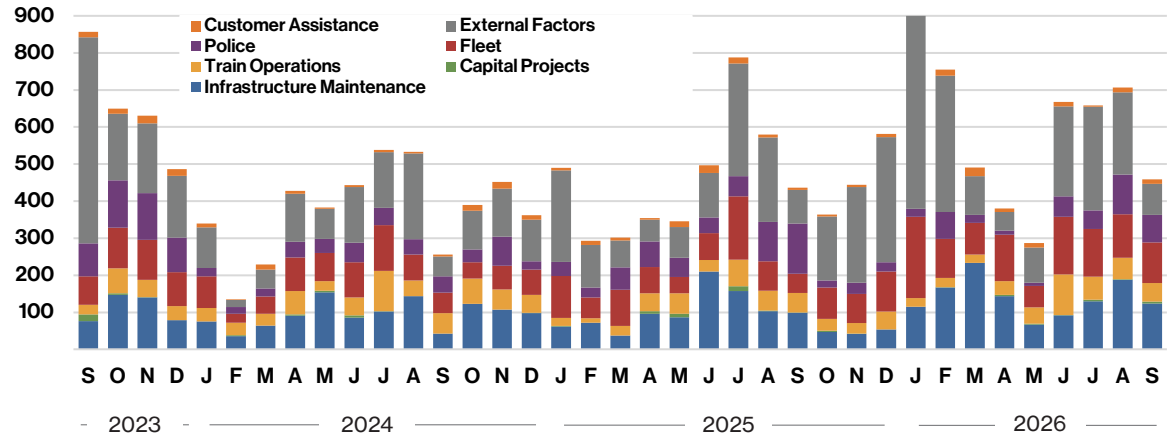
Service Delivered

The share of scheduled train trips completed. NJ Transit operates West of Hudson trains.



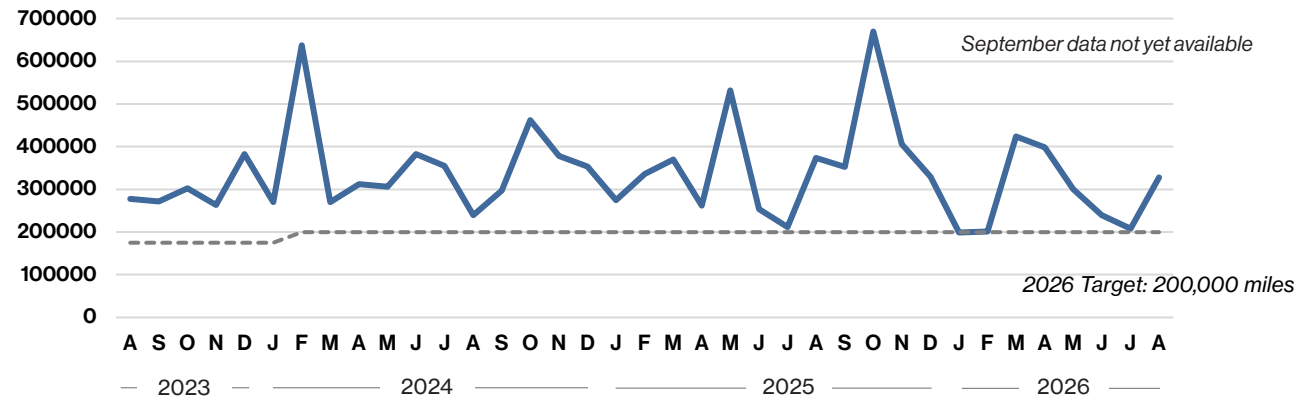
Delays by Type

The number of delayed trains on East of Hudson lines by type of delay



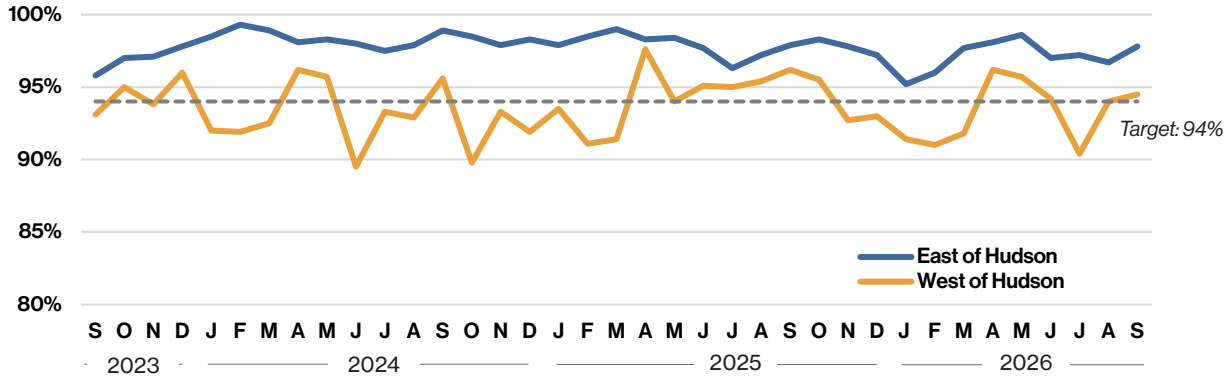
Mean Distance Between Failures

The average number of miles a railcar or locomotive travels on East of Hudson lines before failing and causing a delay



On-Time Performance

The share of trains that arrive at their terminus station within 5:59 minutes of schedule. NJ Transit operates West of Hudson trains.



On-Time Performance, by Line

Hudson	97.7%	**Pascack Valley**	94.4%
Harlem	97.8%	**Port Jervis**	94.5%
New Haven	97.8%		

Data Review

Metro-North's service delivered in September was 99.9% and the systemwide OTP exceeded the 94% goal, reaching 97.8% and 97.2% YTD. 7 major incidents impacted September's OTP. The most significant happened on September 16 when emergency brakes were activated in Grand Central, affecting 34 trains. The August mean distance between failures was 327,903 miles, above the 200,000-mile goal. YTD it is 266,265 miles.

Moving Forward

Metro-North will operate a Thanksgiving getaway schedule on Wednesday, November 25.This includes 6 additional Hudson Line trains, 3 additional Harlem Line trains, and 10 additional New Haven Line trains. For the Thanksgiving holiday we have modified service to accommodate customers traveling to the Macy's Thanksgiving Day Parade;

- Additional outbound service from late morning through mid-afternoon for suburban travel.
- Modified service the day after Thanksgiving to support increased discretionary travel.
- Expanded Saturday schedule with added AM and PM peak service.

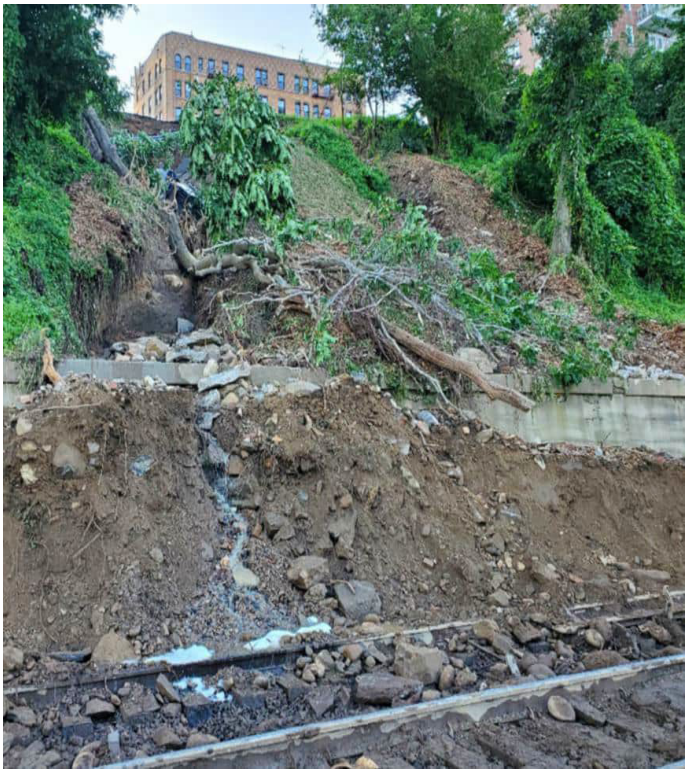
Production work on the West-of-Hudson Port Jervis Line will continue during off-peak weekdays and weekends through November 14. On the Harlem Line, tie work between Southeast and Wassaic will continue, with bus service in place through November 23. On the New Haven Line, tie work will continue between Stamford and South Norwalk, and weekend switch replacement will continue between New Haven Union Station and State Street Station.

Metro-North Hudson Line Climate Resilience Blueprint

This month, MTA Construction & Development awarded a contract to begin design work on a project that will protect a stretch of Metro-North's Hudson Line from climate-related flooding and storm damage. The design work, led by a joint venture of STV and WSP, will focus on the segment between Spuyten Duyvil and Hastings-on-Hudson. Construction is expected to start in 2029.

The project will improve drainage, stabilize slopes and retaining walls, rehabilitate shoreline structures, and add flood protection where feasible. These upgrades target areas that frequently experience flooding, mudslides, and erosion due to heavy rain and rising water levels along the Hudson River. The effort also supports key findings from the 2024 MTA Climate Resilience Roadmap and the 2025–2044 Twenty-Year Needs Assessment, which identified this area as both climate-vulnerable and in need of state-of-good-repair work. In addition, it will create a long-term resilience plan for future investments along the entire line.

The Hudson Line's location — between steep slopes on one side and the river on the other — makes it especially vulnerable to extreme weather, which has already led to previous service disruptions. This project builds on more than $400 million in post-Sandy resilience work that strengthened power, communications, and signal systems along 30 miles of the line, and it complements a separate project now in design to stabilize vulnerable slopes north of Yonkers.



Metro-North Railroad Welcomes Councilmember Maloney's Office

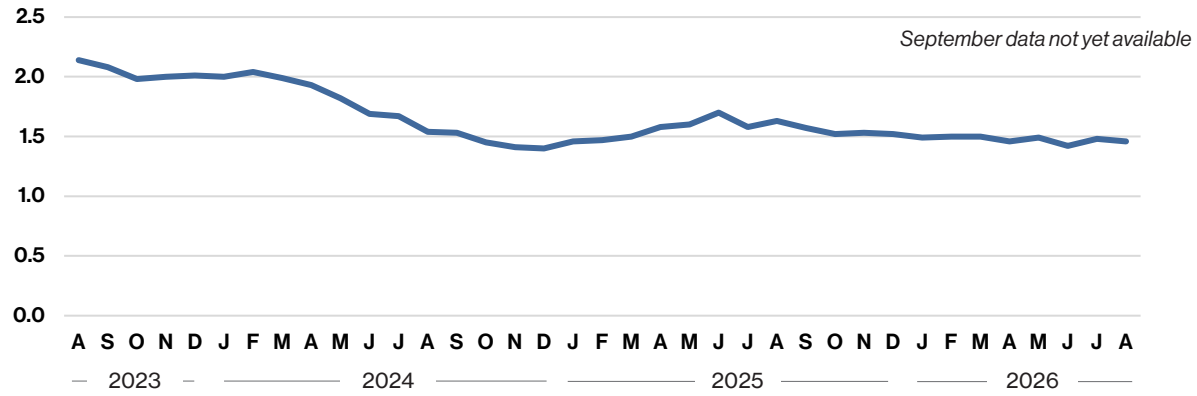
The Metro-North Railroad Government and Community Relations team welcomed staff and interns from Councilmember Virginia Maloney office to tour behind the scenes of Grand Central Terminal. This engaging experience offered them a unique look at how this iconic institution operates and was enjoyed by all in attendance. Designed as part of their summer civic education series, the hour-long visit provided insight into the daily coordination, history, and infrastructure that keep Grand Central running smoothly. Metro-North Railroad was proud to contribute to an educational and fascinating civics series.

Harmon Shop Open House Welcomes Record Crowd

On October 3, Metro-North held an open house at Harmon Shop, which has been at the heart of Metro-North's operations for over a century. On display at the Open House included heritage locomotives, Metro-North's Laser Train, and displays from over a dozen different departments and projects. 3,000 community members joined us including MTA Board members, elected officials, transit advocacy organizations, and Metro-North employees and their families. We are thankful to Board members Randy Glucksman and Dan Garodnick who joined us, as well as Assemblymember Dana Levenberg, County Legislator Emiljana Ulaj, and Mayor Brian Pugh.

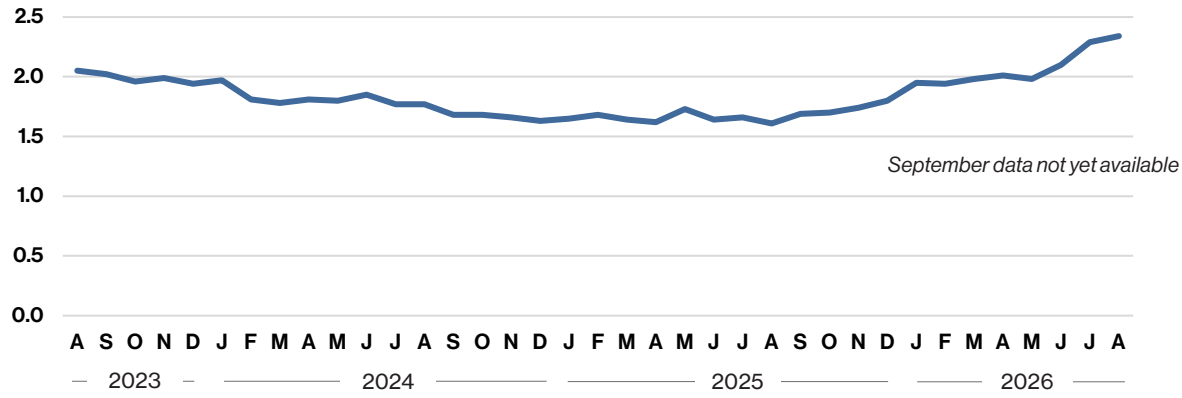
Customer Injury Rate

The number of reportable customer injuries per one million customers (12-month rolling average)



Employee Lost Time Injury Rate

The number of reportable employee lost time injuries per 200,000 hours worked (12-month rolling average)



Data Review

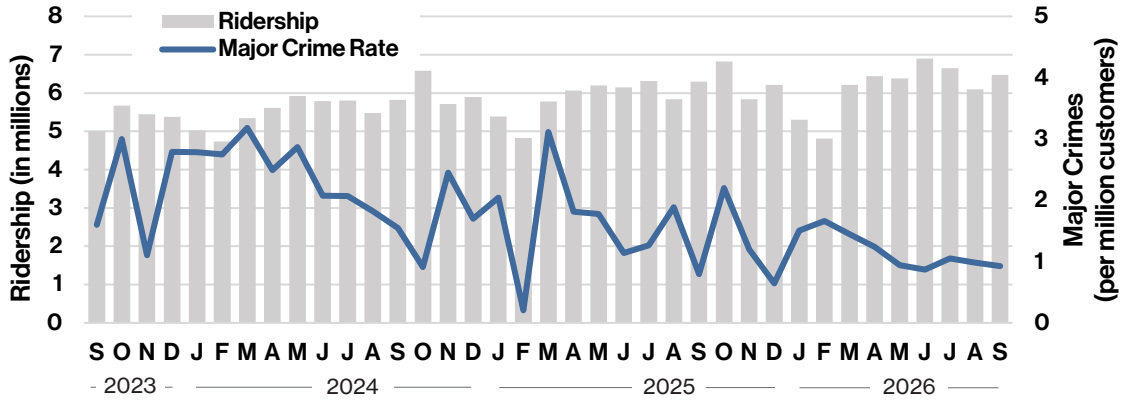
The reportable customer injury rate decreased from 1.63 to 1.46 per one million customers in the current 12-month reporting period, September 2025 through August 2026, compared to the prior 12 months. The reportable employee lost time injury rate increased from 1.61 to 2.34 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

Metro-North, in partnership with the Office of System Safety's TRACKS rail safety education program, joined with the Westchester Soccer Club to host Metro-North Night on Saturday, October 17 during the match against Union Omaha at the WSC home field in Mt. Vernon. This event provided a meaningful opportunity to engage the community, promote rail safety awareness, and distribute educational materials. It also created a positive setting for Metro-North employees to come together in support of safety outreach. The collaboration strengthened TRACKS' presence in Westchester County and reinforced its ongoing public education efforts.

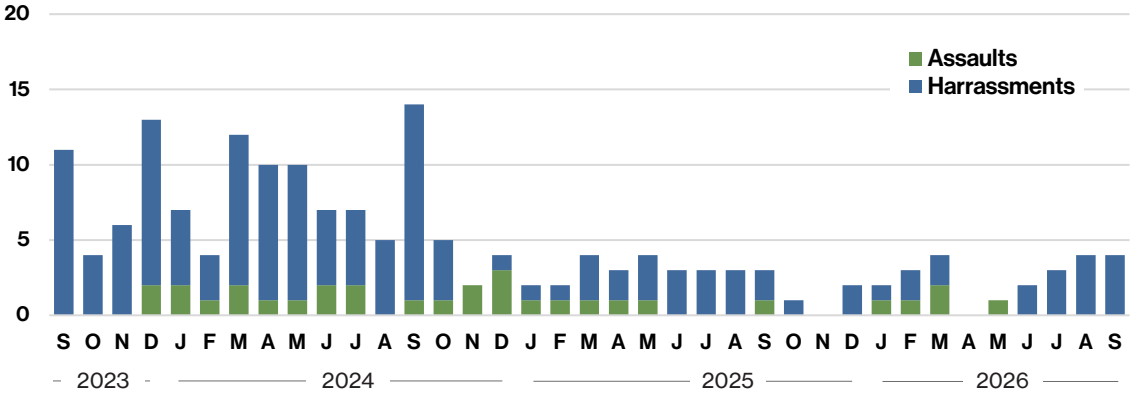
Major Crimes Against Customers

The rate of all major crimes (burglary, murder, rape, robbery, felony assault, grand larceny, grand larceny of a vehicle) against customers, per million customers



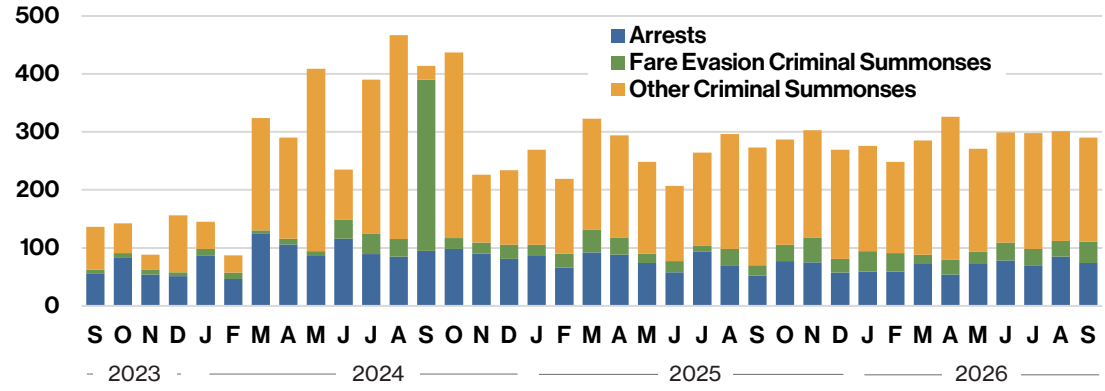
Assaults and Harassments Against Employees

The number of assaults and harassments against Metro-North employees recorded by MTA Police Department, per NYS criminal law



Summonses and Arrests

The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by MTA Police Department



MTA
Metro-North
Railroad
14.5
15.5
16.5
17.5

ABOUT THE METROPOLITAN TRANSPORTATION AUTHORITY, THE LONG ISLAND RAIL ROAD, AND METRO-NORTH RAILROAD

The Metropolitan Transportation Authority is North America's largest transportation network, serving a population of 15.3 million people across a 5,000 square-mile travel area surrounding New York City through Long Island, southeastern New York State, and Connecticut.

Long Island Rail Road is comprised of over 7,000 employees serving over 200,000 passengers a day. We operate 700 trains daily and maintain 125 stations, nearly 700 miles of track, and 27 shops and yards.

Metro-North Railroad is comprised of nearly 6,000 employees serving over 200,000 passengers a day. We operate 700 trains daily and maintain 124 stations, nearly 900 miles of track, and 19 shops and yards.

The MTA is governed by a 23-member Board, organized in eight committees. Members of the Joint Long Island Rail Road and Metro-North Railroad Committee include:

- Marc Herbst, Co-Chair
- Blanca Lopez, Co-Chair
- Gerard Bringmann
- Samuel Chu
- Michael Fleischer
- Daniel Garodnick
- Randolph Glucksman
- Christopher Leathers
- Melva M. Miller
- James O'Donnell
- Matt Rand
- Lisa Sorin
- Ed Valente
- Neal Zuckerman

Long Island Rail Road

Financial and Ridership Reports – September 2026

Financial Report Highlights

September Year-to-Date Budget Performance Summary

- Total revenue of $897.4 million was $3.8 million unfavorable to the forecast. This unfavorable variance was primarily due to the timing of reimbursement for capital activity and lower farebox, partially offset by higher other operating revenue.
- Through September 2026, ridership was 63.2 million, which was 4.8% above 2025 and 2.2% below the forecast. Commutation ridership of 24.5 million was 9.0% above 2025 and 9.4% below the forecast. Non-Commutation ridership of 38.7 million was 2.3% above 2025 and 2.9% above the forecast. Consequently, farebox revenue of $543.2 million was $8.2 million lower than the forecast, driven by lower ridership and partially offset by higher yield per passenger.
- Total expenses before non-cash liability adjustments of $1,908.5 million were $31.3 million or 1.6% favorable to the forecast. The primary drivers of this favorable variance were lower payroll, associated fringe costs, electric power, overtime, materials and supplies, other business expenses, and claims. These favorable variances were partially offset by pensions, maintenance & other operating contracts, insurance, fuel, and professional service contracts.
- Total headcount was 7,463, which was 181 positions lower than the forecast. Non-reimbursable was 143 positions lower than the forecast, and reimbursable was 38 positions lower than the forecast.
- September non-reimbursable operating results were favorable to the forecast by $29.9 million. Non-reimbursable revenues were $7.0 million unfavorable to the forecast due to lower farebox. Total non-reimbursable expenses before non-cash liabilities were $34.5 million favorable due to payroll and associated fringe, maintenance and other operating contracts, electric power, other business expenses, overtime, materials and supplies and claims, partially offset by pensions, insurance, fuel and professional service contracts. Non-cash liabilities were $2.4 million favorable.

2026 Operating Revenue & Expenses, September Year-to-Date

	Long Island Rail Road		
In $ Millions	**Forecast**	**Actual**	**Variance**
Total Revenues	**$591.2**	**$584.3**	**($7.0)**
Farebox Revenue	$551.4	$543.2	($8.2)
Other Revenue	$39.8	$41.0	$1.2
Total Expenses	**$1,629.9**	**$1,595.4**	**$34.5**
Labor Expenses	$1,182.1	$1,164.1	$18.0
Non Labor Expenses	$422.6	$406.3	$16.3
Other Expense Adjustments	$25.2	$25.0	$0.2
Non Cash Liabilities	**$451.3**	**$448.9**	**$2.4**
Net Surplus/(Deficit) - Accrued	**($1,490.0)**	**($1,460.0)**	**$29.9**

Revenues

- **Farebox Revenues** were $8.2 million unfavorable to the forecast due to lower ridership, partially offset by higher yield per passenger. Ridership through September was 63.2 million, 4.8% higher than in 2025 (adjusted for the same number of calendar workdays) and 2.2% lower than the forecast.
- **Other Operating Revenues** were $1.2 million favorable to the forecast primarily due to higher interest income, partially offset by lower rental revenue.

Expenses

Labor Expenses: $18.0 million favorable.

- **Payroll** expenses were $20.9 million favorable due to lower average pay rates reflecting new hires and vacancies.
- **Overtime** expenses were $0.1 million favorable due to scheduled service and programmatic/routine maintenance, partially offset by vacancy/absentee coverage, unscheduled maintenance, weather emergencies, and unscheduled service.
- **Health & Welfare** expenses were $6.0 million favorable (lower rates and vacant positions).
- **OPEB Current Payments** were $0.8 million unfavorable (more retirees/beneficiaries).
- **Pension** expenses were $13.2 million unfavorable due to the timing of pension payments and the estimated percentage of pensions allocated to reimbursable was over-estimated.
- **Other Fringe Benefits** expenses were $1.6 million favorable primarily due to lower Railroad Retirement Taxes (RRT), partially offset by FELA indemnity reserves.
- **Reimbursable Overhead** expenses were $3.3 million favorable primarily due to the timing of project activity.

Non-Labor Expenses: $16.3 million favorable.

- **Electric Power** expenses were $5.8 million favorable primarily due to lower consumption and lower rates.
- **Fuel** expenses were $1.1 million unfavorable, primarily due to higher consumption and higher rates.
- **Insurance** expenses were $1.0 million unfavorable due to higher property insurance, partially offset by lower liability insurance.
- **Claims** expenses were $0.8 million favorable primarily due to a decrease in reserves.
- **Maintenance and Other Operating Contracts** were $5.9 million favorable primarily due to higher project reimbursement for vehicles and work train usage, partially offset by higher non-revenue vehicle repair costs due to the aging fleet and bussing costs.
- **Professional Service Contracts** were $0.1 million unfavorable primarily due to timing of fiber optic network support contracts, timing of security and other outside services, higher

legal fees, test precision railhead expense, partially offset by timing of Masabi over-accrual reversal.

- **Materials and Supplies** were $4.7 million favorable primarily due to timing of modification and RCM activity for revenue fleet, partially offset by miscellaneous inventory adjustment, pooled material charge-out and the timing of right-of-way materials.
- **Other Business Expenses** were $1.5 million favorable primarily due to a decrease in bad debt reserves and lower employee tuition reimbursement.

Other Expense Adjustments: $0.2 million favorable

- **Functional Allocations** was $0.2 million favorable due to the net impact of consolidated functions employee chargeback.

Depreciation and Other were $2.4 million favorable primarily due to GASB 87 lease adjustments, GASB 96 adjustments, and environmental remediation, partially offset by depreciation.

Overtime

- Total overtime was $0.9 million unfavorable. Non-reimbursable was $0.1 million favorable and reimbursable was $1.0 million unfavorable.
- Favorable non-reimbursable overtime was due to scheduled service and programmatic/routine maintenance, partially offset by unscheduled maintenance, vacancy/absentee coverage, weather emergencies, and unscheduled service.

Staffing Levels

- Total headcount at the end of September was 7,463, which was 181 positions lower than the forecast.
- The vacancies were primarily in Maintenance of Way and Maintenance of Equipment.

Financial Metrics

- The September Adjusted Farebox Operating Ratio was 41.5%, which was higher than the forecast due to lower expenses, partially offset by lower farebox revenue.
- The September Adjusted Cost per Passenger was $21.88, which was higher than the forecast due to lower expenses, partially offset by lower ridership.
- The September Revenue per Passenger was $8.50, which was higher than the forecast due to a higher yield per passenger.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 2026
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$65.799	$65.069	($0.730)	(1.1)	$0.000	$0.000	$0.000	-	$65.799	$65.069	($0.730)	(1.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.969	4.419	0.450	11.3	0.000	0.000	0.000	-	3.969	4.419	0.450	11.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	40.883	46.285	5.402	13.2	40.883	46.285	5.402	13.2
Total Revenue	**$69.769**	**$69.489**	**($0.280)**	**(0.4)**	**$40.883**	**$46.285**	**$5.402**	**13.2**	**$110.652**	**$115.774**	**$5.122**	**4.6**
Expenses												
Labor:												
Payroll	$56.743	$52.934	$3.809	6.7	$13.586	$14.557	($0.971)	(7.2)	$70.329	$67.491	$2.838	4.0
Overtime	15.271	15.833	(0.562)	(3.7)	4.796	6.036	(1.240)	(25.9)	20.067	21.869	(1.802)	(9.0)
Health and Welfare	15.107	13.831	1.276	8.4	3.372	4.007	(0.635)	(18.8)	18.479	17.838	0.641	3.5
OPEB Current Payment	6.992	7.243	(0.251)	(3.6)	0.000	0.000	0.000	-	6.992	7.243	(0.251)	(3.6)
Pensions	15.575	17.932	(2.357)	(15.1)	5.594	3.959	1.635	29.2	21.169	21.891	(0.722)	(3.4)
Other Fringe Benefits	17.599	18.273	(0.674)	(3.8)	3.448	3.754	(0.306)	(8.9)	21.047	22.027	(0.980)	(4.7)
Reimbursable Overhead	(3.594)	(4.802)	1.208	33.6	3.594	4.802	(1.208)	(33.6)	0.000	0.000	0.000	-
Total Labor Expenses	**$123.693**	**$121.244**	**$2.449**	**2.0**	**$34.390**	**$37.116**	**($2.726)**	**(7.9)**	**$158.083**	**$158.359**	**($0.276)**	**(0.2)**
Non-Labor:												
Electric Power	$12.953	$9.749	$3.203	24.7	$0.035	$0.005	$0.030	84.7	$12.988	$9.755	$3.233	24.9
Fuel	3.185	3.928	(0.742)	(23.3)	0.000	0.000	0.000	-	3.185	3.928	(0.742)	(23.3)
Insurance	2.460	2.706	(0.247)	(10.0)	0.819	1.104	(0.285)	(34.8)	3.279	3.810	(0.531)	(16.2)
Claims	0.405	0.088	0.317	78.3	0.000	0.000	0.000	-	0.405	0.088	0.317	78.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.165	6.942	2.222	24.2	1.755	4.612	(2.857)	*	10.920	11.555	(0.635)	(5.8)
Professional Service Contracts	4.017	4.420	(0.403)	(10.0)	0.065	0.389	(0.324)	*	4.082	4.809	(0.726)	(17.8)
Materials & Supplies	19.553	15.532	4.020	20.6	3.771	2.972	0.799	21.2	23.324	18.504	4.819	20.7
Other Business Expenses	2.605	2.061	0.544	20.9	0.048	0.087	(0.039)	(82.2)	2.653	2.148	0.505	19.0
Total Non-Labor Expenses	**$54.342**	**$45.427**	**$8.916**	**16.4**	**$6.493**	**$9.169**	**($2.676)**	**(41.2)**	**$60.835**	**$54.596**	**$6.239**	**10.3**
Other Expense Adjustments:												
Other	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Functional Allocations	$5.048	$5.204	($0.156)	(3.1)	$0.000	$0.000	$0.000	-	$5.048	$5.204	($0.156)	(3.1)
Total Other Expense Adjustments	**$5.048**	**$5.204**	**($0.156)**	**(3.1)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$5.048**	**$5.204**	**($0.156)**	**(3.1)**
Total Expenses before Depreciation & Other Post Employment Benefits	**$183.083**	**$171.874**	**$11.209**	**6.1**	**$40.883**	**$46.285**	**($5.402)**	**(13.2)**	**$223.966**	**$218.159**	**$5.807**	**2.6**
Depreciation	$48.246	$48.395	($0.149)	(0.3)	$0.000	$0.000	$0.000	-	$48.246	$48.395	($0.149)	(0.3)
Environmental Remediation	0.587	1.376	(0.789)	*	0.000	0.000	0.000	-	0.587	1.376	(0.789)	*
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	(0.052)	(0.681)	0.629	*	0.000	0.000	0.000	-	(0.052)	(0.681)	0.629	*
GASB 94 PPP and APA	(0.009)	(0.009)	0.000	0.0	0.000	0.000	0.000	-	(0.009)	(0.009)	0.000	0.0
GASB 96 - SBITA Asset Subscriptions	0.050	0.151	(0.101)	*	0.000	0.000	0.000	-	0.050	0.151	(0.101)	*
GASB 101 Compensated Absences	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	**$231.906**	**$221.107**	**$10.800**	**4.7**	**$40.883**	**$46.285**	**($5.402)**	**(13.2)**	**$272.789**	**$267.392**	**$5.398**	**2.0**
Net Surplus/(Deficit)	**($162.138)**	**($151.618)**	**$10.520**	**6.5**	**($0.000)**	**$0.000**	**$0.000**	**-**	**($162.138)**	**($151.618)**	**$10.520**	**6.5**
Cash Conversion Adjustments												
Depreciation	$48.246	$48.395	$0.149	0.3	$0.000	$0.000	$0.000	-	$48.246	$48.395	$0.149	0.3
Operating/Capital	(1.808)	($0.540)	1.268	70.1	0.000	0.000	0.000	-	(1.808)	(0.540)	1.268	70.1
Other Cash Adjustments	(79.079)	23.289	102.368	*	0.000	0.000	0.000	-	(79.079)	23.289	102.368	*
Total Cash Conversion Adjustments	**($32.640)**	**$71.144**	**$103.785**	*****	**0.000**	**$0.000**	**$0.000**	**-**	**($32.640)**	**$71.144**	**$103.785**	*****
Net Cash Surplus/(Deficit)	**($194.778)**	**($80.473)**	**$114.305**	**58.7**	**($0.000)**	**$0.000**	**$0.000**	**0.0**	**($194.778)**	**($80.473)**	**$114.305**	**58.7**

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

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September Year-To-Date
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$551.396	$543.238	($8.158)	(1.5)	$0.000	$0.000	$0.000	-	$551.396	$543.238	($8.158)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	39.845	41.016	1.171	2.9	0.000	0.000	0.000	-	39.845	41.016	1.171	2.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	309.937	313.131	3.194	1.0	309.937	313.131	3.194	1.0
Total Revenue	**$591.240**	**$584.254**	**($6.987)**	**(1.2)**	**$309.937**	**$313.131**	**$3.194**	**1.0**	**$901.178**	**$897.385**	**($3.793)**	**(0.4)**
Expenses												
Labor:												
Payroll	$557.789	$536.884	$20.905	3.7	$101.348	$99.081	$2.267	2.2	$659.137	$635.965	$23.172	3.5
Overtime	134.977	134.858	0.118	0.1	37.552	38.542	(0.990)	(2.6)	172.529	173.401	(0.872)	(0.5)
Health and Welfare	140.338	134.376	5.962	4.2	26.506	27.512	(1.006)	(3.8)	166.843	161.888	4.956	3.0
OPEB Current Payment	63.361	64.143	(0.782)	(1.2)	0.000	0.000	0.000	-	63.361	64.143	(0.782)	(1.2)
Pensions	159.944	173.094	(13.151)	(8.2)	37.621	28.764	8.857	23.5	197.565	201.858	(4.293)	(2.2)
Other Fringe Benefits	155.244	153.635	1.610	1.0	26.175	25.806	0.369	1.4	181.419	179.441	1.978	1.1
Reimbursable Overhead	(29.598)	(32.928)	3.331	11.3	29.598	32.928	(3.331)	(11.3)	0.000	0.000	0.000	-
Total Labor Expenses	**$1,182.055**	**$1,164.063**	**$17.993**	**1.5**	**$258.799**	**$252.633**	**$6.166**	**2.4**	**$1,440.854**	**$1,416.696**	**$24.158**	**1.7**
Non-Labor:												
Electric Power	$108.924	$103.168	$5.757	5.3	$0.328	$0.325	$0.003	0.8	$109.252	$103.493	$5.759	5.3
Fuel	27.342	28.484	(1.142)	(4.2)	0.000	0.000	0.000	-	27.342	28.484	(1.142)	(4.2)
Insurance	23.442	24.429	(0.987)	(4.2)	6.367	6.723	(0.356)	(5.6)	29.809	31.152	(1.343)	(4.5)
Claims	7.526	6.766	0.760	10.1	0.000	0.000	0.000	-	7.526	6.766	0.760	10.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	79.467	73.565	5.902	7.4	18.092	27.723	(9.631)	(53.2)	97.559	101.288	(3.729)	(3.8)
Professional Service Contracts	38.039	38.157	(0.118)	(0.3)	1.102	1.842	(0.740)	(67.1)	39.142	39.999	(0.857)	(2.2)
Materials & Supplies	119.335	114.680	4.656	3.9	24.819	23.343	1.476	5.9	144.154	138.022	6.132	4.3
Other Business Expenses	18.549	17.047	1.503	8.1	0.431	0.541	(0.111)	(25.7)	18.980	17.588	1.392	7.3
Total Non-Labor Expenses	**$422.625**	**$406.295**	**$16.330**	**3.9**	**$51.139**	**$60.497**	**($9.359)**	**(18.3)**	**$473.764**	**$466.793**	**$6.971**	**1.5**
Other Expense Adjustments												
Other	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Functional Allocations	$25.240	$25.038	$0.202	0.8	$0.000	$0.000	$0.000	-	$25.240	$25.038	$0.202	0.8
Total Other Expense Adjustments	**$25.240**	**$25.038**	**$0.202**	**0.8**	**$0.000**	**$0.000**	**$0.000**	**-**	**$25.240**	**$25.038**	**$0.202**	**0.8**
Total Expenses before Depreciation & Other Post Employment Benefits	**$1,629.921**	**$1,595.396**	**$34.525**	**2.1**	**$309.937**	**$313.131**	**($3.193)**	**(1.0)**	**$1,939.858**	**$1,908.527**	**$31.332**	**1.6**
Depreciation	$439.430	$441.518	($2.088)	(0.5)	$0.000	$0.000	$0.000	-	$439.430	$441.518	($2.088)	(0.5)
Environmental Remediation	5.738	5.690	0.049	0.8	0.000	0.000	0.000	-	5.738	5.690	0.049	0.8
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	4.660	2.144	2.517	54.0	0.000	0.001	(0.001)	-	4.660	2.144	2.516	54.0
GASB 94 PPP and APA	0.021	0.021	(0.000)	(0.1)	0.000	0.000	0.000	-	0.021	0.021	(0.000)	(0.1)
GASB 96 - SBITA Asset Subscriptions	1.435	(0.488)	1.924	*	0.000	0.000	0.000	-	1.435	(0.488)	1.924	*
GASB 101 Compensated Absences	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	**$2,081.206**	**$2,044.280**	**$36.926**	**1.8**	**$309.937**	**$313.131**	**($3.194)**	**(1.0)**	**$2,391.144**	**$2,357.411**	**$33.733**	**1.4**
Net Surplus/(Deficit)	**($1,489.966)**	**($1,460.027)**	**$29.940**	**2.0**	**($0.000)**	**$0.000**	**$0.000**	**-**	**($1,489.966)**	**($1,460.027)**	**$29.940**	**2.0**
Cash Conversion Adjustments												
Depreciation	$439.430	$441.518	$2.088	0.5	$0.000	$0.000	$0.000	-	$439.430	$441.518	$2.088	0.5
Operating/Capital	(9.976)	(7.800)	2.176	21.8	0.000	0.000	0.000	-	(9.976)	(7.800)	2.176	21.8
Other Cash Adjustments	(62.994)	78.389	141.383	*	0.000	0.000	0.000	-	(62.994)	78.389	141.383	*
Total Cash Conversion Adjustments	**$366.461**	**$512.107**	**$145.647**	**39.7**	**$0.000**	**$0.000**	**$0.000**	**-**	**$366.461**	**$512.107**	**$145.647**	**39.7**
Net Cash Surplus/(Deficit)	**($1,123.506)**	**($947.919)**	**$175.586**	**15.6**	**($0.000)**	**$0.000**	**$0.000**	**0.0**	**($1,123.506)**	**($947.919)**	**$175.586**	**15.6**

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

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
September 2026
($ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Opening Cash Balance	$0.000	$81.282	$81.282	-	$0.000	$81.282	$81.282	-
Receipts								
Farebox Revenue	$66.611	$65.337	($1.274)	(1.9)	$548.955	$543.498	($5.457)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.911	3.272	(0.639)	(16.3)	40.562	42.214	1.652	4.1
Capital & Other Reimbursements	33.372	53.184	19.812	59.4	309.821	331.840	22.020	7.1
Total Receipts	**$103.894**	**$121.794**	**$17.900**	17.2	**$899.338**	**$917.553**	**$18.216**	2.0
Expenditures								
Labor:								
Payroll	$129.149	$67.504	$61.645	47.7	$717.022	$599.083	$117.939	16.4
Overtime	36.394	16.721	19.673	54.1	184.479	164.808	19.670	10.7
Health and Welfare	19.994	17.808	2.186	10.9	168.323	161.275	7.048	4.2
OPEB Current Payment	6.921	6.984	(0.063)	(0.9)	63.573	63.698	(0.125)	(0.2)
Pensions	21.559	22.930	(1.372)	(6.4)	202.254	206.369	(4.115)	(2.0)
Other Fringe Benefits	26.442	17.060	9.381	35.5	192.411	193.124	(0.713)	(0.4)
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	**$240.459**	**$149.008**	**$91.451**	38.0	**$1,528.062**	**$1,388.357**	**$139.705**	9.1
Non-Labor:								
Electric Power	$13.332	$9.824	$3.508	26.3	$108.325	$101.099	$7.226	6.7
Fuel	3.139	3.239	(0.099)	(3.2)	28.199	28.477	(0.277)	(1.0)
Insurance	1.372	5.644	(4.272)	*	36.240	37.954	(1.714)	(4.7)
Claims	0.895	0.010	0.885	98.9	4.047	0.265	3.782	93.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.452	10.753	1.699	13.6	105.663	105.679	(0.016)	(0.0)
Professional Service Contracts	3.923	2.017	1.906	48.6	35.125	30.215	4.911	14.0
Materials & Supplies	20.073	19.298	0.775	3.9	156.238	153.645	2.594	1.7
Other Business Expenses	3.028	2.474	0.553	18.3	20.943	19.783	1.161	5.5
Total Non-Labor Expenditures	**$58.213**	**$53.260**	**$4.954**	8.5	**$494.781**	**$477.115**	**$17.666**	3.6
Other Expenditure Adjustments:								
Other	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Functional Allocation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	-	**$0.000**	**$0.000**	**$0.000**	-
Total Expenditures	**$298.672**	**$202.267**	**$96.405**	32.3	**$2,022.843**	**$1,865.473**	**$157.371**	7.8
Net Cash Surplus/(Deficit)	**($194.778)**	**($80.473)**	**$114.305**	58.7	**($1,123.506)**	**($947.919)**	**$175.586**	15.6
MTA Subsidy	**$194.778**	**$71.809**	**($122.969)**	**(63.1)**	**$1,123.506**	**$969.018**	**($154.487)**	**(13.8)**
Cash Timing and Availability Adjustment	**$0.000**	**$9.058**	**$9.058**	**-**	**$0.198**	**($4.569)**	**($4.767)**	*
Net Cash Deficit with Cash Timing & Availability Adj.	**($194.778)**	**($71.416)**	**$123.362**	63.3	**($1,123.307)**	**($952.489)**	**$170.819**	15.2
Closing Cash Balance	**$0.000**	**$81.675**	**$81.675**	-	**$0.000**	**$97.812**	**$97.812**	-

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
September 2026
($ in millions)

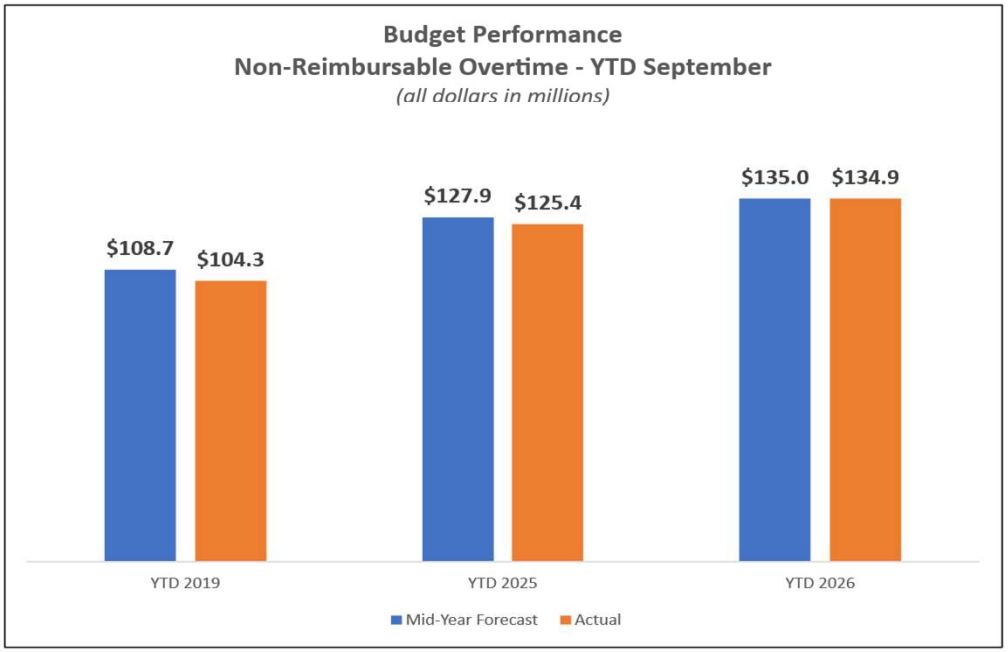
	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$0.811	$0.268	($0.544)	(67.0)	($2.441)	$0.260	$2.701	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.058)	(1.147)	(1.089)	*	0.718	1.199	0.481	67.0
Capital & Other Reimbursements	(7.511)	6.899	14.410	*	(0.117)	18.709	18.826	*
Total Receipts	**($6.757)**	**$6.020**	**$12.777**	*	**($1.840)**	**$20.168**	**$22.008**	*
Expenditures								
Labor:								
Payroll	($58.820)	($0.013)	$58.807	100.0	($57.885)	$36.882	$94.767	*
Overtime	(16.327)	5.148	21.475	*	(11.950)	8.592	20.542	*
Health and Welfare	(1.515)	0.030	1.545	*	(1.480)	0.613	2.092	*
OPEB Current Payment	0.071	0.259	0.188	*	(0.212)	0.445	0.657	*
Pensions	(0.390)	(1.039)	(0.650)	*	(4.689)	(4.511)	0.178	3.8
Other Fringe Benefits	(5.395)	4.966	10.361	*	(10.992)	(13.683)	(2.691)	(24.5)
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	**($82.376)**	**$9.352**	**$91.728**	*	**($87.208)**	**$28.339**	**$115.546**	*
Non-Labor:								
Electric Power	($0.344)	-$0.070	$0.275	79.8	$0.927	$2.394	$1.467	*
Fuel	0.046	0.689	0.643	*	(0.857)	0.007	0.865	*
Insurance	1.907	(1.833)	(3.740)	*	(6.431)	(6.802)	(0.371)	(5.8)
Claims	(0.490)	0.078	0.568	*	3.479	6.501	3.022	86.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.532)	0.801	2.333	*	(8.103)	(4.391)	3.713	45.8
Professional Service Contracts	0.159	2.792	2.632	*	4.016	9.785	5.768	*
Materials & Supplies	3.251	(0.794)	(4.045)	*	(12.084)	(15.622)	(3.538)	(29.3)
Other Business Expenses	(0.375)	(0.326)	0.048	12.9	(1.964)	(2.195)	(0.231)	(11.8)
Total Non-Labor Expenditures	**$2.622**	**$1.336**	**($1.286)**	(49.0)	**($21.017)**	**($10.323)**	**$10.695**	50.9
Other Expenditure Adjustments:								
Other	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Functional Allocation	5.048	5.204	0.156	3.1	25.240	25.038	(0.202)	(0.8)
Total Other Expenditure Adjustments	**$5.048**	**$5.204**	**$0.156**	3.1	**$25.240**	**$25.038**	**($0.202)**	(0.8)
Total Expenditures	**($74.706)**	**$15.892**	**$90.598**	*	**($82.985)**	**$43.054**	**$126.039**	*
Depreciation Adjustment	$48.246	$48.395	$0.149	0.3	$439.430	$441.518	$2.088	0.5
Environmental Remediation	0.587	1.376	0.789	*	5.738	5.690	(0.049)	(0.8)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Compliance	(0.052)	(0.681)	(0.629)	*	4.660	2.144	(2.516)	(54.0)
GASB 94	(0.009)	(0.009)	(0.000)	0.0	0.021	0.021	0.000	0.1
GASB 96	0.050	0.151	0.101	*	1.435	(0.488)	(1.924)	*
GASB 101	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures After Non-Cash Liabilities	**($25.883)**	**$65.124**	**$91.007**	*	**$368.301**	**$491.939**	**$123.638**	33.6
Total Cash Conversion Adjustments	**($32.640)**	**$71.144**	**$103.785**	*	**$366.461**	**$512.107**	**$145.647**	39.7
Cash Timing and Availability Adjustment	$0.000	$9.058	9.058	-	$0.198	($4.569)	(4.767)	*
Total Cash Conversion Adjustments with Cash Timing	**($32.640)**	**$80.202**	**$112.842**	*	**$366.659**	**$507.538**	**$140.879**	38.4

LONG ISLAND RAIL ROAD

NON-REIMBURSABLE OVERTIME

THE BIG PICTURE

- Underspend of $0.1M vs Mid-Year Forecast primarily due to favorable Scheduled Service and Programmatic/ Routine Maintenance, partially offset by Weather-Related Overtime, Unscheduled Service, and Vacancy/Absentee Coverage.



AGENCY DETAIL

- **Maintenance of Equipment (MOE)**
  - Maintenance of Equipment Overtime of $55.0M is 41% of 2026 YTD Actuals.
  - $1.5M favorable vs 2026 Mid-Year Forecast primarily driven by lower Programmatic/Routine Maintenance, Weather Emergencies and Vacancy/ Absentee Coverage, partially offset by higher Scheduled Service.
- **Maintenance of Way (MOW):**
  - MOW of $32.7M is 24% of 2026 YTD Actuals.
  - $2.6M unfavorable vs 2026 Mid-Year Forecast primarily driven by Weather Emergencies, Unscheduled Maintenance, Vacancy/Absentee Coverage, and Programmatic/Routine Maintenance, partially offset by Scheduled Service.
- **Transportation:**
  - Transportation Overtime of $40.2M is 30% of 2026 YTD Actuals.
  - $3.6M favorable vs 2026 Mid-Year Forecast mainly driven by Scheduled Service and Weather Emergencies, partially offset by Unscheduled Service and Vacancy/ Absentee Coverage.
- **Stations:**
  - Stations Overtime of $5.3M is 4% of 2026 YTD Actuals.
  - $1.6M unfavorable vs 2026 Mid-Year Forecast driven by Vacancy/ Absentee Coverage and Scheduled Service, partially offset by Weather Emergencies.

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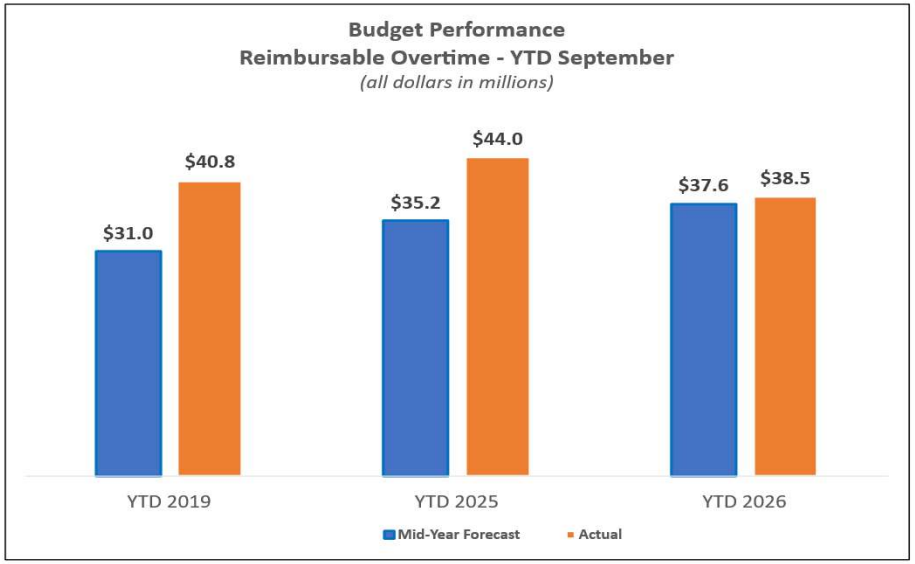
THE BIG PICTURE

- Overspend of $0.9M vs Mid-Year Forecast driven by underruns in capital projects and Transportation flagging needs.



AGENCY DETAIL

- **Maintenance of Equipment (MOE)**
  - MOE Overtime of $0.6M is 2% of 2025 YTD Actuals.
  - $1.3M favorable vs 2026 Mid-Year Forecast.
- **Maintenance of Way (MOW):**
  - MOW Overtime of $33.2M is 86% of 2025 YTD Actuals.
  - $1.8M unfavorable vs 2026 Mid-Year Forecast driven by overruns in capital projects.
- **Transportation:**
  - Transportation Overtime of $4.2M is 11% of 2026 YTD Actuals.
  - $0.3M unfavorable vs 2026 Mid-Year Forecast driven by more capital projects and flagging needs.
- **Stations**
  - Stations Overtime of $0.5M is 1% of 2026 YTD Actuals.
  - $0.2M unfavorable vs 2026 Mid-Year Forecast.

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MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
Total Full-Time Positions & FTEs by Function and Department
END-of-MONTH September 2026

	Forecast	Actual	Favorable (unfavorable) Variance
Administration			
President	20	19	1
Market Dev & Mailroom	14	13	1
Security	13	11	2
Safety	55	53	2
Training	73	68	5
Rolling Stock Programs	16	9	7
VP Ops Support & Org Res	4	3	1
Communications	0	0	0
Labor Relations	0	0	0
Diversity	0	0	0
Legal	0	0	0
Procurement & Matl Mgmt	0	0	0
Finance	0	0	0
People	0	0	0
Security Pass Office	0	0	0
Total Administration	**195**	**176**	**19**
Operations			
Service Planning	31	29	2
Sr Vice President - Operations	4	4	0
Enterprise Asset Management	12	9	3
Transportation	2,270	2,292	(22)
Stations	537	520	17
Total Operations	**2,854**	**2,854**	**0**
Maintenance			
Sr. Vice President - Engineering	1	1	0
Maintenance of Way	2,144	2,081	63
Maintenance of Equipment	2,222	2,201	21
Railroad Program Support	52	46	6
Total Maintenance	**4,419**	**4,329**	**90**
Engineering/Capital			
Special Projects	47	31	16
Construction & Development	128	73	55
Total Engineering/Capital	**175**	**104**	**71**
Baseline Total Positions	**7,644**	**7,463**	**181**
Non-Reimbursable	6,620	6,477	143
Reimbursable	1,024	986	38
Total Full-Time	**7,644**	**7,463**	**181**
Total Full-Time-Equivalents	**0**	**0**	**0**

MTA LONG ISLAND RAIL ROAD

JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST

Total Positions by Function and Occupational Group

END-of-MONTH September 2026

		Forecast	Actual	Favorable (unfavorable) Variance
Administration				
	Managers/Supervisors	140	132	8
	Professional, Technical, Clerical	49	38	11
	Operational Hourlies	6	6	0
	Total Administration	**195**	**176**	**19**
Operations				
	Managers/Supervisors	401	374	27
	Professional, Technical, Clerical	153	140	13
	Operational Hourlies	2,300	2,340	(40)
	Total Operations	**2,854**	**2,854**	**0**
Maintenance				
	Managers/Supervisors	1,071	929	142
	Professional, Technical, Clerical	246	213	33
	Operational Hourlies	3,103	3,187	(84)
	Total Maintenance	**4,419**	**4,329**	**90**
Engineering/Capital				
	Managers/Supervisors	119	91	28
	Professional, Technical, Clerical	56	13	43
	Operational Hourlies	0	0	0
	Total Engineering/Capital	**175**	**104**	**71**
Baseline Total Positions				
	Managers/Supervisors	1,731	1,526	205
	Professional, Technical, Clerical	504	404	100
	Operational Hourlies	5,409	5,533	(124)
	Total Baseline	**7,644**	**7,463**	**181**

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
September 2026

	MONTH			VARIANCE	
	Actual 2026	Forecast 2026	Actual 2025	vs. Forecast	vs. 2025
Farebox Operating Ratio					
Standard [1]	36.0%	33.9%	37.1%	2.1%	-1.1%
Adjusted [2]	41.5%	38.4%	42.5%	3.1%	-1.0%
Cost Per Passenger					
Standard [1]	$23.61	$24.92	$22.84	$1.31	($0.77)
Adjusted [2]	$21.88	$23.35	$21.25	$1.47	($0.63)
Passenger Revenue/Passenger [3]	$8.50	$8.46	$8.48	$0.04	$0.02

	YEAR-TO-DATE			VARIANCE	
	Actual 2026	Forecast 2026	Actual 2025	vs. Forecast	vs. 2025
Farebox Operating Ratio					
Standard [1]	32.5%	32.1%	33.2%	0.4%	-0.7%
Adjusted [2]	37.7%	37.0%	38.9%	0.7%	-1.2%
Cost Per Passenger					
Standard [1]	$26.47	$26.56	$25.63	$0.09	($0.84)
Adjusted [2]	$24.55	$24.76	$23.86	$0.21	($0.69)
Passenger Revenue/Passenger [3]	$8.60	$8.53	$8.51	$0.07	$0.09

(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.

Note: Expenses for Grand Central Madison Concourse Operating Company (GCMCOC) are included in LIRR performance indicator calculations.

Farebox Revenue Report Highlights

Month of September

LIRR revenue totaled $65.1 million in September 2026, $0.7 million or 1.1% lower than the forecast.

- Commutation revenue of $21.5 million was $2.6 million or 10.8% lower than the forecast.
- Non-commutation revenue of $43.6 million was $1.9 million or 4.5% higher than the forecast.

Year-to-Date

LIRR revenue totaled $543.2 million in September 2026, $8.2 million or 1.5% lower than the forecast.

- Commutation revenue of $182.3 million was $18.8 million or 9.4% lower than the forecast.
- Non-commutation revenue of $360.9million was $10.7 million or 3.0% higher than the forecast.

September 2026 Ridership vs. Forecast - (In Millions)								
	September				September Year-to-Date			
			More/(Less)				More/(Less)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Commutation	3.277	2.922	(0.356)	-10.8%	26.993	24.466	(2.527)	-9.4%
Non-Commutation	4.504	4.738	0.234	5.2%	37.628	38.720	1.093	2.9%
Total	**7.781**	**7.660**	**-0.122**	**-1.6%**	**64.620**	**63.186**	**-1.434**	**-2.2%**

September 2026 Farebox Revenue vs. Forecast - (In $ Millions)								
	September				September Year-to-Date			
			Fav/(Unfav)				Fav/(Unfav)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Commutation	$24.1	$21.5	($2.6)	-10.8%	$201.2	$182.3	($18.8)	-9.4%
Non-Commutation	$41.7	$43.6	$1.9	4.5%	$350.2	$360.9	$10.7	3.0%
Total	**$65.8**	**$65.1**	**($0.7)**	**-1.1%**	**$551.4**	**$543.2**	**($8.2)**	**-1.5%**

Metro-North Railroad

Financial and Ridership Reports – September 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenue of $806.6 million was $25.4 million lower than the Forecast. This unfavorable variance was due to lower capital reimbursements partially offset by higher ridership and other operating revenues.
- Through September 2026, ridership was 55.0 million, 4.6% above 2025, 4.1% below 2019 pre-COVID levels and 0.4% below the Forecast. Commutation ridership of 22.8 million was 10.8% above 2025 and 6.7% below the Forecast. Non-commutation ridership of 32.2 million was 0.7% above 2025 and 4.7% above the Forecast. Farebox revenue of $519.2 million was $9.4 million higher than the Forecast.
- Total expenses before non-cash liability adjustments of $1,516.6 million were $73.9 million or 4.6% favorable to the Forecast. The favorable variance is primarily driven by lower professional service contracts, electric power and labor costs partially offset by maintenance and other operating contracts.
- At the end of September, total headcount was 6,296, which was 245 lower than the Forecast of 6,541. Non-reimbursable positions were 130 lower than the Forecast and reimbursable positions were 115 lower than the Forecast.
- September YTD non-reimbursable operating results were $7.0 million or 0.7% favorable to the Forecast. Non-reimbursable revenues through September were $10.0 million favorable to the Forecast driven by higher non-commutation ridership across all East of Hudson lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership on all East of Hudson lines. Total non-reimbursable expenses were $3.1 million unfavorable primarily due to higher depreciation expense partially offset by lower electric costs, payroll, materials and supplies as well as health and welfare.

2026 Operating Revenue & Expenses, September Year-to-Date

	Metro-North Railroad		
In $ Millions	Forecast	Actual	Variance
Total Revenues	**$550.8**	**$560.8**	**$10.0**
Farebox Revenue	$509.8	$519.2	$9.4
Other Revenue	$41.0	$41.6	$0.6
Total Expenses	**$1,309.3**	**$1,270.8**	**$38.5**
Labor Expenses	$867.6	$854.6	$13.0
Non Labor Expenses	$416.4	$392.5	$23.9
Other Expense Adjustments	$25.3	$23.8	$1.5
Non Cash Liabilities	**$272.9**	**$314.5**	**($41.5)**
Net Surplus/(Deficit) - Accrued	**($1,031.5)**	**($1,024.5)**	**$7.0**

Staffing Levels

	Metro-North Railroad		
In Full-Time Equivalents	Forecast	Actual	Variance
Non-Reimbursable	5,767	5,637	130
Reimbursable	774	659	115
Total Positions	**6,541**	**6,296**	**245**

Revenues

- **Farebox Revenues** were $9.4 million favorable to the Forecast due to higher non-commutation ridership across all East of Hudson lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership on all East of Hudson lines. Total ridership through September was 55.0 million. This was 4.6% above 2025 and 0.4% lower than the Forecast.
- **Other Operating Revenues** were $0.6 million favorable to the Forecast reflecting higher interest and station revenues partially offset by lower advertising and net GCT retail revenues.

Expenses

Labor Expenses: $13.0 million favorable to the Forecast.

- **Payroll** was $7.9 million favorable to the Forecast primarily driven by the net impact of hiring and attrition, the transfer of State of Good Repair (SOGR) expenses from operating to capital work orders as well as lower retro-active wage accruals partially offset by reduced capital project activity and timing of retiree payouts.
- **Overtime** was $2.8 million favorable to the Forecast primarily driven by lower programmatic maintenance partially offset by higher vacancy coverage.
- **Health & Welfare** was $6.7 million favorable to the Forecast due to lower rates and labor costs.
- **OPEB Current Payment** was $0.6 million unfavorable to the Forecast reflecting a higher number of retirees receiving healthcare premiums.
- **Pensions** were $1.1 million favorable to the Forecast reflecting lower labor costs partially offset by higher rates.
- **Other Fringe Benefits** were $5.1 million unfavorable to the Forecast reflecting higher employee claim provisions partially offset by lower labor costs.
- **Reimbursable Overhead** was $0.2 million favorable to the Forecast primarily due to scheduling and timing changes in capital project expenditures.

Non-Labor Expenses: $23.9 million favorable to the Forecast.

- **Electric Power** was $17.7 million favorable to the Forecast due to lower rates partially offset by higher usage.
- **Fuel** was $0.1 million unfavorable to Forecast due to higher rates partially offset by lower usage.
- **Insurance** was $0.4 million favorable to Forecast, reflecting lower insurance premiums.
- **Claims** were $2.2 million unfavorable to the Forecast, reflecting a higher passenger injury claim provision.

- **Maintenance and Other Operating Contracts** were $3.2 million favorable to the Forecast due to the timing of invoice payments for miscellaneous maintenance and other operating contracts partially offset by higher utilities, real estate rentals and telephone service costs.
- **Professional Service Contracts** were $2.8 million favorable to the Forecast due to lower consolidated service chargebacks and MTA IT allocation as well as the timing of engineering and consulting services partially offset by higher MTA police allocation and legal fees.
- **Materials and Supplies** were $7.7 million favorable to the Forecast due to the timing of rolling stock maintenance events and material usage as well as quarterly obsolete material reserve partially offset by higher gain/loss material disposal and emergency transformer costs.
- **Other Business Expenses** were $5.5 million unfavorable to the Forecast primarily due to higher New Jersey Transit expense resulting from inflationary adjustments, bad debts, the timing of expense recoveries for operation and maintenance of M8 rail cars in Shore Line East service as well as lower Amtrak expense recoveries partially offset by lower miscellaneous expense.

Other Expense Adjustments were $1.5 million favorable to the Forecast driven by the transfer of consolidated functions costs to MTA HQ which are charged back to Metro-North under Functional Allocations.

Depreciation and Other were $41.5 million unfavorable to the Forecast driven by higher depreciation expense, GASB 87 Lease adjustment and GASB 101 Compensated Absences partially offset by lower GASB 49 Environmental Remediation and GASB 96 SBITA adjustment.

Overtime

- Total overtime was $0.6 million favorable to the Forecast. Non-reimbursable was $2.8 million favorable and reimbursable was $2.2 million unfavorable.
- Favorable non-reimbursable overtime was primarily due to lower programmatic maintenance partially offset by higher vacancy coverage.

Staffing Levels

- Total headcount at the end of September was 6,296, which was 245 lower than the Forecast.
- Non-reimbursable headcount was 130 lower than the Forecast.
- Reimbursable headcount was 115 lower than the Forecast.

Financial Metrics

- The year-to-date September Adjusted Farebox Operating Ratio was 47.9%, which was higher than the Forecast due to higher farebox revenue.
- The year-to-date September Adjusted Cost per Passenger was $21.76, which was lower than Forecast.
- The year-to-date September Revenue per Passenger was $9.43, which was higher than the Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2026
($ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$60.823	$60.946	$0.123	0.2	$0.000	$0.000	$0.000	-	$60.823	$60.946	$0.123	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.522	4.077	(0.445)	(9.8)	0.000	0.000	0.000	-	4.522	4.077	(0.445)	(9.8)
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	16.457	15.242	(1.214)	(7.4)	16.457	15.242	(1.214)	(7.4)
CDOT	0.000	0.000	0.000	-	14.617	11.117	(3.500)	(23.9)	14.617	11.117	(3.500)	(23.9)
Other	0.000	0.000	0.000	-	0.961	2.136	1.175	*	0.961	2.136	1.175	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	32.034	28.496	(3.539)	(11.0)	32.034	28.496	(3.539)	(11.0)
Total Revenue	**$65.345**	**$65.023**	**($0.322)**	**(0.5)**	**$32.034**	**$28.496**	**($3.539)**	**(11.0)**	**$97.380**	**$93.519**	**($3.861)**	**(4.0)**
Expenses												
Labor:												
Payroll	$53.935	$51.536	$2.399	4.4	$6.375	$5.054	$1.321	20.7	60.309	56.590	$3.720	6.2
Overtime	7.264	7.406	(0.142)	(2.0)	3.326	3.846	(0.519)	(15.6)	10.590	11.251	(0.661)	(6.2)
Health and Welfare	12.841	11.379	1.462	11.4	2.684	2.359	0.325	12.1	15.524	13.737	1.787	11.5
OPEB Current Payment	4.832	5.322	(0.491)	(10.2)	0.000	0.000	0.000	-	4.832	5.322	(0.491)	(10.2)
Pensions	11.542	11.154	0.388	3.4	1.713	1.518	0.195	11.4	13.255	12.672	0.583	4.4
Other Fringe Benefits	12.494	13.482	(0.988)	(7.9)	1.765	1.570	0.195	11.0	14.259	15.052	(0.793)	(5.6)
Reimbursable Overhead	(10.760)	(10.020)	(0.739)	(6.9)	10.680	10.052	0.627	5.9	(0.080)	0.032	(0.112)	*
Total Labor	**$92.147**	**$90.259**	**$1.889**	**2.0**	**$26.543**	**$24.399**	**$2.144**	**8.1**	**$118.690**	**$114.657**	**$4.033**	**3.4**
Non-Labor:												
Electric Power	$10.692	$6.859	$3.832	35.8	($0.009)	$0.004	($0.013)	*	$10.683	$6.863	$3.820	35.8
Fuel	2.912	3.058	(0.146)	(5.0)	0.000	0.000	0.000	-	2.912	3.058	(0.146)	(5.0)
Insurance	2.758	2.678	0.080	2.9	0.055	0.072	(0.017)	(30.5)	2.813	2.750	0.063	2.2
Claims	0.142	0.027	0.115	81.0	0.000	0.000	0.000	-	0.142	0.027	0.115	81.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.113	9.549	(0.436)	(4.8)	1.522	0.723	0.799	52.5	10.635	10.271	0.363	3.4
Professional Service Contracts	8.094	8.510	(0.416)	(5.1)	1.200	0.524	0.676	56.4	9.293	9.033	0.260	2.8
Materials & Supplies	12.046	10.246	1.799	14.9	2.737	2.762	(0.025)	(0.9)	14.782	13.008	1.775	12.0
Other Business Expenses	2.953	4.593	(1.639)	(55.5)	(0.014)	0.013	(0.027)	*	2.940	4.606	(1.666)	(56.7)
Total Non-Labor	**$48.709**	**$45.519**	**$3.190**	**6.5**	**$5.492**	**$4.097**	**$1.395**	**25.4**	**$54.200**	**$49.616**	**$4.585**	**8.5**
Other Adjustments:												
Functional Allocations	5.123	4.842	0.281	5.5	0.000	-	0.000	-	5.123	4.842	0.281	5.5
Total Other Adjustments	**$5.123**	**$4.842**	**$0.281**	**5.5**	**$0.000**	**$0.000**	**$0.000**	**-**	**$5.123**	**$4.842**	**$0.281**	**5.5**
Total Expenses before Non-Cash Liability Adjs.	**$145.979**	**$140.619**	**$5.359**	**3.7**	**$32.034**	**$28.496**	**$3.539**	**11.0**	**$178.013**	**$169.115**	**$8.898**	**5.0**
Depreciation	29.710	71.332	(41.621)	*	0.000	0.000	0.000	-	29.710	71.332	(41.621)	*
GASB 49 Environmental Remediation	0.480	(0.079)	0.559	*	0.000	0.000	0.000	-	0.480	(0.079)	0.559	*
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	0.187	0.391	(0.204)	*	0.000	0.000	0.000	-	0.187	0.391	(0.204)	*
GASB 96 SBITA Adjustment	0.843	0.291	0.552	65.5	0.000	0.000	0.000	-	0.843	0.291	0.552	65.5
GASB 101 Compensated Absences	0.130	0.130	0.000	0.2	0.000	0.000	0.000	-	0.130	0.130	0.000	0.2
Total Expenses	**$177.330**	**$212.684**	**($35.354)**	**(19.9)**	**$32.034**	**$28.496**	**$3.539**	**11.0**	**$209.364**	**$241.179**	**($31.815)**	**(15.2)**
Net Surplus/(Deficit)	**($111.984)**	**($147.660)**	**($35.676)**	**(31.9)**	**$0.000**	**$0.000**	**$0.000**	**-**	**($111.984)**	**($147.660)**	**($35.676)**	**(31.9)**
Cash Conversion Adjustments:												
Depreciation	29.710	71.332	41.621	*	0.000	0.000	0.000	-	29.710	71.332	41.621	*
Operating/Capital	(0.811)	(1.713)	(0.902)	*	0.000	0.000	0.000	-	(0.811)	(1.713)	(0.902)	*
Other Cash Adjustments	16.687	17.908	1.221	7.3	0.000	0.000	0.000	-	16.687	17.908	1.221	7.3
Total Cash Conversion Adjustments	**$45.586**	**$87.526**	**$41.940**	**92.0**	**$0.000**	**$0.000**	**$0.000**	**-**	**$45.586**	**$87.526**	**$41.940**	**92.0**
Net Cash Surplus/(Deficit)	**($66.398)**	**($60.134)**	**$6.264**	**9.4**	**$0.000**	**$0.000**	**$0.000**	**-**	**($66.398)**	**($60.134)**	**$6.264**	**9.4**

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER YEAR-TO-DATE
($ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$509.796	$519.223	$9.427	1.8	$0.000	$0.000	$0.000	-	$509.796	$519.223	$9.427	1.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	40.971	41.579	0.608	1.5	0.000	0.000	0.000	-	40.971	41.579	0.608	1.5
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	123.045	134.606	11.561	9.4	123.045	134.606	11.561	9.4
CDOT	0.000	0.000	0.000	-	147.613	96.757	(50.856)	(34.5)	147.613	96.757	(50.856)	(34.5)
Other	0.000	0.000	0.000	-	10.535	14.430	3.896	37.0	10.535	14.430	3.896	37.0
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	281.194	245.794	(35.399)	(12.6)	281.194	245.794	(35.399)	(12.6)
Total Revenue/Receipts	**$550.767**	**$560.802**	**$10.035**	**1.8**	**$281.194**	**$245.794**	**($35.399)**	**(12.6)**	**$831.960**	**$806.596**	**($25.365)**	**(3.0)**
Expenses												
Labor:												
Payroll	$490.301	$482.406	$7.896	1.6	$47.234	$43.259	$3.975	8.4	$537.536	$525.665	$11.871	2.2
Overtime	67.689	64.898	2.791	4.1	27.819	30.008	(2.189)	(7.9)	95.509	94.906	0.602	0.6
Health and Welfare	119.922	113.269	6.653	5.5	20.494	19.694	0.800	3.9	140.415	132.962	7.453	5.3
OPEB Current Payment	43.504	44.069	(0.565)	(1.3)	0.000	0.000	0.000	-	43.504	44.069	(0.565)	(1.3)
Pensions	105.856	104.719	1.136	1.1	13.053	12.566	0.487	3.7	118.909	117.286	1.624	1.4
Other Fringe Benefits	120.748	125.879	(5.131)	(4.2)	13.473	13.015	0.458	3.4	134.220	138.893	(4.673)	(3.5)
Reimbursable Overhead	(80.439)	(80.647)	0.208	0.3	80.422	82.029	(1.608)	(2.0)	(0.017)	1.383	(1.400)	*
Total Labor	**$867.581**	**$854.593**	**$12.988**	**1.5**	**$202.495**	**$200.571**	**$1.923**	**0.9**	**$1,070.076**	**$1,055.164**	**$14.912**	**1.4**
Non-Labor:												
Electric Power	$91.146	$73.396	$17.749	19.5	$0.036	$0.136	($0.100)	*	$91.181	$73.532	$17.649	19.4
Fuel	24.579	24.708	(0.129)	(0.5)	0.000	0.000	0.000	-	24.579	24.708	(0.129)	(0.5)
Insurance	24.808	24.410	0.399	1.6	0.434	0.472	(0.038)	(8.7)	25.243	24.882	0.361	1.4
Claims	0.777	2.989	(2.212)	*	0.000	0.000	0.000	-	0.777	2.989	(2.212)	*
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	79.951	76.758	3.194	4.0	6.109	22.181	(16.072)	*	86.060	98.939	(12.878)	(15.0)
Professional Service Contracts	72.309	69.555	2.753	3.8	52.314	2.643	49.671	94.9	124.623	72.198	52.424	42.1
Materials & Supplies	101.441	93.720	7.721	7.6	19.740	19.586	0.155	0.8	121.181	113.305	7.876	6.5
Other Business Expenses	21.406	26.932	(5.527)	(25.8)	0.065	0.205	(0.140)	*	21.471	27.137	(5.666)	(26.4)
Total Non-Labor	**$416.417**	**$392.468**	**$23.948**	**5.8**	**$78.699**	**$45.223**	**$33.476**	**42.5**	**$495.115**	**$437.691**	**$57.424**	**11.6**
Other Adjustments												
Functional Allocations	25.297	23.769	1.529	6.0	0.000	0.000	0.000	-	25.297	23.769	1.529	6.0
Total Other Adjustments	**$25.297**	**$23.769**	**$1.529**	**6.0**	**$0.000**	**$0.000**	**$0.000**	**-**	**$25.297**	**$23.769**	**$1.529**	**6.0**
Total Expenses before Non-Cash Liability Adjs.	**$1,309.295**	**$1,270.830**	**$38.465**	**2.9**	**$281.194**	**$245.794**	**$35.399**	**12.6**	**$1,590.488**	**$1,516.624**	**$73.865**	**4.6**
Depreciation	264.763	308.226	(43.463)	(16.4)	0.000	0.000	0.000	-	264.763	308.226	(43.463)	(16.4)
GASB 49 Environmental Remediation	2.559	0.079	2.480	96.9	0.000	0.000	0.000	-	2.559	0.079	2.480	96.9
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	3.141	4.899	(1.758)	(56.0)	0.000	0.000	0.000	-	3.141	4.899	(1.758)	(56.0)
GASB 96 SBITA Adjustment	1.306	(0.086)	1.391	*	0.000	0.000	0.000	-	1.306	(0.086)	1.391	*
GASB 101 Compensated Absences	1.173	1.369	(0.197)	(16.8)	0.000	0.000	0.000	-	1.173	1.369	(0.197)	(16.8)
Total Expenses	**$1,582.236**	**$1,585.318**	**($3.081)**	**(0.2)**	**$281.194**	**$245.794**	**$35.399**	**12.6**	**$1,863.430**	**$1,831.112**	**$32.318**	**1.7**
Net Surplus/(Deficit)	**($1,031.469)**	**($1,024.516)**	**$6.954**	**0.7**	**$0.000**	**$0.000**	**$0.000**	**-**	**($1,031.469)**	**($1,024.516)**	**$6.954**	**0.7**
Cash Conversion Adjustments:												
Depreciation	264.763	308.226	43.463	16.4	0.000	0.000	0.000	-	264.763	308.226	43.463	16.4
Operating/Capital	(8.481)	(17.122)	(8.641)	*	0.000	0.000	0.000	-	(8.481)	(17.122)	(8.641)	*
Other Cash Adjustments	64.695	26.369	(38.327)	(59.2)	0.000	0.000	0.000	-	64.695	26.369	(38.327)	(59.2)
Total Cash Conversion Adjustments	**$320.977**	**$317.473**	**($3.504)**	**(1.1)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$320.977**	**$317.473**	**($3.504)**	**(1.1)**
Net Cash Surplus/(Deficit)	**($710.492)**	**($707.043)**	**$3.449**	**0.5**	**$0.000**	**$0.000**	**$0.000**	**-**	**($710.492)**	**($707.043)**	**$3.449**	**0.5**

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's [illegible].
-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
($ in millions)

SCHEDULE III

	SEPTEMBER 2026				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$59.202	$58.029	($1.173)	(2.0)	$493.518	$498.743	$5.225	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	8.442	9.276	0.834	9.9	179.711	188.354	8.643	4.8
Capital & Other Reimbursements:								
MTA	15.909	18.064	2.155	13.5	124.688	109.416	(15.272)	(12.2)
CDOT	19.680	8.205	(11.475)	(58.3)	164.803	86.082	(78.721)	(47.8)
Other	1.372	0.922	(0.450)	(32.8)	9.302	7.287	(2.015)	(21.7)
Total Capital and Other Reimbursements	36.961	27.191	(9.770)	(26.4)	298.794	202.785	(96.009)	(32.1)
Total Receipts	**$104.604**	**$94.496**	**($10.108)**	**(9.7)**	**$972.022**	**$889.882**	**($82.140)**	**(8.5)**
Expenditures								
Labor:								
Payroll	$56.220	$54.247	$1.973	3.5	$529.261	$523.541	$5.720	1.1
Overtime	9.702	10.063	(0.361)	(3.7)	95.075	93.824	1.251	1.3
Health and Welfare	18.875	13.699	5.176	27.4	161.200	136.115	25.085	15.6
OPEB Current Payment	4.832	5.351	(0.519)	(10.7)	43.454	44.065	(0.611)	(1.4)
Pensions	13.647	14.303	(0.656)	(4.8)	125.570	128.951	(3.381)	(2.7)
Other Fringe Benefits	12.768	15.652	(2.884)	(22.6)	132.696	153.869	(21.173)	(16.0)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.000)	0.000	(0.000)	(100.0)	(0.000)	0.000	(0.000)	(100.0)
Total Labor	**$116.044**	**$113.315**	**$2.729**	**2.4**	**$1,087.256**	**$1,080.365**	**$6.891**	**0.6**
Non-Labor:								
Electric Power	$10.754	$6.318	$4.436	41.2	$99.113	$81.151	$17.962	18.1
Fuel	2.912	1.770	1.142	39.2	24.503	23.197	1.306	5.3
Insurance	0.887	0.787	0.100	11.3	8.556	9.478	(0.922)	(10.8)
Claims	0.161	0.092	0.069	42.8	54.674	80.326	(25.652)	(46.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	13.742	9.347	4.395	32.0	99.412	98.831	0.580	0.6
Professional Service Contracts	9.595	2.536	7.059	73.6	156.130	59.693	96.438	61.8
Materials & Supplies	13.753	17.309	(3.556)	(25.9)	115.141	116.171	(1.030)	(0.9)
Other Business Expenditures	3.156	3.156	(0.000)	(0.0)	37.729	47.713	(9.984)	(26.5)
Total Non-Labor	**$54.959**	**$41.315**	**$13.644**	**24.8**	**$595.258**	**$516.560**	**$78.698**	**13.2**
Other Adjustments:								
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	**$171.003**	**$154.630**	**$16.373**	**9.6**	**$1,682.514**	**$1,596.925**	**$85.589**	**5.1**
Net Cash Deficit (excludes Opening Cash Balance)	**($66.398)**	**($60.134)**	**$6.264**	**9.4**	**($710.492)**	**($707.043)**	**$3.449**	**0.5**
Subsidies								
MTA	43.469	52.208	8.739	20.1	490.307	499.871	9.564	2.0
CDOT	22.929	18.018	(4.911)	(21.4)	205.547	191.987	(13.560)	(6.6)
Total Subsidies	**$66.398**	**$70.226**	**$3.828**	**5.8**	**$695.854**	**$691.858**	**($3.996)**	**(0.6)**
Cash Timing and Availability Adjustment	**$0.000**	**($6.265)**	**($6.265)**	**-**	**($2.974)**	**($10.745)**	**($7.771)**	*

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
($ in millions)

	SEPTEMBER 2026				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	($1.621)	($2.917)	($1.296)	(79.9)	($16.278)	($20.480)	($4.202)	(25.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.920	5.199	1.279	32.6	138.740	146.775	8.035	5.8
Capital & Other Reimbursements:								
MTA	(0.547)	2.822	3.369	*	1.642	(25.190)	(26.833)	*
CDOT	5.063	(2.912)	(7.975)	*	17.190	(10.675)	(27.865)	*
Other	0.411	(1.214)	(1.625)	*	(1.232)	(7.143)	(5.911)	*
Total Capital and Other Reimbursements	4.927	(1.305)	(6.231)	*	17.600	(43.009)	(60.609)	*
Total Revenue/Receipts	**$7.225**	**$0.977**	**($6.248)**	**(86.5)**	**$140.061**	**$83.286**	**($56.775)**	**(40.5)**
Expenditures								
Labor:								
Payroll	$4.089	$2.343	($1.747)	(42.7)	$8.274	$2.124	($6.150)	(74.3)
Overtime	0.888	1.188	0.300	33.8	0.434	1.082	0.649	*
Health and Welfare	(3.351)	0.038	3.389	*	(20.785)	(3.153)	17.632	84.8
OPEB Current Payment	0.000	(0.029)	0.000		0.051	0.004	(0.047)	(92.1)
Pensions	(0.391)	(1.631)	(1.239)	*	(6.661)	(11.665)	(5.005)	(75.1)
Other Fringe Benefits	1.491	(0.600)	(2.091)	*	1.524	(14.976)	(16.500)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.080)	0.032	0.112	*	(0.017)	1.383	1.400	*
Total Labor	**$2.646**	**$1.342**	**($1.304)**	**(49.3)**	**($17.180)**	**($25.201)**	**($8.021)**	**(46.7)**
Non-Labor:								
Electric Power	($0.071)	$0.545	$0.616	*	($7.931)	($7.619)	$0.313	3.9
Fuel	0.000	1.288	1.288	-	0.075	1.511	1.436	*
Insurance	1.926	1.963	0.037	1.9	16.687	15.404	(1.283)	(7.7)
Claims	(0.018)	(0.065)	(0.047)	*	(53.897)	(77.337)	(23.441)	(43.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(3.108)	0.924	4.032	*	(13.351)	0.107	13.459	*
Professional Service Contracts	(0.301)	6.497	6.798	*	(31.508)	12.506	44.013	*
Materials & Supplies	1.029	(4.301)	(5.330)	*	6.040	(2.866)	(8.906)	*
Other Business Expenses	(0.216)	1.450	1.666	*	(16.258)	(20.576)	(4.317)	(26.6)
Total Non-Labor	**($0.759)**	**$8.301**	**$9.060**	*	**($100.143)**	**($78.869)**	**$21.274**	**21.2**
Other Adjustments:								
Other	5.123	4.842	(0.281)	(5.5)	25.297	23.769	(1.529)	(6.0)
Total Other Adjustments	**$5.123**	**$4.842**	**($0.281)**	**(5.5)**	**$25.297**	**$23.769**	**($1.529)**	**(6.0)**
Total Expenditures before Non-Cash Liability Adjs.	**$7.010**	**$14.485**	**$7.475**	*	**($92.026)**	**($80.301)**	**$11.725**	**12.7**
Depreciation	29.710	71.332	41.621	*	264.763	308.226	43.463	16.4
GASB 49 Environmental Remediation	0.480	(0.079)	(0.559)	*	2.559	0.079	(2.480)	96.9
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	0.187	0.391	0.204	*	3.141	4.899	1.758	(56.0)
GASB 96 SBITA Adjustment	0.843	0.291	(0.552)	(65.5)	1.306	(0.086)	(1.391)	*
GASB 101 Compensated Absences	0.130	0.130	(0.000)	(0.2)	1.173	1.369	0.197	(16.8)
Total Expenditures Adjustments	**$38.361**	**$86.549**	**$48.188**	*	**$180.915**	**$234.187**	**$53.271**	29.4
Total Cash Conversion Adjustments	**$45.586**	**$87.526**	**$41.940**	**92.0**	**$320.977**	**$317.473**	**($3.504)**	**(1.1)**

Notes:

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

-- Differences are due to rounding.

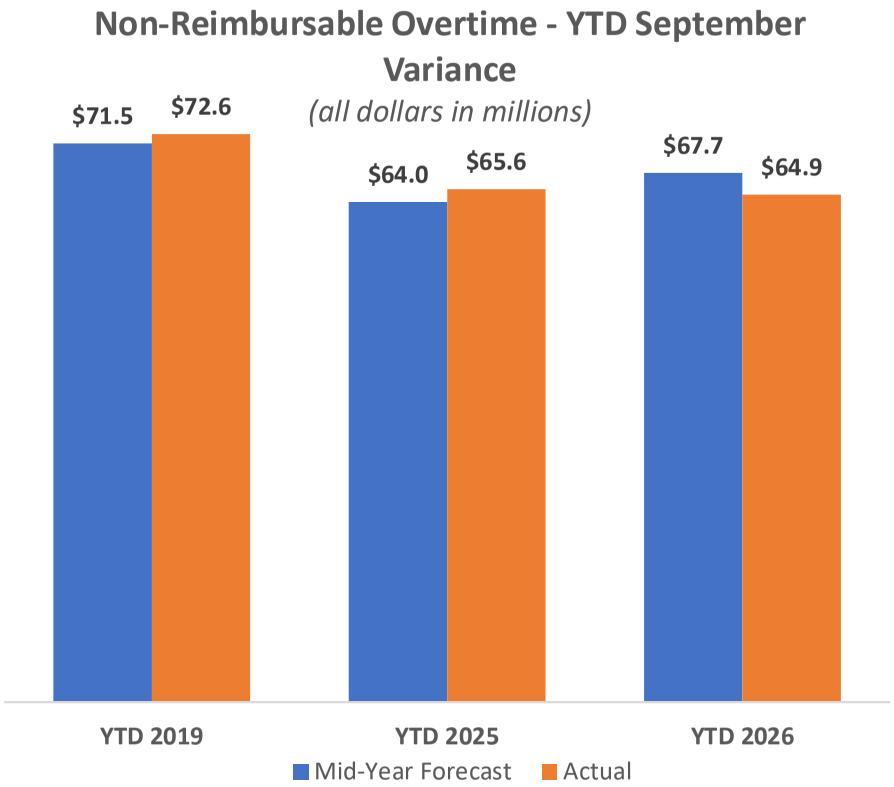
* Variance exceeds 100%.

METRO-NORTH RAILROAD

NON-REIMBURSABLE OVERTIME

THE BIG PICTURE

- Underspending of $2.8M vs Mid-Year Forecast through September is primarily driven by lower programmatic maintenance partially offset by higher vacancy coverage
- Combined Non-Reimbursable and Reimbursable Overtime is favorable vs. Mid-Year Forecast by $0.6M



Agency Detail

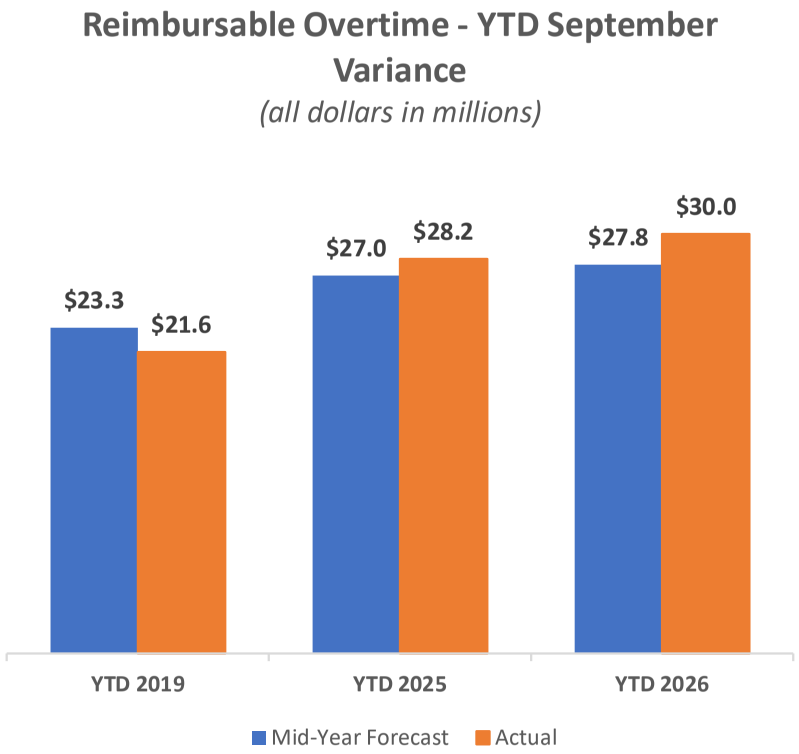
- **Maintenance of Way**
  - Maintenance of Way Overtime of $20.3M is 31.3% of YTD September 2026 Actuals
  - Lower programmatic maintenance and the transfer of operating expenses to capital work orders (SOGR) partially offset by higher weather emergencies and vacancy coverage drive overtime costs
  - Maintenance of Way is favorable by $0.3M to Mid-Year Forecast
- **Transportation**
  - Transportation Overtime of $24.8M is 38.2% of YTD September 2026 Actuals
  - Lower scheduled service drive overtime costs
  - Transportation is favorable by $0.4M to Mid-Year Forecast
- **Maintenance of Equipment**
  - Maintenance of Equipment Overtime of $11.6M is 17.8% of YTD September 2026 Actuals
  - Maintenance of Equipment Overtime is driven mainly by lower vacancy coverage partially offset by higher schedule service
  - Maintenance of Equipment is favorable by $0.4M to Mid-Year Forecast
- **Stations**
  - Stations Overtime of $7.3M is 11.2% of YTD September 2026 Actuals
  - Stations Overtime is driven by higher vacancy coverage partially offset by lower programmatic maintenance
  - Stations is flat to Mid-Year Forecast

METRO-NORTH RAILROAD

REIMBURSABLE OVERTIME

THE BIG PICTURE

- Overspending of $2.2M vs Mid-Year Forecast through September is primarily due to higher Maintenance of Way and Stations capital work partially offset by lower Transportation flagging costs



Agency Detail

- **Maintenance of Way**
  - Maintenance of Way Overtime of $23.3M is 77.6% of YTD September 2026 Actuals.
  - Maintenance of Way is unfavorable by $1.1M to Mid-Year Forecast
- **Transportation**
  - Transportation Overtime of $4.2M is 14.0% of YTD September 2026 Actuals
  - Transportation Overtime is favorable by $0.1M to Mid-Year Forecast
- **Stations**
  - Stations Overtime of $1.9M is 6.5% of YTD September 2026 Actuals
  - Stations is unfavorable by $0.7M to Mid-Year Forecast

MTA METRO-NORTH RAILROAD
2026 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
September 30, 2026

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	0	
Security	18	19	(1)	
Safety	54	48	6	
Training	96	95	1	
Chief Administrative Officer	9	9	0	
Rolling Stock Programs	16	12	4	
Chief of Staff	31	29	2	
Communications	0	0	0	
Labor Relations	0	0	0	
Equal Opportunity	0	0	0	
Legal	0	0	0	
Procurement & Material Management	0	0	0	
Public Safety & Security	0	0	0	
Finance	0	0	0	
Strategic Initiatives	0	0	0	
People	0	0	0	
Total Administration	**227**	**215**	**12**	
Operations				
Operations Support	12	14	(2)	
Service Planning	27	27	0	
Enterprise Asset Management	25	24	1	
Innovation & Logistics	39	41	(2)	
Transportation	1,800	1,752	48	**B**
Stations	456	441	15	**B**
Penn Station Access	0	0	0	
Capital Program Delivery & Oversight	50	36	14	
Total Operations	**2,409**	**2,335**	**74**	
Maintenance				
Maintenance of Way	1,722	1,586	136	**A,B**
Maintenance of Equipment	1,647	1,662	(15)	
Metro-North West	27	27	0	
Stations	434	409	25	**B**
Total Maintenance	**3,830**	**3,684**	**146**	
Engineering/Capital				
Construction & Development	75	62	13	
Total Engineering/Capital	**75**	**62**	**13**	
Total Positions	**6,541**	**6,296**	**245**	
Non-Reimbursable	5,767	5,637	130	
Reimbursable	774	659	115	
Total Full-Time	6,541	6,296	245	
Total Full-Time-Equivalents			-	

Notes
(A) Variance reflects higher attrition than planned
(B) Variance reflects delayed hiring of vacant positions
(C) Variance reflects internal re-organization

MTA METRO-NORTH RAILROAD
2026 MID-YEAR FORECAST VS. ACTUALS
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration				
	Managers/Supervisors	108	135	(27)
	Professional, Technical, Clerical	119	80	39
	Operational Hourlies	-	-	-
	Total Administration	227	215	12
Operations				
	Managers/Supervisors	364	375	(11)
	Professional, Technical, Clerical	320	265	55
	Operational Hourlies	1,725	1,695	30
	Total Operations	2,409	2,335	74
Maintenance				
	Managers/Supervisors	744	845	(101)
	Professional, Technical, Clerical	342	195	147
	Operational Hourlies	2,744	2,643	101
	Total Maintenance	3,830	3,684	146
Engineering/Capital				
	Managers/Supervisors	49	49	-
	Professional, Technical, Clerical	26	13	13
	Operational Hourlies	-	-	-
	Total Engineering/Capital	75	62	13
Public Safety				
	Managers/Supervisors	-	-	
	Professional, Technical, Clerical	-	-	-
	Operational Hourlies	-	-	-
	Total Public Safety	-	-	-
Total Positions				
	Managers/Supervisors	1,265	1,404	(139)
	Professional, Technical, Clerical	807	553	254
	Operational Hourlies	4,469	4,338	131
	Total Positions	6,541	6,296	245

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS [A]
SEPTEMBER 2026

	MONTH			VARIANCE Fav/(Unfav)	
	MID-YEAR FORECAST	2026	2025	MID-YEAR FORECAST	2025
Farebox Operating Ratio					
Standard [B]	42.9%	44.3%	45.9%	1.4%	-1.7%
Adjusted [C]	48.5%	49.9%	54.3%	1.5%	-4.4%
Cost per Passenger					
Standard [B]	$21.80	$21.38	$20.26	$0.42	($1.12)
Adjusted [C]	$21.06	$20.55	$19.52	$0.50	($1.04)
Passenger Revenue/Passenger	$9.35	$9.46	$9.31	$0.11	$0.16

	YEAR-TO-DATE			VARIANCE Fav/(Unfav)	
	MID-YEAR FORECAST	2026	2025	MID-YEAR FORECAST	2025
Farebox Operating Ratio					
Standard [B]	40.0%	41.8%	40.4%	1.8%	1.4%
Adjusted [C]	45.8%	47.9%	48.1%	2.1%	-0.2%
Cost per Passenger					
Standard [B]	$23.08	$22.56	$22.83	$0.52	$0.27
Adjusted [C]	$22.29	$21.76	$22.05	$0.53	$0.29
Passenger Revenue/Passenger	$9.23	$9.43	$9.23	$0.20	$0.21

(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; 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.

Farebox Revenue Report Highlights

Month of September

Metro-North farebox revenue totaled $60.9 million, which was $0.1 million or 0.2% above the Forecast. The variances below are driven by higher non-commutation ridership partially offset by lower commutation ridership on all East of Hudson lines.

- Commutation revenue of $18.5 million was $1.5 million or 7.6% below the Forecast.
- Non-Commutation revenue of $42.4 million was $1.7 million or 4.1% above the Forecast.

Year-to-Date

Metro-North farebox revenue totaled $519.2 million, which was $9.4 million or 1.8% above the Forecast. The variances below are driven by higher non-commutation ridership across all East of Hudson lines and higher average yield per passenger on all East of Hudson lines partially offset by lower commutation ridership across all East of Hudson lines.

- Commutation revenue of $160.5 million was $8.7 million or 5.1% below the Forecast.
- Non-Commutation revenue of $358.7 million was $18.1 million or 5.3% above the Forecast.

September 2026 Ridership vs. Budget - (In Millions)

	September				September Year-to-Date			
			More/(Less)				More/(Less)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Commutation	2.879	2.672	(0.207)	-7.2%	24.483	22.839	(1.645)	-6.7%
Non-Commutation	3.627	3.768	0.141	3.9%	30.763	32.209	1.446	4.7%
Total	**6.506**	**6.440**	**(0.066)**	**-1.0%**	**55.246**	**55.047**	**(0.199)**	**-0.4%**

September 2026 Farebox Revenue vs. Budget - (In $ Millions)

	September				September Year-to-Date			
			Fav/(Unfav)				Fav/(Unfav)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Commutation	$20.0	$18.5	($1.5)	-7.6%	$169.1	$160.5	($8.7)	-5.1%
Non-Commutation	$40.8	$42.4	$1.7	4.1%	$340.7	$358.7	$18.1	5.3%
Total	**$60.8**	**$60.9**	**$0.1**	**0.2%**	**$509.8**	**$519.2**	**$9.4**	**1.8%**