



Metropolitan Transportation Authority

Finance Committee Meeting November 2022

Committee Members

N. Zuckerman, Chair

A. Albert

J. Barbas

N. Brown

S. Chu

D. Jones

B. Lopez

H. Mihaltses

R. Mujica

H. Porr III

J. Samuelson

S. Soliman

L. Sorin

V. Tessitore

E. Velez

Finance Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Tuesday, 11/29/2022

2:00 - 3:15 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES – OCTOBER 24, 2022

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4. 2022 COMMITTEE WORK PLAN (No Changes)

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5. BUDGETS/CAPITAL CYCLE

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6. MTA HEADQUARTERS & ALL-AGENCY ITEMS

Report and Information Items

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Procurements

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MTAHQ Competitive Procurements - Page 42

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7. METRO-NORTH RAILROAD & LONG ISLAND RAIL ROAD (No Items)

8. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS

NYCT Procurements - Page 50

9. BRIDGES AND TUNNELS (No Items)

10. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)

11. MTA CONSOLIDATED REPORTS

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Fuel Hedge Program - Page 108

12. REAL ESTATE AGENDA

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FINANCE COMMITTEE

NOVEMBER 2022

| <u>Action</u> | | <u>Amount</u> | <u>Short Description</u> |
|------------------------|-----------------------------------|--|---|
| N/A | | | |
| <u>Agency</u> | <u>Vendor Name</u> | <u>Total Amount</u> | <u>Summary of Action</u> |
| MTAHQ | Marsh USA, Inc | \$3,000,000 | Master Broker services |
| MTAHQ | Guardian Service Industries, inc. | \$18,000,000 | Grand Central Terminal Custodial/Engineering Services |
| MTAHQ | KD Analytics LLC | \$6,165,162.39 | Chemical Detection System Maintenance, Support and related Services |
| <u>MTA Real Estate</u> | <u>Vendor Name</u> | <u>Amount</u> | <u>Short Description</u> |
| MTA Real Estate | Various | TBD | Acquisition of property interests through negotiated agreement or eminent domain |
| MTA Real Estate | N/A | N/A | Acquisition of fee interests and temporary easements in properties listed on the attached Determination of Findings for the Project |
| MTA Real Estate | Raisin Realty | \$44,166.66 monthly/\$8.83 per square foot | Lease extension agreement at 70-10 74th Street, Glendale, NY |

**Minutes of the
Metropolitan Transportation Authority
Finance Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, October 24, 2022
Scheduled 12:45 PM**

The following Finance Committee Members were present: (*Attended remotely)

Hon. Neal Zuckerman, Chair

Hon. Andrew Albert

Hon. Jamey Barbas

Hon. Norman E. Brown

Hon. Samuel Chu

Hon. David R. Jones

Hon. Blanca P. López

Hon. Haeda B. Mihaltses

Hon. Robert F. Mujica, Jr.

Hon. Sherif Soliman

Hon. Lisa Sorin

Hon. Elizabeth Velez*

The following Finance Committee Members were absent:

Hon. Harold Porr III

Hon. John Samuelsen

Hon. Vincent Tessitore, Jr.

The following Board Members were also present:

Hon. Gerard Bringmann

Kevin Willens, Chief Financial Officer, Kuvershen Ayer, Chief Procurement Officer, David Florio, Chief Real Estate Transactions and Operations Officer, David Kraft, Director, Enterprise Asset Management, Patrick McCoy, Deputy Chief, Financial Services, Jaibala Patel, Deputy Chief Financial Officer, and Mark Young, Deputy Chief, Management and Budget, also attended the meeting.

Chair Zuckerman called to order the meeting of the Finance Committee at 1:30 PM.

1. PUBLIC COMMENTS

There was one public speaker:

Jason Anthony, Amazon Labor Union

To hear the content of public comments, as well as any part of the Finance Committee meeting, please refer to the video recording of the meeting produced by the MTA and available on the MTA website: <https://new.mta.info/transparency/board-and-committee-meetings/october-2022>.

2. CHAIR ZUCKERMAN'S COMMENTS

Chair Zuckerman commented that while generally the Board does not respond to individual public comments, he wants to make sure some information regarding the Central Business District Tolling Program (“CBDTP” and also known as “congestion pricing”) is clear for all. Specifically, that the funds that will be received from the CBDTP are restricted to capital, so the implementation of the program does not affect the operating budget.

Secretary's note: The restriction for the CBDTP funds to which Chair Zuckerman is referring is pursuant to statute. See State Public Authorities Law, §553-J.

3. APPROVAL OF MINUTES

Upon motion duly made and seconded, the Committee approved the minutes of the September 19, 2022 meeting (see pages 5 through 12 of the Committee book), as amended (see correction listed below).

Secretary's note: Board Member Albert made the following correction to the minutes (page number refers to the page in the October Finance Committee book, and the word in bold reflects the correction):

*On page 8, under the “New Executive Summary” of the FinanceWatch report, in the first sentence, there was a reference to “intended to covey” and should have reflected “intended to **convey**” instead.*

4. COMMITTEE WORK PLAN

There were no changes to the work plan (see pages 13 through 18 of the Committee book for the full Work Plan).

5. BUDGETS/CAPITAL CYCLE

A. BudgetWatch:

Mark Young, Deputy Chief, Management and Budget provided highlights of the Budget Watch report (see the MTA website for the entire BudgetWatch <https://new.mta.info/document/98461>). He noted that the report contains operating results through September and information on subsidies received through October, and results are compared to the Mid-Year Forecast (which incorporated the revised McKinsey forecast for ridership).

Overview: Deputy Chief Young reported that through the end of September results compared to the Mid-Year Forecast were favorable by \$675 million. This was driven primarily by operating expenses, which were \$400 million favorable, and subsidy receipts, which were \$137 million favorable. Operating revenues were also \$67 million favorable and debt service expenses were favorable by \$71 million.

Revenues: Deputy Chief Young reported that ridership continues to grow but remains below pre-pandemic levels. He reported that during the month of September passenger revenue was \$39 million favorable and YTD is \$136 million favorable. He commented that results were favorable primarily due to higher average fares per passenger rather than solely ridership, especially at

NYCT. Toll revenues continue to exceed projections and YTD were \$7 million above Mid-Year Forecast.

Expenses: Through the end of September, operating expenses were \$400 million favorable (below the Mid-Year Forecast). Deputy Chief Young noted that \$77 million of the favorable results were related to labor-related expenses. Payroll expenses were favorable due to vacancies that existed, including non-reimbursable positions and non-labor expenses were favorable mostly due to timing of materials and contractual spending. Favorable results were partially offset by overtime expenses, which were unfavorable by \$176 million and primarily related to vacancy and absentee coverage at NYCT. Debt service expenses were favorable primarily due to timing of deposits and lower than budgeted variable rates.

Subsidies: Deputy Chief Young reported that through October subsidies were \$108 million favorable. The primary driver of the positive results were real estate transaction taxes which continue to show strength and were \$123 million favorable. He reported that other subsidies were relatively close to the Mid-Year Forecast or slightly unfavorable.

Discussion: Board Member Albert inquired regarding the higher average fares for NYCT and whether that is because people are not buying passes, but rather buying single trip tickets. Deputy Chief Young confirmed that seems to be what is happening and noted that the Mid-Year Forecast assumes a pre-pandemic mix of market share and Chief Financial Officer Willens has asked staff to review this assumption related to market share and whether it should be updated for the November Financial Plan. Board Member Mihaltses asked for clarification about a budgeted vacancy. Deputy Chief Young responded that when the Budget is adopted, each agency includes vacant positions that are authorized to be filled, and if the position is not filled for any particular reason (such as attrition or the hiring plan), that vacancy is a budgeted vacancy and would be favorable compared to budget.

Chief Financial Officer Willens provided additional insights into the results. He noted that regarding the average fare, for the 2023 Budget, staff is ascertaining whether purchasing trends have changed due to the pandemic and whether the single trip tickets will continue to be purchased at a higher level than before. He further noted that it will take time to determine whether the change in market share is a long-term trend or whether customers will go back to purchasing the passes as they return to the system. Board Member Albert commented that as MTA is closer to having OMNY implemented for all customers and with its fare capping, staff will need to take that into consideration as well. Chief Financial Officer Willens agreed and further commented that ridership numbers have been mostly on target with Mid-Year Forecast, so the additional revenue is coming from the mix of tickets.

Chair Zuckerman asked regarding the Payroll Mobility Tax and whether there are any indicators for why it is lower. Chief Financial Officer Willens responded that it is primarily a timing issue (for example sole proprietors' filing quarterly rather than monthly), but that if overall payrolls are reduced it would have an impact. He confirmed that staff is monitoring, but currently it is not viewed as a downward trend.

B. FinanceWatch:

Patrick McCoy, Deputy Chief, Financial Services, presented highlights from FinanceWatch (see pages 19 through 30 of the Committee book for the complete FinanceWatch report).

Finance Activities: Deputy Chief McCoy reported that there is one upcoming refunding transaction, the Payroll Mobility Tax Senior Lien Green Bonds, Series 2022E that will refund three subseries of Transportation Revenue Bonds (TRBs) that are term-rate bonds and to retire outstanding Transportation Revenue Bond Anticipation Notes, Series 2019F that mature on November 15, 2022. He noted that the refunding of the three subseries of TRBs is primarily a tool for debt portfolio management because the three subseries were due for remarketing in November 2022. Deputy Chief McCoy reported that two subseries of Dedicated Tax Fund Variable Rate Bonds (Subseries 2008A-2b and 2008B-3c) with Letters of Credit (LOCs) from PNC Bank, N.A. will have those LOCs extended for three years. Additionally, he reported that there is one upcoming remarketing transaction for two subseries of Transportation Revenue Variable Rate Bonds (Subseries 2005D-2 and 2012G-4), which will remarket the bonds with new LOCs by BMO Harris Bank, N.A.

Fuel Hedges: Deputy Chief McCoy reported that in September, MTA executed a hedge of ultra-low sulfur diesel fuel on approximately 2.8 million gallons, at an average cost of \$2.6846/gallon. The details of the hedge are available in the FinanceWatch report.

6. MTA HEADQUARTERS AND ALL-AGENCY ITEMS

A. Information Items:

The following were information items. Staff was available for questions, but none were asked.

1. 2023 Preliminary Budget and July Financial Plan 2023-2026

The 2023 Preliminary Budget and July Financial Plan 2023-2026 that was presented to the Finance Committee and the Board in July is included on the agenda for public transparency purposes and to invite public comments in advance of the release of the November Financial Plan.

2. Draft Financial Statements for the Six-Months Ended June 30, 2022.

See the Committee Exhibit book <https://new.mta.info/document/98451> for the Draft Financial Statements.

3. Annual Report on MTA's Derivative Portfolio and Fuel Hedges and 2022 Semi-Annual Investment Summary

See the Committee Exhibit book <https://new.mta.info/document/98451> for the annual report on MTA's Derivative Portfolio and Fuel Hedges. See pages 31 through 36 of the Committee book for the semi-annual investment summary.

Secretary's note: The above reports are separate items that are both generated by the Office of Financial Services staff and for purposes of the agenda were combined.

B. Procurements:

Kuvesh Ayer, Chief Procurement Officer reported that there were three procurement items for MTAHQ totaling \$76.8 million (see pages 37 through 49 of the Committee book). David Kraft, Director, Enterprise Asset Management, presented additional information for the second item.

1. CH2M Hill NY, Inc.

Chief Procurement Officer Ayer reported that the item is a modification to the existing contract for consulting services for NYCT's New Fare Payment System, known as OMNY. The modification will add a three-year extension from November 1, 2022 through October 31, 2025 and provide additional funding in the amount of approximately \$13.5 million. He noted that during the extension period, CH2M and its subcontractors will perform OMNY support activities including program management and oversight, consulting support for additional field installations, system design reviews, rollout and testing, integration with the commuter railroads, and fare policy and analysis.

Discussion: Board Member Sorin asked for additional detail regarding the item. Chief Procurement Officer Ayer noted the specific amount for the three-year extension is \$13,482,418 and it is related to the roll-out of OMNY for LIRR and Metro-North.

The Committee voted to recommend the procurement item before the Board for approval.

2. Extension of Contracts for Enterprise Asset Management

Director Kraft reported that the action item is for a two-year extension of fourteen competitively negotiated personal service contracts awarded to various firms for ongoing and future Enterprise Asset Management (EAM) digitalization and sustainment efforts. He noted that the amount of \$49.2 million will be added to the contract and that planned efforts include consulting services for the Department of Subways, LIRR and MTA Bus.

Director Kraft presented additional information to the Committee. For context, he noted that prior to the EAM digitalization efforts, a worker might walk the tracks for inspection using clipboard with paper and pen and write down where the maintenance is needed, and the paper would be brought back to an office and compiled with other notes and reviewed monthly to determine how maintenance should be deployed. The EAM effort is to digitalize the process in a system while the inspection is occurring, utilizing technology such as smartphones or iPads, so the analyses can be done immediately, and staff may react more efficiently to those needs. Director Kraft reported that for the last few years the EAM Program has been focused on the digitalization effort and noted that the with a trillion dollars in assets and 70,000 employees, it is a big effort to get maintenance and operations teams into the EAM system. So, the last few years of the EAM Program has been focused on getting the information that had been on paper into one information system. He further noted there has been progress with the Department of Subways and LIRR, and this contract extension is focused on that work. Director Kraft commented that in addition to the effort to digitalize the information, it is imperative to ensure that the effort is sustainable and can continuously be improved going forward. He noted that the analytics piece is an exciting part of the EAM Program and now that information has been entered in the common system, the next step for analytics will be used to help with making strategic decisions that also go to the priorities of MTA, including providing better service and reducing failures (such as errors with escalators and

elevators), and assist in financial stability by providing value-added activities. Additionally, he noted that the EAM Program is in collaboration with MTA C&D to provide better life cycle analyses and support the 20-Year Needs Assessment.

Director Kraft provided some examples of progress, such as mobile devices being used in the field and dashboards that utilize the information entered, as well as visualization of track geometry that is being utilized at Metro-North and visualization of asset conditions being utilized by Department of Subways. Director Kraft reported a few statistics, such as 69% of users are utilizing the EAM system, approximately 4 million inspections have been performed using EAM systems, and approximately 6.7 million of work orders have been document with EAM. He stressed that the investments for the EAM Program are making a difference and enhancing efficiency and providing a positive impact to MTA. He discussed next steps for the EAM Program and provided details of what has been spent. He noted the areas where the contract extension will be utilized and the estimated amounts, including \$2.6 million for enhanced data analytics, and that most of the funds will be used for the digitalization effort. Lastly, he presented the breakdown of the EAM Program operating and capital costs in the Budget for 2023 and 2024.

Discussion: Board Member Sorin inquired whether there are lease agreements for the software or whether MTA owns the software. Director Kraft responded that MTA owns the software. Board Member López asked regarding the breakdown of operating and capital costs and that Metro-North did not seem to be on that breakdown. Director Kraft confirmed and noted that there are two contracts, and the breakdown he showed was for the contract that does not include Metro-North, but a different contract not shown in the presentation does include Metro-North. Board Member Sorin asked regarding the six million in work orders and how they will be addressed. Director Kraft clarified that the statistic on the work orders includes closed work orders but reflects what has been entered in the system. Chief Financial Officer Willens commented that the data is critical to helping MTA find efficiencies and savings, and having the data digitalized as the EAM Program is doing is greatly assisting that process for improving efficiencies in the maintenance budget. Chair Zuckerman commented that the staff summary on the contract extension is helpful and noted that after the two-year extension for these contracts is finished, the procurement team will undergo a new RFP process. He further noted that the EAM Program is about finding efficiencies and reducing costs and suggested that as the next phase of the EAM Program is being planned the staff summary information can include the savings that have been realized from it.

The Committee voted to recommend the procurement item before the Board for approval.

3. Scheidt & Bachmann Fare Collection Systems GmbH

Chief Procurement Officer Ayer reported that the final item is a three-year extension of an existing miscellaneous service contract with Scheidt & Bachmann Fare Collection System GmbH to continue comprehensive maintenance and support services to Metro-North and LIRR's ticket selling systems and equipment. Additional funds of approximately \$14.1 million will be added and the extension is from January 1, 2023 through December 31, 2025. He further noted that the extension is necessary to align the services with the OMNY rollout schedule, and that after OMNY is completed, the need for these maintenance services will be eliminated.

Discussion: Board Member Sorin asked regarding the consulting services that have been discussed generally and whether it is known how many of the consultants and subcontractors are

minority owned. Chief Procurement Officer Ayer responded that he did not that specific answer, but the procurement team works closely with the Diversity Office, led by Michael Garner, and typically there are requirements for M/WBE for the subcontractors ranging from 15 to 35%, and all of that is included in the reporting that the Diversity Office provides. He further noted that the Diversity Committee met in September and for that target the goal of 30% was exceeded, with 31.5% met, and that MTA is the leading authority within the State for that goal.

The Committee voted to recommend the procurement item before the Board for approval.

7. METRO-NORTH RAILROAD/LIRR

There were no items for Metro-North or LIRR.

8. NYCT/MTA BUS OPERATIONS

There were five information items for NYCT which were considered and approved at the NYCT Committee meeting earlier in the day (see pages 52 through 54 of the Committee book). This included the exercise of a federally funded option to purchase additional 640 subway cars from Kawasaki Rail Car Inc., which will replace R46 cars on several subway lines. The estimated amount is \$1.8 billion, and the delivery of the cars is anticipated from February 2025 through December 2026.

9. BRIDGES AND TUNNELS

There were no items for Bridges and Tunnels.

10. FMTAC

There were no items for FMTAC.

11. MTA CONSOLIDATED REPORTS

This month's consolidated reports include September actuals versus Mid-Year Forecast, including statements of operations; overtime reports; subsidy, interagency loans and stabilization fund transactions; debt service; total positions by function and agency; farebox recovery and operating ratios; MTA ridership; and the fuel hedge program (see pages 55 through 109 of the Committee book). Staff was available for questions, but none were asked.

12. REAL ESTATE AGENDA

David Florio, Chief Real Estate Transactions and Operations Officer, reported that there were five real estate action items, including four items for Metro-North and one item for LIRR. In addition, there were four information items (see pages 110 through 128 of the Committee book for all real estate items).

A. Action Items:

Metro North Railroad

1. License agreement with LAZ Parking NY/NJ, LLC for the operation of commuter parking facilities at various Metro-North stations.
2. License agreement with the Town of East Fishkill for a pedestrian trail in Hopewell Junction, NY.
3. Release of repurchase right for a portion of the Village of Croton-on-Hudson's commuter parking facility.
4. Mutual termination of lease for the Scarsdale station building with the Village of Scarsdale.

Long Island Rail Road

5. License agreement with Ruchita Patel for retail space at the Jamaica Station.

The Committee voted to recommend the real estate action items before the Board for approval.

13. ADJOURNMENT

Upon motion duly made and seconded, the October 24, 2022 meeting of the Finance Committee was adjourned at 2:06 PM.

Respectfully submitted,
Marcia Tannian*
Director, Finance and Investor Relations

**Secretary attended the October 24, 2022 meeting remotely via Zoom.*

2022 Finance Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes
Finance Committee Work Plan
BudgetWatch
FinanceWatch
Procurements (if any)
Action Items (if any)
MTA Consolidated Reports
Real Estate Agenda

Responsibility

Board Secretary
MTA CFO
MTA OMB
MTA Finance
Procurement
Agency
MTA OMB
MTA Real Estate

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2022

Adoption of 2023 Budget and 2023-2026 Financial Plan

MTA OMB

Action Items:

Authorization to Issue 2023 MTA and TBTA New Money Bonds, Bond Anticipation Notes, and Refunding Obligations; Reimbursement Resolutions for Federal Tax Purposes

MTA Finance

Other:

Draft 2023 Finance Committee Work Plan

MTA OMB

January 2023

Other:

Special Report: Finance Department 2022 Year-End Review
DRAFT MTA Financial Statements 3rd Quarter for the Nine-Months Ended September 2022

MTA Finance

MTA Comptroller

February 2023

Action Items:

2022 TBTA Operating Surplus
Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties

B&T/MTA

MTA Treasury

Other:

February Financial Plan 2023-2026

MTA OMB

March 2023

Resolution to Authorize the Execution, Filing and Acceptance of Federal Funds

MTA Grants Mgmt.

All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines

MTA Real Estate/MTA
Corporate Compliance
MTA Procurement

All-Agency Annual Procurement Report

Other:

MTA Prompt Payment Annual Report 2022

MTA Financial Operations

April 2023

Other:

Annual Report on Variable Rate Debt MTA Finance

May 2023

Action Items:

MTA Annual Investment Report MTA Treasury

Other:

DRAFT MTA Financial Statements Fiscal Year-End Twelve-Months Ended December 2022 MTA Comptroller
Station Maintenance Billings MTA Comptroller
Annual Pension Fund Report (Audit Committee Members to be invited) MTA Labor
Annual FMTAC Meeting MTA RIM
Annual FMTAC Report MTA RIM

June 2023

Action Item:

PWEF Assessment MTA Capital Program Mgmt/
MTA OMB

July 2023

2024 Preliminary Budget/July Financial Plan 2024-2027
(Joint Session with MTA Board) MTA OMB

Other:

DRAFT MTA Financial Statements 1st Quarter for the
Three-Months Ended March 2023 MTA Comptroller

September 2023

2024 Preliminary Budget/July Financial Plan 2024-2027
(materials previously distributed) MTA OMB

October 2023

2024 Preliminary Budget/July Financial Plan 2024-2027
(materials previously distributed) MTA OMB

Other:

DRAFT MTA Financial Statements 2nd Quarter for the Six-Months Ended June 2023 MTA Comptroller
Annual Review of MTA's Derivative Portfolio - MTA Finance
Including Fuel Hedge
MTA 2023 Semi-Annual Investment Report MTA Treasury

November 2023

2024 Final Proposed Budget/November Financial Plan 2024-2027
(Joint Session with MTA Board) MTA OMB

Other:

Station Maintenance Billing Update MTA Comptroller
Review and Assessment of the Finance Committee Charter MTA CFO

III. DETAILS

December 2022

Adoption of 2023 Budget and 2023-2026 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2023 and 2023-2026 Financial Plan.

Action Items:

Approval of Supplemental Resolutions Authorizing New Money Bonds, Refunding Bonds, Reimbursement for Federal Tax Purposes.

Board approval to allow for the issuance of new money bonds to fund existing approved bond financed capital projects under MTA and TBTA active bond resolutions; to allow for the refunding of fixed-rate bonds from time to time provided that such refundings comply with the Board approved refunding policy; and to allow for the reimbursement of capital expenditures at a later date from the proceeds of tax-exempt bond sales.

Other:

Draft 2023 Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed 2023 Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

January 2023

Other:

Special Report: Finance Department 2022 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2022.

DRAFT MTA Financial Statements for the Nine-Months Ended, September 2022

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the nine-months ended, September 30, 2022.

February 2023

Action Items:

2022 TBTA Operating Surplus

The MTA Comptroller should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2022 Operating Surplus and Investment Income, (2) advances of TBTA 2022 Operating Surplus, and (3) the deduction from 2022 TBTA Operating Revenue, funds which shall be paid into the Necessary Reconstruction Reserve.

Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties

By State statute, Dutchess, Orange and Rockland Counties are entitled to a share of MTA's MRT-1 and MRT-2 tax receipts collected in these counties during the prior year. The amount may be no less than \$1.5 million for Dutchess and Orange Counties, and no less than \$2.0 million for Rockland County. If the annual amounts collected exceed 1989 collection levels (the statutorily determined

base period), proportional upward “escalation” adjustments are mandated by statute. MTA Treasury and MTA Office of Management & Budget will be prepared to answer questions on the related Staff Summary authorizing the payments.

Other:

February Financial Plan 2023-2026

The MTA Office of Management & Budget will present, for information purposes, a revised 2023-2026 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain “below-the-line” policy actions into the baseline.

March 2023

Action Items:

Resolution to Authorize the Execution, Filing and Acceptance of Federal Funds

The MTA Office of Grants Management will hold a public hearing in accordance with Federal law and then request the Board’s approval of a resolution that would authorize the Chairman or a designated officer to execute the applications and accept grants of financial assistance from the Federal government.

All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines

Board approval of above guidelines as required annually by Public Authorities Law Sections 2895-2897. MTA Real Estate and MTA Corporate Compliance should be prepared to answer questions regarding these guidelines.

All-Agency Annual Procurement Report

The Agencies and the MTA Procurement Division should be prepared to answer questions on this State-required report.

Other:

MTA Annual Prompt Payment Status Report

The Deputy Chief of Financial Operations should be prepared to discuss a report, to be included in the Agenda materials, that reviews MTA-wide success in meeting mandated prompt-payment deadlines (including the interest penalties incurred as a result of late payment).

April 2023

Other:

Annual Report on Variable Rate Debt

The MTA Finance Department will present a report that summarizes the performance of the MTA’s various variable-rate debt programs, including a discussion of the savings (compared to long-term rates) achieved through variable rate debt and a discussion on the current policy and limits on the use of variable rate debt.

May 2023

Action Item:

MTA Annual Investment Report

The MTA Treasury Division should be prepared to answer questions on this State-required report.

Other:

DRAFT MTA Financial Statements for the Twelve-Months Ended, December 2022

Included for information is a copy of the Independent Accountant's Audit Report of MTA Financial Statements for the Twelve-Months ended, December 31, 2022.

Station Maintenance Billings

Under the Public Authorities Law, the Board is required to certify to the City and the counties in the Metropolitan Transportation District the total costs to MTA for operating and maintaining Commuter Railroad passenger stations. The City and county assessments are both now determined through a formula.

Annual Pension Fund Report

The MTA Labor Division, representatives of the various pension fund boards, and their pension consultants should be prepared to answer questions on a report, to be included in the Agenda materials, that reviews the 2022 investment performance and other experience of the various MTA pension funds. Among other matters, this report should (i) make recommendations on appropriate investment-earnings assumptions in light of the experience of the past three years; (ii) discuss the implications for asset allocations in light of such recommendations; (iii) discuss the effect on (under) funding of the systems in light of such performance and recommendation; (iv) provide appropriate comparisons with other public pension systems; and (v) solicit the opinions of the Board Operating Committees on these recommendations in light of their effects on Agency budgets.

Annual Meeting of the First Mutual Transportation Assurance Company

The MTA's Captive Insurance Company will hold its statutorily required annual meeting in which it will review the prior year's operations as well as submit its financial statements and actuarial report for final approval. The MTA Risk and Insurance Management Divisions, along with the FMTAC's outside investment managers, should be prepared to answer questions on reports.

June 2023

Action Item:

PWEF Assessment

The MTA Office of Management & Budget, assisted by MTA Capital Program Management, should prepare the usual annual staff summary authorizing the payment of this assessment to the State. The State levies an assessment of the value of construction-contract awards to cover its cost of enforcing prevailing-wage legislation.

July 2023

2024 Preliminary Budget/July Financial Plan 2024-2027 (JOINT Session with MTA Board)

The Chief Financial Officer and MTA Office of Management & Budget will present an updated forecast for 2023, a Preliminary Budget for 2024, and a Financial Plan for 2024-2027.

Other:

DRAFT MTA Financial Statements for the Three-Months Ended, March 2023

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Three-Months ended, March 31, 2023.

September 2023

2024 Preliminary Budget/July Financial Plan 2024-2027

(materials previously distributed) Public comment will be accepted on the 2024 Preliminary Budget.

October 2023

2024 Preliminary Budget/July Financial Plan 2024-2027

(materials previously distributed) Public comment will be accepted on the 2024 Preliminary Budget.

Other:

DRAFT MTA Financial Statements for the Six-Months Ended, June 2023

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Six-Months ended, June 30, 2023.

Annual Review of MTA's Derivative Portfolio – Including Fuel Hedge

The Finance Department will provide an update on MTA's portfolio of derivative contracts.

MTA 2023 Semi-Annual Investment Report

The MTA Treasury Division should be prepared to answer questions on this report.

November 2023

2024 Final Proposed Budget/November Financial Plan 2024-2027 (Joint Session with MTA Board)

The MTA Chief Financial Officer and MTA Office of Management & Budget will present an updated forecast for 2022, a Final Proposed Budget for 2023, and an updated Financial Plan for 2023-2026.

Other:

Station Maintenance Billing Update

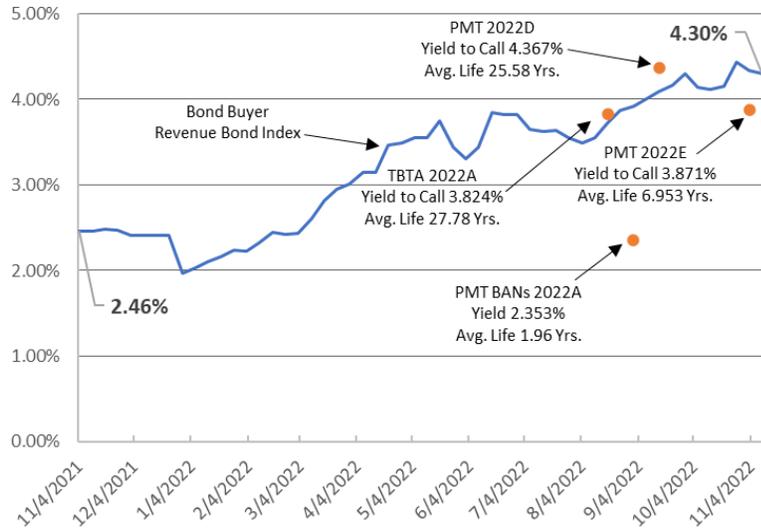
The MTA Comptroller's Office will provide a report on the collection and audit status of station maintenance billings issued as of June 1, 2023.

Review and Assessment of the Finance Committee Charter

MTA Chief Financial Officer will present the most updated Finance Committee Charter to the Finance Committee members for them to review and assess its adequacy. The annual assessment is required under the current Committee Charter.

Executive Summary

MTA Fixed Rate Bond & Note Tracker



Refundings

On November 1, 2022, the Payroll Mobility Tax credit was used to refund three subseries of Transportation Revenue Bonds (TRBs) that were currently floating rate tender notes (FRNs) or term-rate bonds, and to retire outstanding Transportation Revenue Bond Anticipation Notes, Series 2019F that were maturing on November 15, 2022. While this refunding was primarily a tool for debt portfolio management as those TRBs were due for remarketing in November 2022, it resulted in \$64.271 million in net present value savings.

In December 2022, the Payroll Mobility Tax Bond credit will be used to refinance outstanding MTA Transportation Revenue Bond Anticipation Notes, Series 2020A-1 maturing on February 1, 2023. This refinancing will be priced through a competitive method of sale.

Remarketings

On November 1, 2022, \$145.750 million of TRB Variable Rate Bonds, Subseries 2005D-2 and 2012G-4, were remarketed in daily rate mode supported with a Letter of Credit by BMO Harris Bank, N.A., expiring on October 31, 2025.

In December 2022, \$148.470 million of TBTA General Revenue Variable Rate Refunding Bonds, Series 2018E (Federally Taxable) will be remarketed with a Letter of Credit from UBS AG. The current Letter of Credit from Bank of America is set to expire on December 12, 2022.

Fuel Hedge

In October 2022 MTA executed a hedge of ultra-low sulfur diesel fuel on approximately 2,827,000 gallons at a cost of \$2.7422/gallon.

\$700,200,000 Triborough Bridge and Tunnel Authority

Payroll Mobility Tax Senior Lien Green Bonds, Series 2022E (Climate Bond Certified)

On November 1, 2022, MTA issued \$700.200 million of Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Green Bonds, Series 2022E (Climate Bond Certified). Proceeds from the transaction were used to refund the following:

- \$99.560 million Transportation Revenue Variable Rate Bonds, Series 2011B;
- \$165.000 million Transportation Revenue Bonds, Subseries 2014D-2;
- \$277.610 million Transportation Revenue Bonds, Subseries 2018A-2; and
- \$205.000 million Transportation Revenue Bond Anticipation Notes, Series 2019F

The refunding resulted in net present value savings of \$64.271 million or 11.85% of the par amount of the refunded bonds. The refunding was primarily a tool for debt portfolio management as those Transportation Revenue Bonds were due for remarketing in November.

The Series 2022E bonds were issued as: \$188.630 million Subseries 2022E-1; \$99.560 million Subseries 2022E-2a; and \$412.010 million Subseries 2022E-2b. The Subseries 2022E-1 bonds were issued as fixed-rate tax-exempt bonds with a yield to maturity of 3.701% and a final maturity of November 15, 2027. The Subseries 2022E-2a bonds were issued as variable rate tax-exempt refunding Secured Overnight Financing Rate (SOFR) Notes with a final maturity of April 1, 2026, and an interest rate of 67% of SOFR plus 1.05%. The Subseries 2022E-2b bonds were issued as fixed-rate tax-exempt refunding bonds with a yield to maturity of 3.970% and a final maturity of November 15, 2032.

This transaction was led by book-running senior manager J.P. Morgan together with special co-senior managers: Blaylock Van LLC(MBE); Mischler Financial Markets(SDVOB); and Stern Brothers & Co.(WBE). Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Sycamore Advisors, LLC served as co-financial advisors.

Transaction Summary Statistics

| | Series | Subseries | Subseries |
|---------------------------------------|-----------------------|--------------------------|------------------------------------|
| | TBTA PMT 2022E | TBTA PMT 2022E-1 | TBTA PMT 2022E-2 |
| | <u>Total</u> | <u>Tax-Exempt</u> | <u>Tax-Exempt Refunding</u> |
| Par Amount: | \$700.200 million | \$188.630 million | \$511.570 million |
| Premium: | \$45.375 million | \$12.108 million | \$33.267 million |
| Arbitrage Yield: | 3.871% | 3.871% | 3.871% |
| All-in TIC: | 3.997% | 3.701% | 4.074% |
| Average Coupon: | 5.00% | 5.00% | 5.00% |
| Average Life: | 6.95 years | 5.04 years | 7.66 years |
| PV Savings (\$): | \$64.271 million | N/A | \$64.271 million |
| PV Savings (%): | 11.85% | N/A | 11.85% |
| Final Maturity: | 11/15/2032 | 11/15/2027 | 11/15/2032 |
| State Bond Issuance Fee: | \$0 ⁽¹⁾ | \$0 ⁽¹⁾ | \$0 ⁽¹⁾ |
| Underwriter's Discount: | \$4.06 (\$2,840,474) | \$3.91 (\$738,046) | \$4.11 (\$2,102,428) |
| Cost of Issuance: | \$1.10 (\$772,022) | \$1.10 (\$207,871) | \$1.10 (\$564,151) |
| Ratings (S&P/Fitch/Kroll): | | AA+/AA+/AA+ | |

(1) MTA received a waiver from making this payment from the State Division of the Budget for this transaction.

\$800,000,000 Triborough Bridge and Tunnel Authority

Payroll Mobility Tax Bond Anticipation Notes, Series 2022B

In December 2022, MTA will issue \$800.000 million of Triborough Bridge and Tunnel Authority Payroll Mobility Tax Bond Anticipation Notes, Series 2022B. Proceeds from the transaction will be used to refinance outstanding MTA Transportation Revenue Bond Anticipation Notes, Series 2020A-1 which mature on February 1, 2023. The Series 2022B Notes will be priced through a competitive method of sale. Nixon Peabody LLP and D. Seaton and Associates will serve as co-bond counsel and Public Resources Advisory Group and Sycamore Advisors, LLC will serve as co-financial advisors.

Remarketings

\$75,100,000 Transportation Revenue Variable Rate Bonds, Subseries 2005D-2

\$70,650,000 Transportation Revenue Variable Rate Bonds, Subseries 2012G-4

On November 1, 2022, MTA effectuated a mandatory tender and remarketed \$75.100 million of Transportation Revenue Variable Rate Bonds, Subseries 2005D-2 as the irrevocable direct-pay Letter of Credit (LOC) issued by Landesbank Hessen-Thuringen Girozentrale (Helaba) was expiring by its terms, and \$70.650 million of Transportation Revenue Variable Rate Bonds, Subseries 2012G-4 as the current interest rate period was expiring by its terms. Both Subseries 2005D-2 and Subseries 2012G-4 Bonds were remarketed as Variable Rate Demand Bonds in Daily Rate Mode and supported with irrevocable direct-pay LOCs issued by BMO Harris Bank, N.A. Both LOCs will expire on October 31, 2025. Morgan Stanley served as remarketing agent. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley Berry & CO., LLC served as co-financial advisors.

\$148,470,000 Triborough Bridge and Tunnel Authority

General Revenue Variable Rate Bonds, Series 2018E (Federally Taxable)

On December 8, 2022, MTA will effectuate a mandatory tender and remarket \$148.470 million of Triborough Bridge and Tunnel Authority General Revenue Variable Rate Bonds, Series 2018E as the irrevocable direct-pay LOC issued by Bank of America, N.A. is expiring by its terms. The Series 2018E Bonds will be remarketed as Variable Rate Demand Bonds in Weekly Rate Mode and supported with irrevocable direct-pay LOC issued by UBS AG. UBS Financial Services, Inc. will serve as remarketing agent. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP will serve as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley Berry & CO., LLC will serve as co-financial advisors.

Fuel Hedging Program

\$7,751,511 Diesel Fuel Hedge

On October 25, 2022, MTA executed a 2,826,749 gallon ultra-low sulfur diesel fuel hedge with Merrill Lynch at an all-in price of \$2.7422/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Cargill Incorporated; Goldman Sachs & Co./J Aron; and Merrill Lynch. The hedge covers the period from October 2023 through September 2024.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2022 Mid-Year Forecast
Debt Service

October 2022 Monthly

(\$ in millions)

| | Mid-Year Forecast | Actual | Variance | % Var | Explanation |
|--|-------------------|----------------|------------------|---------------|--|
| <i>Dedicated Tax Fund:</i> | | | | | |
| NYC Transit | \$10.6 | \$1.0 | \$9.6 | | Timing related to the early receipt of BAB subsidy. |
| Commuter Railroads | 2.3 | 0.2 | 2.1 | | |
| Dedicated Tax Fund Subtotal | \$12.9 | \$1.2 | \$11.7 | 90.7% | |
| <i>MTA Transportation Revenue:</i> | | | | | |
| NYC Transit | \$81.1 | \$139.9 | (\$58.8) | | Cash call of outstanding bonds and timing as debt service was prefunded to November 15th. Variance was partially offset by the early receipt of BAB subsidy. The prefunding timing variance will reverse in Nov. 2022. |
| Commuter Railroads | 56.3 | 100.9 | (44.6) | | |
| MTA Bus | 1.9 | 0.1 | 1.8 | | |
| SIRTOA | 0.5 | 0.0 | 0.5 | | |
| MTA Transportation Revenue Subtotal | \$139.7 | \$240.9 | (\$101.2) | -72.4% | |
| <i>PMT Bonds:</i> | | | | | |
| NYC Transit | \$9.5 | \$12.1 | (\$2.6) | | Timing of debt service deposits. |
| Commuter Railroads | 11.6 | 13.3 | (1.8) | | |
| MTA Bus Company | 1.1 | 0.4 | 0.7 | | |
| SIRTOA | 0.9 | 0.5 | 0.4 | | |
| PMT Bond Subtotal | \$23.1 | \$26.4 | (\$3.3) | -14.2% | |
| <i>2 Broadway COPs:</i> | | | | | |
| NYC Transit | \$0.4 | \$0.2 | \$0.2 | | |
| Bridges & Tunnels | 0.1 | 0.0 | 0.0 | | |
| MTA HQ | 0.0 | 0.0 | 0.0 | | |
| Commuter Railroads | 0.1 | 0.1 | 0.1 | | |
| 2 Broadway COPs Subtotal | \$0.5 | \$0.3 | \$0.3 | 52.1% | |
| <i>TBTA General Resolution (2):</i> | | | | | |
| NYC Transit | \$13.1 | \$19.7 | (\$6.5) | | Timing of debt service deposits as debt service was prefunded to November 15th. Variance will reverse in November 2022. |
| Commuter Railroads | 5.8 | 8.8 | (2.9) | | |
| Bridges & Tunnels | 31.4 | 44.6 | (13.2) | | |
| TBTA General Resolution Subtotal | \$50.4 | \$73.0 | (\$22.6) | -44.9% | |
| <i>TBTA Subordinate (2):</i> | | | | | |
| NYC Transit | \$4.8 | \$7.3 | (\$2.4) | | Timing of debt service deposits as debt service was prefunded to November 15th. Variance will reverse in November 2022. |
| Commuter Railroads | 2.5 | 3.8 | (1.3) | | |
| Bridges & Tunnels | 1.3 | 1.9 | (0.6) | | |
| TBTA Subordinate Subtotal | \$8.6 | \$12.9 | (\$4.3) | -50.0% | |
| TBTA 2nd Subordinate Subtotal | \$1.1 | \$0.0 | \$1.1 | 100.0% | Timing of debt issuance. |
| <i>Debt Service from Lockbox Revenues:</i> | | | | | |
| NYC Transit | \$0.6 | \$0.0 | \$0.6 | | |
| Commuter Railroads | 0.2 | 0.0 | 0.2 | | |
| MTA Bus | 0.0 | 0.0 | 0.0 | | |
| SIRTOA | 0.0 | 0.0 | 0.0 | | |
| Debt Service from Lockbox Subtotal | \$0.8 | \$0.0 | \$0.8 | 100.0% | |
| Total Debt Service | \$237.1 | \$354.7 | (\$117.5) | -49.6% | |
| <i>Debt Service by Agency:</i> | | | | | |
| NYC Transit | \$120.2 | \$180.1 | (\$59.9) | | |
| Commuter Railroads | 78.7 | 127.0 | (48.3) | | |
| MTA Bus | 3.0 | 0.5 | 2.5 | | |
| SIRTOA | 1.4 | 0.5 | 0.9 | | |
| Bridges & Tunnels | 33.8 | 46.5 | (12.7) | | |
| MTAHQ | 0.0 | 0.0 | 0.0 | | |
| Total Debt Service | \$237.1 | \$354.7 | (\$117.5) | -49.6% | |

Notes:

(1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.

(2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.

(3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.

Totals may not add due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2022 Mid-Year Forecast**

Debt Service

October 2022 Year-To-Date

(\$ in millions)

| | Mid-Year Forecast | Actual | Variance | % Var | Explanation |
|--|-------------------|------------------|-----------------|---------------|--|
| <i>Dedicated Tax Fund:</i> | | | | | |
| NYC Transit | \$293.3 | \$288.9 | \$4.4 | | |
| Commuter Railroads | 56.1 | 47.3 | 8.8 | | |
| Dedicated Tax Fund Subtotal | \$349.4 | \$336.2 | \$13.2 | 3.8% | Timing related to the early receipt of BAB subsidy. |
| <i>MTA Transportation Revenue:</i> | | | | | |
| NYC Transit | \$822.5 | \$864.7 | (\$42.2) | | |
| Commuter Railroads | 579.6 | 622.6 | (43.0) | | |
| MTA Bus | 14.9 | 1.9 | 13.0 | | |
| SIRTOA | 3.9 | 0.3 | 3.6 | | |
| MTA Transportation Revenue Subtotal | \$1,420.9 | \$1,489.5 | (\$68.6) | -4.8% | Cash call of outstanding bonds and timing as debt service was prefunded to November 15th. Variance was partially offset by the early receipt of BAB subsidy. The prefunding timing variance will reverse in Nov. 2022. |
| <i>PMT Bonds:</i> | | | | | |
| NYC Transit | \$71.6 | \$67.3 | \$4.3 | | |
| Commuter Railroads | 104.8 | 96.2 | 8.6 | | |
| MTA Bus Company | 7.5 | 3.2 | 4.3 | | |
| SIRTOA | 6.7 | 3.6 | 3.1 | | |
| PMT Bond Subtotal | \$190.6 | \$170.3 | \$20.3 | 10.7% | Timing of debt issuance. |
| <i>2 Broadway COPs:</i> | | | | | |
| NYC Transit | \$3.6 | \$3.0 | \$0.7 | | |
| Bridges & Tunnels | 0.5 | 0.4 | 0.1 | | |
| MTA HQ | 0.0 | 0.0 | 0.0 | | |
| Commuter Railroads | 1.1 | 0.9 | 0.2 | | |
| 2 Broadway COPs Subtotal | \$5.3 | \$4.3 | \$1.0 | 18.5% | |
| <i>TBTA General Resolution (2):</i> | | | | | |
| NYC Transit | \$138.5 | \$144.0 | (\$5.4) | | |
| Commuter Railroads | 61.7 | 64.2 | (2.4) | | |
| Bridges & Tunnels | 289.1 | 299.2 | (10.1) | | |
| TBTA General Resolution Subtotal | \$489.4 | \$507.4 | (\$18.0) | -3.7% | Prefunding of debt service to November 15th, will reverse in November 2022. |
| <i>TBTA Subordinate (2):</i> | | | | | |
| NYC Transit | \$48.0 | \$50.4 | (\$2.4) | | |
| Commuter Railroads | 24.0 | 25.2 | (1.2) | | |
| Bridges & Tunnels | 13.9 | 14.6 | (0.6) | | |
| TBTA Subordinate Subtotal | \$86.0 | \$90.2 | (\$4.3) | -5.0% | Prefunding of debt service to November 15th, will reverse in November 2022. |
| TBTA 2nd Subordinate Subtotal | \$5.4 | \$0.0 | \$5.4 | 100.0% | Timing of debt issuance. |
| <i>Debt Service from Lockbox Revenues:</i> | | | | | |
| NYC Transit | \$3.7 | \$0.0 | \$3.7 | | |
| Commuter Railroads | 0.9 | 0.0 | 0.9 | | |
| MTA Bus | 0.1 | 0.0 | 0.1 | | |
| SIRTOA | 0.0 | 0.0 | 0.0 | | |
| Debt Service from Lockbox Subtotal | \$4.7 | \$0.0 | \$4.7 | 100.0% | |
| Total Debt Service | \$2,551.7 | \$2,597.9 | (\$46.3) | -1.8% | |
| <i>Debt Service by Agency:</i> | | | | | |
| NYC Transit | \$1,381.3 | \$1,418.3 | (\$37.0) | | |
| Commuter Railroads | 828.3 | 856.4 | (28.1) | | |
| MTA Bus | 22.5 | 5.1 | 17.4 | | |
| SIRTOA | 10.6 | 3.8 | 6.8 | | |
| Bridges & Tunnels | 309.0 | 314.2 | (5.3) | | |
| MTAHQ | 0.0 | 0.0 | 0.0 | | |
| Total Debt Service | \$2,551.7 | \$2,597.9 | (\$46.3) | -1.8% | |

Notes:

(1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.

(2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.

(3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.

Totals may not add due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY
VARIABLE RATE: DAILY MODE
RATE RESETS REPORT (Trailing 10 Days)**

Transportation Revenue Bonds

TBTA General Revenue Bonds

| Issue | | TRB 2005D-2 | TRB 2012G-1 | TRB 2012G-4 | TRB 2015E-1 | TRB 2015E-3 | TBTA 2001C | | | | | | |
|-----------------------|-------|------------------|------------------|------------------|------------------|-----------------|-----------------|-------|-----------------|-------|-----------------|-------|-----------------|
| Remarketing Agent | | Morgan Stanley | Barclays Capital | Morgan Stanley | Barclays Capital | BofA Securities | Goldman | | | | | | |
| Liquidity Provider | | Bank of Montreal | Barclays | Bank of Montreal | Barclays | BofA Merrill | State Street | | | | | | |
| Type of Liquidity | | LoC | LoC | LoC | LoC | LoC | LoC | | | | | | |
| Par Outstanding (\$m) | | 75.10 | 84.45 | 70.63 | 147.78 | 154.85 | 82.43 | | | | | | |
| Swap Notional (\$m) | | 75.10 | 84.45 | 70.63 | None | None | 8.00 | | | | | | |
| Date | SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA |
| 11/1/2022 | 2.24% | 1.45% | -0.79% | 1.50% | -0.74% | 1.45% | -0.79% | 1.50% | -0.74% | 1.49% | -0.75% | 1.48% | -0.76% |
| 11/2/2022 | 2.38% | 1.42% | -0.96% | 1.55% | -0.83% | 1.42% | -0.96% | 1.55% | -0.83% | 1.44% | -0.94% | 1.38% | -1.00% |
| 11/3/2022 | 2.38% | 1.38% | -1.00% | 1.55% | -0.83% | 1.38% | -1.00% | 1.55% | -0.83% | 1.39% | -0.99% | 1.29% | -1.09% |
| 11/4/2022 | 2.38% | 1.35% | -1.03% | 1.30% | -1.08% | 1.35% | -1.03% | 1.30% | -1.08% | 1.25% | -1.13% | 1.29% | -1.09% |
| 11/5/2022 | 2.38% | 1.35% | -1.03% | 1.30% | -1.08% | 1.35% | -1.03% | 1.30% | -1.08% | 1.25% | -1.13% | 1.29% | -1.09% |
| 11/6/2022 | 2.38% | 1.35% | -1.03% | 1.30% | -1.08% | 1.35% | -1.03% | 1.30% | -1.08% | 1.25% | -1.13% | 1.29% | -1.09% |
| 11/7/2022 | 2.38% | 1.30% | -1.08% | 1.25% | -1.13% | 1.30% | -1.08% | 1.25% | -1.13% | 1.21% | -1.17% | 1.17% | -1.21% |
| 11/8/2022 | 2.38% | 1.22% | -1.16% | 1.18% | -1.20% | 1.22% | -1.16% | 1.18% | -1.20% | 1.14% | -1.24% | 1.09% | -1.29% |
| 11/9/2022 | 2.19% | 1.16% | -1.03% | 1.10% | -1.09% | 1.16% | -1.03% | 1.10% | -1.09% | 1.09% | -1.10% | 1.03% | -1.16% |
| 11/10/2022 | 2.19% | 1.10% | -1.09% | 1.05% | -1.14% | 1.10% | -1.09% | 1.05% | -1.14% | 1.04% | -1.15% | 1.03% | -1.16% |

TBTA General Revenue Bonds

Dedicated Tax Fund Bonds

| Issue | | TBTA 2003B-1 | TBTA 2005B-3 | TBTA 2005B-4c | DTF 2008A-1 | DTF 2008A-2a | | | | | |
|-----------------------|-------|--------------|-----------------|---------------|-----------------|---------------|-----------------|-------|-----------------|-------|-----------------|
| Remarketing Agent | | U.S. Bancorp | Jefferies | U.S. Bancorp | TD Securities | TD Securities | | | | | |
| Liquidity Provider | | U.S. Bank | State Street | U.S. Bank | TD Bank | TD Bank | | | | | |
| Type of Liquidity | | LoC | LoC | LoC | LoC | LoC | | | | | |
| Par Outstanding (\$m) | | 96.34 | 186.10 | 82.50 | 130.71 | 45.86 | | | | | |
| Swap Notional (\$m) | | 19.18 | 186.10 | 82.50 | 128.75 | 45.28 | | | | | |
| Date | SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA |
| 11/1/2022 | 2.24% | 1.57% | -0.67% | 1.52% | -0.72% | 1.57% | -0.67% | 1.50% | -0.74% | 1.50% | -0.74% |
| 11/2/2022 | 2.38% | 1.52% | -0.86% | 1.45% | -0.93% | 1.52% | -0.86% | 1.40% | -0.98% | 1.40% | -0.98% |
| 11/3/2022 | 2.38% | 1.43% | -0.95% | 1.39% | -0.99% | 1.43% | -0.95% | 1.30% | -1.08% | 1.30% | -1.08% |
| 11/4/2022 | 2.38% | 1.32% | -1.06% | 1.27% | -1.11% | 1.32% | -1.06% | 1.30% | -1.08% | 1.30% | -1.08% |
| 11/5/2022 | 2.38% | 1.32% | -1.06% | 1.27% | -1.11% | 1.32% | -1.06% | 1.30% | -1.08% | 1.30% | -1.08% |
| 11/6/2022 | 2.38% | 1.32% | -1.06% | 1.27% | -1.11% | 1.32% | -1.06% | 1.30% | -1.08% | 1.30% | -1.08% |
| 11/7/2022 | 2.38% | 1.22% | -1.16% | 1.21% | -1.17% | 1.22% | -1.16% | 1.25% | -1.13% | 1.25% | -1.13% |
| 11/8/2022 | 2.38% | 1.17% | -1.21% | 1.14% | -1.24% | 1.17% | -1.21% | 1.20% | -1.18% | 1.20% | -1.18% |
| 11/9/2022 | 2.19% | 1.10% | -1.09% | 1.12% | -1.07% | 1.10% | -1.09% | 1.10% | -1.09% | 1.10% | -1.09% |
| 11/10/2022 | 2.19% | 1.08% | -1.11% | 1.04% | -1.15% | 1.08% | -1.11% | 1.05% | -1.14% | 1.05% | -1.14% |

Report Date 11/10/2022

**METROPOLITAN TRANSPORTATION AUTHORITY
VARIABLE RATE: WEEKLY MODE
RATE RESETS REPORT (Trailing 6-Weeks)**

| Issue | | TRB 2005E-1 | TRB 2005E-2 | TRB 2002G-1g | TRB 2012A-2 | | | | |
|-----------------------|-------|------------------|-----------------|--------------|------------------|-------|-----------------|-------|-----------------|
| Remarketing Agent | | Barclays Capital | BofA Securities | Goldman | Clarity | | | | |
| Liquidity Provider | | Barclays | BofA Merrill | TD Bank | Bank of Montreal | | | | |
| Liquidity/Insurer | | LoC | LoC | LoC | LoC | | | | |
| Par Outstanding (\$m) | | 131.38 | 56.30 | 19.26 | 50.00 | | | | |
| Swap Notional (\$m) | | 78.82 | 33.78 | 19.26 | None | | | | |
| Date | SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA |
| 10/5/2022 | 2.45% | 2.47% | 0.02% | 2.46% | 0.01% | 2.43% | -0.02% | 3.00% | 0.55% |
| 10/12/2022 | 2.43% | 2.40% | -0.03% | 2.40% | -0.03% | 2.41% | -0.02% | 2.60% | 0.17% |
| 10/19/2022 | 2.37% | 2.35% | -0.02% | 2.35% | -0.02% | 2.35% | -0.02% | 2.60% | 0.23% |
| 10/26/2022 | 2.24% | 2.20% | -0.04% | 2.23% | -0.01% | 2.21% | -0.03% | 2.35% | 0.11% |
| 11/2/2022 | 2.38% | 2.38% | 0.00% | 2.29% | -0.09% | 2.30% | -0.08% | 2.45% | 0.07% |
| 11/9/2022 | 2.19% | 2.18% | -0.01% | 2.10% | -0.09% | 2.10% | -0.09% | 2.25% | 0.06% |

Transportation Revenue Bonds

Dedicated Tax Fund Bonds

| Issue | | TRB 2012G-2 | TRB 2020B-1 | TRB 2020B-2 | DTF 2008A-2b | DTF 2008B-3c | | | | | |
|-----------------------|-------|---------------|-----------------|-------------|-----------------|--------------|-----------------|-------|-----------------|-------|-----------------|
| Remarketing Agent | | TD Securities | PNC Capital | PNC Capital | PNC Capital | PNC Capital | | | | | |
| Liquidity Provider | | TD Bank | PNC Bank | PNC Bank | PNC Bank | PNC Bank | | | | | |
| Liquidity/Insurer | | LoC | LoC | LoC | LoC | LoC | | | | | |
| Par Outstanding (\$m) | | 125.00 | 59.74 | 68.32 | 84.86 | 44.74 | | | | | |
| Swap Notional (\$m) | | 125.00 | None | None | 83.47 | None | | | | | |
| Date | SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA |
| 10/5/2022 | 2.45% | 2.40% | -0.05% | 2.44% | -0.01% | 2.44% | -0.01% | 2.44% | -0.01% | 2.44% | -0.01% |
| 10/12/2022 | 2.43% | 2.40% | -0.03% | 2.43% | 0.00% | 2.43% | 0.00% | 2.43% | 0.00% | 2.43% | 0.00% |
| 10/19/2022 | 2.37% | 2.35% | -0.02% | 2.38% | 0.01% | 2.38% | 0.01% | 2.38% | 0.01% | 2.38% | 0.01% |
| 10/26/2022 | 2.24% | 2.20% | -0.04% | 2.26% | 0.02% | 2.26% | 0.02% | 2.26% | 0.02% | 2.26% | 0.02% |
| 11/2/2022 | 2.38% | 2.30% | -0.08% | 2.39% | 0.01% | 2.39% | 0.01% | 2.39% | 0.01% | 2.39% | 0.01% |
| 11/9/2022 | 2.19% | 2.12% | -0.07% | 2.19% | 0.00% | 2.19% | 0.00% | 2.19% | 0.00% | 2.19% | 0.00% |

TBTA General Revenue Bonds

| Issue | | TBTA 2005B-2a | TBTA 2005B-2b | | |
|-----------------------|-------|---------------|-----------------|-------|-----------------|
| Remarketing Agent | | Clarity | Clarity | | |
| Liquidity Provider | | State Street | State Street | | |
| Liquidity/Insurer | | LoC | LoC | | |
| Par Outstanding (\$m) | | 93.00 | 93.10 | | |
| Swap Notional (\$m) | | 93.00 | 93.10 | | |
| Date | SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA |
| 10/5/2022 | 2.45% | 2.60% | 0.15% | 2.90% | 0.45% |
| 10/12/2022 | 2.43% | 2.65% | 0.22% | 2.58% | 0.15% |
| 10/19/2022 | 2.37% | 2.60% | 0.23% | 2.60% | 0.23% |
| 10/26/2022 | 2.24% | 2.20% | -0.04% | 2.35% | 0.11% |
| 11/2/2022 | 2.38% | 2.50% | 0.12% | 2.00% | -0.38% |
| 11/9/2022 | 2.19% | 2.00% | -0.19% | 2.18% | -0.01% |

| Issue | | TBTA 2005A | TBTA 2018E | | |
|-----------------------|-------|------------------|-----------------|-------|-----------------|
| Remarketing Agent | | Barclays Capital | BofA Securities | | |
| Liquidity Provider | | Barclays | BofA Merrill | | |
| Liquidity/Insurer | | LoC | LoC (Taxable) | | |
| Par Outstanding (\$m) | | 102.07 | 148.47 | | |
| Swap Notional (\$m) | | 17.69 | 135.21 | | |
| Date | SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA |
| 10/4/2022 | 2.45% | 2.47% | 0.02% | 3.22% | 0.77% |
| 10/11/2022 | 2.43% | 2.40% | -0.03% | 3.07% | 0.64% |
| 10/18/2022 | 2.37% | 2.35% | -0.02% | 3.12% | 0.75% |
| 10/25/2022 | 2.24% | 2.20% | -0.04% | 3.12% | 0.88% |
| 11/1/2022 | 2.38% | 2.38% | 0.00% | 3.47% | 1.09% |
| 11/8/2022 | 2.19% | 2.18% | -0.01% | 3.82% | 1.63% |

Report Date 11/8/2022

**METROPOLITAN TRANSPORTATION AUTHORITY
VARIABLE RATE: FLOATING RATE NOTES (SIFMA)
RATE RESETS REPORT (Trailing 6-Weeks)**

Transportation Revenue Bonds

| Issue | | TRB 2012G-3 | TRB 2014D-2 | | |
|-----------------------|-------|-------------|-----------------|------------|-----------------|
| Remarketing Agent | | N/A | N/A | | |
| Purchase Date | | 2/1/2025 | 11/15/2022 | | |
| Liquidity/Insurer | | None | None | | |
| Par Outstanding (\$m) | | 75.00 | 0.00 | | |
| Swap Notional (\$m) | | 75.00 | None | | |
| Date | SIFMA | Rate | Spread to SIFMA | Rate | Spread to SIFMA |
| 10/5/2022 | 2.45% | 2.88% | 0.43% | 2.90% | 0.45% |
| 10/12/2022 | 2.43% | 2.86% | 0.43% | 2.88% | 0.45% |
| 10/19/2022 | 2.37% | 2.80% | 0.43% | 2.82% | 0.45% |
| 10/26/2022 | 2.24% | 2.67% | 0.43% | 2.69% | 0.45% |
| 11/2/2022 | 2.38% | 2.81% | 0.43% | Bonds were | |
| 11/9/2022 | 2.19% | 2.62% | 0.43% | refunded | |

TBTA General Revenue Bonds

| Issue | | TBTA 2003B-2 | |
|-----------------------|-------|--------------|-----------------|
| Remarketing Agent | | N/A | |
| Purchase Date | | 11/15/2024 | |
| Liquidity/Insurer | | None | |
| Par Outstanding (\$m) | | 31.72 | |
| Swap Notional (\$m) | | 31.72 | |
| Date | SIFMA | Rate | Spread to SIFMA |
| 10/5/2022 | 2.45% | 2.70% | 0.25% |
| 10/12/2022 | 2.43% | 2.68% | 0.25% |
| 10/19/2022 | 2.37% | 2.62% | 0.25% |
| 10/26/2022 | 2.24% | 2.49% | 0.25% |
| 11/2/2022 | 2.38% | 2.63% | 0.25% |
| 11/9/2022 | 2.19% | 2.44% | 0.25% |

Report Date 11/8/2022

METROPOLITAN TRANSPORTATION AUTHORITY
VARIABLE RATE: TERM RATE MODE (SOFR)
RATE RESETS REPORT (Trailing 10 Days)

TBTA PMT & TBTA Senior General Revenue Bonds

Transportation Revenue Bonds

| Issue | | TBTA 2005B-4a | TBTA PMT 2022E-2a | TRB 2002D-2a-1 | TRB 2002D-2a-2 | TRB 2002D-2b | | | | | |
|-----------------------|-------------|---------------|-------------------|----------------|----------------|--------------|-------|-----------|-------|-----------|-------|
| Remarketing Agent | | N/A | N/A | N/A | N/A | N/A | | | | | |
| Purchase Date | | 2/1/2024 | 4/1/2026 | 4/1/2024 | 4/1/2026 | 4/1/2024 | | | | | |
| Liquidity Provider | | None | None | None | None | None | | | | | |
| Type of Liquidity | | FRN | FRN | FRN | FRN | FRN | | | | | |
| Par Outstanding (\$m) | | 103.60 | 99.56 | 50.00 | 50.00 | 100.00 | | | | | |
| Swap Notional (\$m) | | 103.60 | 89.77 | 50.00 | None | 100.00 | | | | | |
| Date | 67% of SOFR | Spread to | | Spread to | | Spread to | | Spread to | | Spread to | |
| | | Rate | SOFR | Rate | SOFR | Rate | SOFR | Rate | SOFR | Rate | SOFR |
| 11/1/2022 | 2.04% | 2.42% | 0.38% | 3.09% | 1.05% | 2.59% | 0.55% | 2.84% | 0.80% | 2.59% | 0.55% |
| 11/2/2022 | 2.04% | 2.42% | 0.38% | 3.09% | 1.05% | 2.59% | 0.55% | 2.84% | 0.80% | 2.59% | 0.55% |
| 11/3/2022 | 2.55% | 2.93% | 0.38% | 3.60% | 1.05% | 3.10% | 0.55% | 3.35% | 0.80% | 3.10% | 0.55% |
| 11/4/2022 | 2.55% | 2.93% | 0.38% | 3.60% | 1.05% | 3.10% | 0.55% | 3.35% | 0.80% | 3.10% | 0.55% |
| 11/5/2022 | 2.55% | 2.93% | 0.38% | 3.60% | 1.05% | 3.10% | 0.55% | 3.35% | 0.80% | 3.10% | 0.55% |
| 11/6/2022 | 2.55% | 2.93% | 0.38% | 3.60% | 1.05% | 3.10% | 0.55% | 3.35% | 0.80% | 3.10% | 0.55% |
| 11/7/2022 | 2.53% | 2.91% | 0.38% | 3.58% | 1.05% | 3.08% | 0.55% | 3.33% | 0.80% | 3.08% | 0.55% |
| 11/8/2022 | 2.53% | 2.91% | 0.38% | 3.58% | 1.05% | 3.08% | 0.55% | 3.33% | 0.80% | 3.08% | 0.55% |
| 11/9/2022 | 2.53% | 2.91% | 0.38% | 3.58% | 1.05% | 3.08% | 0.55% | 3.33% | 0.80% | 3.08% | 0.55% |
| 11/10/2022 | 2.53% | 2.91% | 0.38% | 3.58% | 1.05% | 3.08% | 0.55% | 3.33% | 0.80% | 3.08% | 0.55% |

Transportation Revenue Bonds

| Issue | | TRB 2002G-1f | TRB 2005D-1 | TRB 2002G-1h | TRB 2002G-1h | TRB 2012A-3 | | | | | |
|-----------------------|-------------|--------------|-------------|--------------|--------------|-------------|-------|-----------|-------|-----------|-------|
| Remarketing Agent | | N/A | N/A | N/A | N/A | N/A | | | | | |
| Purchase Date | | 11/1/2026 | 4/1/2024 | 11/1/2023 | 11/1/2026 | 11/15/2042 | | | | | |
| Liquidity Provider | | None | None | None | None | None | | | | | |
| Type of Liquidity | | FRN | FRN | FRN | FRN | FRN | | | | | |
| Par Outstanding (\$m) | | 19.27 | 112.60 | 7.00 | 18.75 | 50.00 | | | | | |
| Swap Notional (\$m) | | 19.27 | 112.60 | 7.00 | 18.75 | None | | | | | |
| Date | 67% of SOFR | Spread to | | Spread to | | Spread to | | Spread to | | Spread to | |
| | | Rate | SOFR | Rate | SOFR | Rate | SOFR | Rate | SOFR | Rate | SOFR |
| 11/1/2022 | 2.04% | 2.47% | 0.43% | 2.37% | 0.33% | 2.44% | 0.40% | 2.64% | 0.60% | 2.69% | 0.65% |
| 11/2/2022 | 2.04% | 2.47% | 0.43% | 2.37% | 0.33% | 2.44% | 0.40% | 2.64% | 0.60% | 2.69% | 0.65% |
| 11/3/2022 | 2.55% | 2.98% | 0.43% | 2.88% | 0.33% | 2.95% | 0.40% | 3.15% | 0.60% | 3.20% | 0.65% |
| 11/4/2022 | 2.55% | 2.98% | 0.43% | 2.88% | 0.33% | 2.95% | 0.40% | 3.15% | 0.60% | 3.20% | 0.65% |
| 11/5/2022 | 2.55% | 2.98% | 0.43% | 2.88% | 0.33% | 2.95% | 0.40% | 3.15% | 0.60% | 3.20% | 0.65% |
| 11/6/2022 | 2.55% | 2.98% | 0.43% | 2.88% | 0.33% | 2.95% | 0.40% | 3.15% | 0.60% | 3.20% | 0.65% |
| 11/7/2022 | 2.53% | 2.96% | 0.43% | 2.86% | 0.33% | 2.93% | 0.40% | 3.13% | 0.60% | 3.18% | 0.65% |
| 11/8/2022 | 2.53% | 2.96% | 0.43% | 2.86% | 0.33% | 2.93% | 0.40% | 3.13% | 0.60% | 3.18% | 0.65% |
| 11/9/2022 | 2.53% | 2.96% | 0.43% | 2.86% | 0.33% | 2.93% | 0.40% | 3.13% | 0.60% | 3.18% | 0.65% |
| 11/10/2022 | 2.53% | 2.96% | 0.43% | 2.86% | 0.33% | 2.93% | 0.40% | 3.13% | 0.60% | 3.18% | 0.65% |

Report Date 11/10/2022

**METROPOLITAN TRANSPORTATION AUTHORITY
 VARIABLE RATE: FLOATING RATE NOTES (LIBOR)
 RATE RESETS REPORT (Trailing 6-Weeks)**

Transportation Revenue Bonds

| Issue | | TRB 2011B | | TRB 2012G-4 | |
|-----------------------|-----------------|---------------------|--------------------|-------------------|--------------------|
| Remarketing Agent | | N/A | | N/A | |
| Purchase Date | | 11/1/2022 | | 11/1/2022 | |
| Liquidity/Insurer | | None | | None | |
| Par Outstanding (\$m) | | 0.00 | | 70.63 | |
| Swap Notional (\$m) | | 0.00 | | 70.63 | |
| Date | 67% of 1M LIBOR | Rate | Spread to 1M LIBOR | Rate | Spread to 1M LIBOR |
| 10/5/2022 | 2.10% | 2.65% | 0.55% | 2.65% | 0.55% |
| 10/12/2022 | 2.10% | 2.65% | 0.55% | 2.65% | 0.55% |
| 10/19/2022 | 2.10% | 2.65% | 0.55% | 2.65% | 0.55% |
| 10/26/2022 | 2.10% | 2.65% | 0.55% | 2.65% | 0.55% |
| 11/2/2022 | 0.00% | Bonds were refunded | | Now in Daily Mode | |
| 11/9/2022 | 0.00% | | | | |

Report Date 11/8/2022

MTA DEBT OUTSTANDING (\$ in Millions)

As of 11-16-2022

| Type of Credit | Underlying Ratings (Moody's / S&P / Fitch / Kroll) | Series | BPA Sale Date | Series Original Final Maturity | Principal Iss. Amount | Outstanding | | | Total Outstanding | TIC ¹ | Notes |
|--|---|------------|------------------|-----------------------------------|--------------------------|-----------------|--------------------|------------------------------|----------------------|------------------|-------|
| | | | | | | Fixed Amount | Variable Amount | Synthetic Fixed Amount | | | |
| MTA Transportation Revenue Bonds (A3/BBB+/A-/AA) | | 2002D | 5/30/02 | 11/1/2032 | 400.000 | 58.520 | - | 200.000 | 258.520 | 4.89 | |
| | | 2002G | 11/20/02 | 11/1/2026 | 400.000 | - | (0.000) | 64.270 | 64.270 | 4.17 | |
| | | 2003A | 5/14/03 | 11/15/2032 | 475.340 | 17.460 | - | - | 17.460 | 4.49 | |
| | | 2005B | 7/1/05 | 11/15/2035 | 750.000 | 52.890 | - | - | 52.890 | 4.80 | |
| | | 2005D | 11/2/05 | 11/1/2035 | 250.000 | - | - | 187.700 | 187.700 | 4.22 | |
| | | 2005E | 11/2/05 | 11/1/2035 | 250.000 | - | 75.078 | 112.600 | 187.678 | 3.29 | |
| | | 2006B | 12/20/06 | 11/15/2036 | 717.730 | 72.645 | - | - | 72.645 | 4.52 | |
| | | 2008B | 2/21/08 | 11/15/2030 | 487.530 | 21.685 | - | - | 21.685 | 3.48 | |
| | | 2009A | 10/15/09 | 11/15/2039 | 502.320 | 325.000 | - | - | 325.000 | 3.79 | |
| | | 2010A | 1/13/10 | 11/15/2039 | 363.945 | 363.945 | - | - | 363.945 | 4.44 | |
| | | 2010B | 2/11/10 | 11/15/2039 | 656.975 | 547.730 | - | - | 547.730 | 4.29 | |
| | | 2010C | 7/7/10 | 11/15/2040 | 510.485 | 382.185 | - | - | 382.185 | 4.27 | |
| | | 2010E | 12/29/10 | 11/15/2040 | 750.000 | 582.350 | - | - | 582.350 | 4.57 | |
| | | 2012A | 3/15/12 | 11/15/2042 | 150.000 | 50.000 | 100.000 | - | 150.000 | 2.23 | |
| | | 2012B | 3/15/12 | 11/15/2039 | 250.000 | 128.630 | - | - | 128.630 | 3.85 | |
| | | 2012C | 5/3/12 | 11/15/2047 | 727.430 | 83.735 | - | - | 83.735 | 4.22 | |
| | | 2012D | 8/20/12 | 11/15/2032 | 1,263.365 | 107.300 | - | - | 107.300 | 3.51 | |
| | | 2012E | 7/20/12 | 11/15/2042 | 650.000 | 217.075 | - | - | 217.075 | 3.91 | |
| | | 2012F | 9/28/12 | 11/15/2030 | 1,268.445 | 248.620 | - | - | 248.620 | 3.17 | |
| | | 2012G | 11/13/12 | 11/1/2032 | 359.450 | - | - | 355.075 | 355.075 | 4.45 | |
| | | 2012H | 11/15/12 | 11/15/2042 | 350.000 | 62.520 | - | - | 62.520 | 3.70 | |
| | | 2013A | 1/24/13 | 11/15/2043 | 500.000 | 252.260 | - | - | 252.260 | 3.79 | |
| | | 2013B | 4/2/13 | 11/15/2043 | 500.000 | 277.930 | - | - | 277.930 | 4.08 | |
| | | 2013C | 6/11/13 | 11/15/2043 | 500.000 | 275.375 | - | - | 275.375 | 4.25 | |
| | | 2013D | 7/11/13 | 11/15/2043 | 333.790 | 175.410 | - | - | 175.410 | 4.63 | |
| | | 2013E | 11/15/13 | 11/15/2043 | 500.000 | 298.965 | - | - | 298.965 | 4.64 | |
| | | 2014A | 2/28/14 | 11/15/2044 | 400.000 | 173.385 | - | - | 173.385 | 4.31 | |
| | | 2014B | 4/17/14 | 11/15/2044 | 500.000 | 358.920 | - | - | 358.920 | 4.38 | |
| | | 2014C | 6/26/14 | 11/15/2036 | 500.000 | 195.515 | - | - | 195.515 | 3.32 | |
| | | 2014D | 11/4/14 | 11/15/2044 | 500.000 | 295.455 | - | - | 295.455 | 4.26 | |
| | | 2015A | 1/22/15 | 11/15/2045 | 850.000 | 723.955 | - | - | 723.955 | 4.14 | |
| | | 2015B | 3/19/15 | 11/15/2055 | 275.055 | 245.730 | - | - | 245.730 | 4.29 | |
| | | 2015C | 8/18/15 | 11/15/2035 | 550.000 | 477.110 | - | - | 477.110 | 3.68 | |
| | | 2015D | 9/17/15 | 11/15/2035 | 407.695 | 287.535 | - | - | 287.535 | 3.67 | |
| | | 2015E | 9/10/15 | 11/15/2050 | 650.000 | - | 496.190 | - | 496.190 | 1.54 | |
| | | 2015F | 12/17/2015 | 11/15/2036 | 330.430 | 262.400 | - | - | 262.400 | 3.21 | |
| | | 2016A | 2/25/2016 | 11/15/2056 | 782.520 | 643.070 | - | - | 643.070 | 3.54 | |
| | | 2016B | 6/30/2016 | 11/15/2037 | 673.990 | 520.720 | - | - | 520.720 | 2.90 | |
| | | 2016C | 7/28/2016 | 11/15/2056 | 863.860 | 558.145 | - | - | 558.145 | 3.52 | |
| | | 2016D | 10/26/2016 | 11/15/2035 | 645.655 | 420.925 | - | - | 420.925 | 2.87 | |
| | | 2017A | 3/16/2017 | 11/15/2057 | 325.585 | 314.350 | - | - | 314.350 | 3.77 | |
| | | 2017B | 9/28/2017 | 11/15/2028 | 662.025 | 571.440 | - | - | 571.440 | 1.98 | |
| | 2017C | 12/14/2017 | 11/15/2040 | 2,021.462 | 2,172.935 | - | - | 2,172.935 | 3.12 | | |
| | 2017D | 12/21/2017 | 11/15/2047 | 643.095 | 643.095 | - | - | 643.095 | 3.51 | | |
| | 2018B | 8/23/2018 | 11/15/2028 | 207.220 | 170.475 | - | - | 170.475 | 2.71 | | |
| | 2019A | 2/6/2019 | 11/15/2048 | 454.150 | 454.150 | - | - | 454.150 | 4.16 | | |
| | 2019B | 5/14/2019 | 11/15/2052 | 177.185 | 177.185 | - | - | 177.185 | 3.83 | | |
| | 2019C | 8/14/2019 | 11/15/2049 | 422.430 | 422.430 | - | - | 422.430 | 3.39 | | |
| | 2019D | 11/7/2019 | 11/15/2048 | 241.745 | 241.745 | - | - | 241.745 | 3.62 | | |
| | 2019F BANS | 12/10/2019 | 11/15/2022 | 200.000 | - | - | - | - | 0.00 | | |
| | 2020A BANS | 1/8/2020 | 2/1/2023 | 1,500.000 | 800.000 | - | - | 800.000 | 1.32 | | |
| | 2020A | 1/16/2020 | 11/15/2054 | 924.750 | 924.750 | - | - | 924.750 | 3.46 | | |
| | 2020B | 3/27/2020 | 11/15/2046 | 162.660 | - | 128.060 | - | 128.060 | 2.13 | | |
| | 2020C | 5/14/2020 | 11/15/2055 | 1,725.000 | 1,725.000 | - | - | 1,725.000 | 5.17 | | |
| | 2020D | 9/18/2020 | 11/15/2050 | 900.000 | 900.000 | - | - | 900.000 | 4.49 | | |
| | 2020E | 11/13/2020 | 11/15/2045 | 419.915 | 419.915 | - | - | 419.915 | 4.01 | | |
| | 2021A | 2/12/2021 | 11/15/2050 | 700.000 | 700.000 | - | - | 700.000 | 3.05 | | |
| | | | | 33,483.232 | 20,402.565 | 799.328 | 919.645 | 22,121.538 | 3.67 | | |
| | | | | | | | | | WATIC | | |
| TBTA General Revenue Bonds (Aa3/AA-/AA-/AA) | | 2001C | 12/19/01 | 1/1/2032 | 148.200 | - | 74.425 | 8.000 | 82.425 | 2.23 | |
| | | 2002F | 11/13/02 | 11/1/2032 | 246.480 | 102.935 | - | - | 102.935 | 1.18 | |
| | | 2003B | 12/10/03 | 1/1/2033 | 250.000 | - | 77.160 | 50.895 | 128.055 | 2.37 | |
| | | 2005A | 5/11/05 | 11/1/2041 | 150.000 | - | 84.380 | 17.690 | 102.070 | 1.99 | |
| | | 2005B | 7/7/05 | 1/1/2032 | 800.000 | - | - | 558.300 | 558.300 | 3.69 | |
| | | 2008B | 3/27/08 | 11/15/2038 | 252.230 | 126.750 | - | - | 126.750 | 2.74 | |
| | | 2009A | 2/18/09 | 11/15/2038 | 475.000 | 62.255 | - | - | 62.255 | 3.25 | |
| | | 2009B | 9/17/09 | 11/15/2039 | 200.000 | 200.000 | - | - | 200.000 | 3.63 | |
| | | 2010A | 10/28/10 | 11/15/2040 | 346.960 | 263.020 | - | - | 263.020 | 3.45 | |
| | | 2012A | 6/6/12 | 11/15/2042 | 231.490 | 151.415 | - | - | 151.415 | 3.69 | |

Staff Summary

| Subject 2021-2022 Station Maintenance Receivable | | | | | | Date November 17, 2022 | | | |
|---|--------------|----------|----------|------|-------|---|----------|-------|----------|
| Department Chief Financial Officer | | | | | | Vendor Name | | | |
| Department Head Name Kevin Willens | | | | | | Contract Number | | | |
| Department Head Signature | | | | | | Contract Manager Name | | | |
| Project Manager Name James McGovern <i>JMG</i> | | | | | | Table of Contents Ref # | | | |
| Board Action | | | | | | Internal Approvals | | | |
| Order | To | Date | Approval | Info | Other | Order | Approval | Order | Approval |
| 1 | Finance Com. | 11/29/22 | | | | 1 | Legal | | |
| 2 | Board | 11/30/22 | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

Narrative

The MTA billed the counties and the City of New York for station maintenance for the period 04/01/21 – 03/31/22 based on a statutory formula, which incorporates an annual CPI adjustment factor.

Under Section 1277 of the Public Authorities Law, if a municipality fails to make a full payment of the amounts owed the MTA, the Chief Executive Officer of the MTA or such other person as the Chairman shall designate and shall certify to the State Comptroller for the collection of the amount due and owing.

The attached schedule shows the Station Maintenance billings and collections as of September 30, 2022.

**METROPOLITAN TRANSPORTATION AUTHORITY
STATION MAINTENANCE RECEIVABLE AS OF SEPTEMBER 30, 2022**



| | <u>AMOUNT BILLED</u> | <u>AMOUNT RECEIVED</u> | <u>BALANCE DUE</u> |
|---------------|--------------------------|----------------------------|------------------------|
| NEW YORK CITY | \$108,160,936 | \$108,160,936 | \$ 0 |
| NASSAU | 33,802,863 | 33,802,863 | 0 |
| SUFFOLK | 20,834,694 | 20,834,694 | 0 |
| WESTCHESTER | 23,361,493 | 23,361,493 | 0 |
| DUTCHESS | 2,785,004 | 2,785,004 | 0 |
| PUTNAM | 1,089,118 | 1,089,118 | 0 |
| ORANGE | 576,139 | 576,139 | 0 |
| ROCKLAND | 61,254 | 61,254 | 0 |
| TOTAL | <u>\$190,671,501</u> | <u>\$190,671,501</u> | <u>\$ 0</u> |

Metropolitan Transportation Authority
 Station Maintenance Period Ending September 30, 2022

| 2022 Date | New York City | Nassau County | Suffolk County | Westchester County | Rockland County | Dutchess County | Orange County | Putnam County | Total |
|-----------------------------------|------------------|------------------|-------------------|-----------------------|--------------------|--------------------|------------------|------------------|----------------|
| Billed Amount | \$ 108,160,936 | \$ 33,802,863 | \$ 20,834,694 | \$ 23,361,493 | \$ 61,254 | \$ 2,785,004 | \$ 576,139 | \$ 1,089,118 | \$ 190,671,501 |
| Billed % | 56.73% | 17.73% | 10.93% | 12.25% | 0.03% | 1.46% | 0.30% | 0.57% | 100.00% |
| Receipts: | | | | | | | | | |
| July 2022 | \$ 108,160,936 | | | | \$ 61,254 | | \$ 576,139 | | \$ 108,798,329 |
| August 2022 | | \$ 33,802,863 | \$ 20,834,694 | | | \$ 2,785,004 | | \$ 1,089,118 | \$ 58,511,679 |
| September 2022 | | | | \$ 23,361,493 | | | | | \$ 23,361,493 |
| Balance due September 30, 2022 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Master Page 34 of 128 - Finance Committee Meeting 11/29/2022



THE METROPOLITAN TRANSPORTATION AUTHORITY

FINANCE COMMITTEE

The Charter for the Finance Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Finance Committee (the “Committee”) shall assist the Board Chair and the Board by (1) reviewing, providing guidance, and making recommendations with respect to the MTA’s core financial policies and (2) reviewing, providing guidance and making recommendations with respect to MTA real estate matters.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law

that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The Chief Financial Officer and/or the Director of the Division of Management and Budget, the Director of Finance, and the MTA Director of Real Estate, with respect to real estate matters, shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information that is material to the Committee's monitoring and oversight of the MTA's core financial policies and real estate matters, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the MTA's core financial policies and real estate matters.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. review the MTA's annual budget, and ensure that the MTA operates on a self-sustaining basis, as required by applicable law, and with support from various levels of government;
2. monitor the MTA's compliance during the fiscal year with its annual budget;
3. review the financial requirements of the MTA's capital plans;
4. review annually the proposed plan to meet the financial requirements of the MTA's capital plans, as well as any financing proposals during the fiscal year that deviate from the proposed financial plan for that year;
5. review any proposal relating to the incurrence (or repayment) of material indebtedness or other financing arrangement;

6. review any proposed procurements submitted to the Committee by the Chief Procurement Officer or Agency Procurement Officers;
7. oversee the operations of MTA headquarters, including by reviewing proposed procurements for MTA headquarters that require Board approval;
8. oversee the operations of the First Mutual Transportation Assurance Company (“FMTAC”), including by reviewing proposed procurements for FMTAC;
9. review annually the scope and terms of the MTA’s insurance policies and coverage;
10. monitor the economic performance of the various MTA pension plans;
11. review and make recommendations to the Board with respect to the leasing and acquisition of real property; the licensing of customer services and amenities; the maximizing of advertising opportunities; the disposition or conveyance of interests in real property; the management of occupancies on the property of the MTA and the adoption or amendment of any policies relating thereto;
12. review and make recommendations to the Board with respect to the procurement of certain professional services in support of the activities of the real estate department, including real estate brokerage and other specialized consultant services;
13. review the MTA’s offering and management of leasing, licensing, or other business opportunities on the property of the MTA and its subsidiaries and affiliates; and
14. provide support and guidance to the MTA in its formulation of its real estate policies and procedures.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



MTA Headquarters Procurements

Kuvershen Ayer, Chief Procurement Officer – Office of the Chief Procurement Officer



PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed estimated expenditure of \$499.7M.

| | | | | | |
|--|-----------|-------------|-----------------|-------------|--------------|
| Subject Request for Authorization to Award Various Procurements | | | | | |
| Department MTA Procurement | | | | | |
| Department Head Name Kuvershen Ayer | | | | | |
| Department Head Signature <i>Kuvershen Ayer</i> | | | | | |
| Project Manager Name Rose Davis | | | | | |
| Board Action | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | Committee | 11/28/22 | | | |
| 2 | Board | 11/30/22 | | | |
| | | | | | |
| | | | | | |

| | | | |
|----------------------------------|-----------------|--|-----------------|
| November 23, 2022 | | | |
| Department | | | |
| Department Head Name | | | |
| Department Head Signature | | | |
| Internal Approvals | | | |
| | Approval | | Approval |
| | CAO | | |
| | Legal | | |
| | CFO | | |
| | | | |

Internal Approvals (cont.)

| | | | | | | | |
|--------------|-----------------|--------------|-----------------|--------------|-----------------|--------------|-----------------|
| Order | Approval | Order | Approval | Order | Approval | Order | Approval |
| | | | | | | | |

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the MTA Headquarters Committee of these procurement actions.

DISCUSSION

MTA Headquarters proposes to award Noncompetitive procurements in the following categories: None

MTA Headquarters proposes to award Competitive procurements in the following categories:

| <u>Schedules Requiring Majority Vote:</u> | <u># of Actions</u> | <u>\$ Amount</u> |
|---|---------------------|------------------|
| Schedule G: Miscellaneous Service Contracts | 1 | \$ 32.0 M |
| Schedule H: Modifications to Personal/Miscellaneous Service Contracts | 2 | \$ 428.5 M |
| SUBTOTAL | 3 | \$ 460.5 M |

MTA Headquarters proposes to award Ratifications in the following categories:

| <u>Schedules Requiring Majority Vote:</u> | | |
|---|---|------------|
| Schedule K: Ratification of Completed Procurement Actions | 1 | \$ 39.2 M |
| SUBTOTAL | 1 | \$ 39.2 M |
| TOTAL | 4 | \$ 499.7 M |

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

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

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

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

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

NOW, the Board resolves as follows:

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

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

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

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

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

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

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|----------------------------|--------------------------------------|
| <p>1. PruTech, Inc. Five years w/two 1-year Options Contract# RFP 351189</p> | <p>\$31,979,099</p> | <p><i>Staff Summary Attached</i></p> |
| <p>Award of an estimated quantity contract to provide staffing to support the non-adjudicatory functions and responsibilities of the Transit Adjudication Bureau under the supervision of NYC Transit’s Executive Director of TAB.</p> | | |

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|-----------------------------|--------------------------------------|
| <p>2. Caremark PCS Health, LLC 4.5 years Contract# 0006000020 AWO 2</p> | <p>\$425,000,000</p> | <p><i>Staff Summary Attached</i></p> |
| <p>Modification of a personal service contract to continue to provide pharmacy benefit management services for active NYC Transit represented employees, retirees, and their dependents in accordance with the collective bargaining agreements.</p> | | |
| <p>3. TDX Construction Corporation Six years, three months Contract# 16148-0100 AWO 7</p> | <p>\$3,500,000</p> | <p><i>Staff Summary Attached</i></p> |
| <p>Modification of a personal service contract to provide mentoring services for the MTA’s Small Business Mentoring Program, in order to extend the contract for a period of up to 13 months.</p> | | |

Schedule G: Miscellaneous Service Contracts



Item Number: 1

| |
|---|
| Vendor Name (Location) PruTech Solutions, Inc. |
| Description Staffing to Manage, Maintain and Operate the Transit Adjudication Bureau |
| Contract Term (including Options, if any): Five years with two 1-year options |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: |

| | |
|--|---|
| Contract Number RFP 351189 | Renewal? <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Total Amount: | \$31,979,099 |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Department: MTA Law Department, David Farber | |

Discussion:

MTA Headquarters is requesting that the Board approve the award of an estimated quantity contract to PruTech Solutions, Inc., a New York State-certified Minority- and Woman-Owned Business Enterprise, to provide staffing to support the non-adjudicatory functions and responsibilities of the Transit Adjudication Bureau (“TAB”) under the supervision of NYC Transit’s Executive Director of TAB, in the estimated amount of \$31,979,099 for a term of five years plus two 1-year options. TAB was established under New York State law to provide a forum for the processing and adjudication of Notices of Violations issued for violations of the Transit Rules of Conduct governing the use of the Transit System.

Under the current contract (6%13709), the contractor provides all supervisors and staff necessary to perform various duties including administrative functions, data entry and quality control, adjudication support, payment processing, information and customer services, telephone collections, judgment enforcement, and on-site unarmed security.

A Request for Proposals (“RFP”) advertised in November 2021 yielded responses from six firms: Staffing 101 Group LLC; General Workforce LLC; New Wave People, Inc. (“NWP”); PruTech Solutions, Inc. (“PruTech”); Montco Inc. (“Rotator”); and the incumbent, Republic Parking System, LLC (“Republic”). The Selection Committee (“SC”), comprising TAB’s executive director and payment analyst, and the MTA assistant auditor general, evaluated the proposals in accordance with the evaluation criteria set forth in the RFP. Four firms were invited for oral presentations: NWP, PruTech, Rotator, and Republic.

Following oral presentations, the SC selected all four firms for negotiations. The evaluation criteria included the proposers’ transition plan, plan for managing the Work and Quality Control program; the proposer and its proposed project management’s relevant prior experience; the proposer’s responsiveness to the RFP and demonstration of a clear understanding of the NYC Transit’s expectations and requirements; overall cost; and diversity practices. After being shortlisted, NWP declined further participation in the RFP, citing its pricing model.

Negotiations with the remaining proposers focused on pricing. Upon completion of negotiations, Best and Final Offers (“BAFOs”) were requested and received by October 11, 2022, from the following firms: PruTech - \$32,855,496; Rotator - \$31,989,662; and Republic - \$29,722,962. The SC reviewed the BAFOs and, in accordance with the evaluation criteria, selected PruTech for award. PruTech was the highest technically ranked proposer and its BAFO submission represents savings of \$7,749,790 or 19 percent from its initial proposal. The SC noted that PruTech provided a clear and detailed transition plan, demonstrated a clear understanding of and enthusiasm for meeting NYC Transit’s business requirements and expectations, and has an extensive record of successfully executing for New York City agencies on projects of similar size, scope, and complexity. Although PruTech is not the lowest cost proposer, the SC determined that PruTech’s proposal provided the best value to NYC Transit, and with all evaluation criteria taken into consideration, rated it highest overall. Based on the foregoing, PruTech’s BAFO pricing was found to be fair and reasonable.

PruTech will begin service approximately 60 days after award to ensure a smooth transition of the Work from the incumbent provider.

Subsequent to BAFO submissions, PruTech offered a unilateral price concession that reduced its price further, from \$32,855,496 to \$31,979,099, which is a reduction of \$876,397 or 2.7 percent.

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

PruTech has certified that pursuant to EO 16 it is not doing business in Russia.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights reviewed the Scope of Work and established goals of 15 percent MBE, 15 percent WBE and 6 percent SDVOB. PruTech Solutions, Inc submitted an MWBE/SDVOB utilization plan that meets the required 36% MWBE/SDVOB goal. PruTech Solutions, Inc has achieved its MWDBE goals on previously completed contracts.

Impact on Funding

Funding is available in the MTA Law Department’s operating budget under RC 6320, General Ledger number 712252 and Function 950.

Alternatives

None. The Law Department lacks in-house staff to perform all aspects of the Work.

Recommendation

Award a competitively negotiated personal services contract to PruTech to provide staffing to manage, maintain and operate the Transit Adjudication Bureau at NYC Transit.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: 2

| | | |
|--|--|------------------------|
| Vendor Name (Location) CaremarkPCS Health, LLC (Woonsocket, Rhode Island) | Contract Number 0006000020 | AWO/Mod. # 2 |
| Description: Pharmacy Benefits Manager (PBM) Program | Original Amount: | \$ 944,600,000 |
| Contract Term (including Options, if any) June 1, 2019–December 31, 2023 | Prior Modifications: | \$ 0 |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a | Prior Budgetary Increases: | 0 |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive | Current Amount: | \$ 944,600,000 |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification | This Request: | \$ 425,000,000 |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | % of This Request to Current Amount: | 45% |
| Requesting Department: Human Resources, Margaret Connor | % of Modifications (including This Request) to Original Amount: | 45% |

Discussion:

MTA Headquarters is seeking Board approval to extend a competitively negotiated personal service contract with CaremarkPCS Health, LLC (“CVS Health”) for 13 months and add funding in the amount of \$425 million for the continuation of pharmacy benefit management services for active NYC Transit represented employees, retirees, and their dependents (collectively “NYCT”) in accordance with the collective bargaining agreements for approximately 150,000 active employees, early retirees, and Medicare lives. The CVS Health contract extension until December 31, 2023, is needed to provide coverage while a new Request for Proposal (“RFP”) for a successor contract is completed. The requested total amount of \$425 million includes additional funding for the current contract term (through November 27, 2022) inclusive of the 180-day unilateral extension option and the 13-month extension period (November 28, 2022–December 31, 2023). The originally approved \$944.6 million must be adjusted upward by \$56.7 million based on higher-than-expected utilization during the 180-day extension. The revised total contract amount (\$1.37 billion) is the sum of the originally approved \$944.6 million plus \$56.7 million to cover the current term, plus \$368.3 million to cover the 13-month extension.

In March 2019, the Board approved a three-year contract with CVS Health (June 1, 2019–May 31, 2022) in the amount of \$944.6 million (“Contract”). Under the Contract, CVS Health provides Pharmacy Benefit Manager (“PBM”) services to NYCT as a third-party administrator of prescription drug programs and is primarily responsible for processing and paying prescription drug claims. By aggregating prescription drug purchases, PBMs can negotiate favorable rebates and discounts on the behalf of its clients. The services include two plans: (1) a commercial plan that primarily serves members ineligible for Medicare, and (2) an Employer Group Waiver Plan (“EGWP”) that serves Medicare-eligible members, taking advantage of financial incentives for employers that are made available through the Affordable Care Act.

The Contract includes an MTA option for a unilateral 180-day term extension (June 1, 2022–November 27, 2022), which the MTA exercised. This 13-month extension is necessary to cover the time required to issue and complete a successor RFP for these services, which has been delayed due to resource constraints. Benefits advisory consultant Mercer Health & Benefits, LLC (“Mercer”) was engaged to benchmark CVS Health’s pricing terms for this extension period by comparing the aggregate value of the discounts, dispensing fees, administration fee pricing terms of the MTA with the aggregate value of the discounts, administration fee pricing terms available in the marketplace at time of the market check, for plans comparable in size and plan design receiving comparable services from CVS Health. Mercer’s analysis determined that while some of CVS Health’s financial terms are competitive, there are a few components that should be improved to align with the benchmark terms for competitive financial arrangements. As a result of negotiations, CVS Health provided a revised proposal that offers \$200,000 in savings for the commercial plan and \$16.9 million in savings for the EGWP. Based on the foregoing analysis and negotiations, CVS Health’s pricing terms are determined to be fair and reasonable.

CVS Health has certified that pursuant to EO 16 it is not doing business in Russia.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. The Authority is working with the contractor to include applicable cybersecurity requirements prior to issuance of the modification.

Impact on Funding

Funding is included in NYC Transit’s Operating Budget.

Item Number: 3

| | | |
|---|--|------------------------|
| Vendor Name (Location) TDX Construction Corporation (New York, New York) | Contract Number 16148-0100 | AWO/Mod. # 7 |
| Description: Small Business Mentoring Program | Original Amount: | \$ 9,882,653 |
| Contract Term (including Options, if any) August 15, 2016–November 30, 2022 | Prior Modifications: | \$ 3,257,706 |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a | Current Amount: | \$ 13,140,360 |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive | This Request: | \$ 3,500,000 |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | % of This Request to Current Amount: | 26.6% |
| Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | % of Modifications (including This Request) to Original Amount: | 51% |
| Requesting Department: MTA Department of Diversity and Civil Rights, Michael Garner | | |

Discussion:

MTA Headquarters seeks Board approval to amend the All-Agency competitively negotiated contract with TDX Construction Corporation (“TDX”) that provides mentoring services for the MTA’s Small Business Mentoring Program (“SBMP”). This modification will extend the contract term for up to 15 months (November 20, 2022–February 28, 2024) as set forth in the contract terms and conditions. The extension period will run concurrently with the Small Business Development Program (“SBDP”) contract issued to TDX in 2018. During this time, a new solicitation will be issued that will combine the services of both SBMP and SBDP programs under one Request for Proposal (“RFP”).

The Board previously approved two Small Business Mentoring Services contracts: SBMP (July 2018–November 2022), and SBDP, (March 2022–February 2024) to TDX Construction Corporation. The MTA is looking to combine these two services under one procurement as the two programs are closely related. Vendors that initially participate in the SBMP generally advance to the SBDP. Combining the two programs will be advantageous to the MTA, as it will provide the consultant the ability to seamlessly recommend small business vendors having successfully completed the SBMP to join the more advanced SBDP. Additionally, market research has shown that combining the two programs into one solicitation will likely result in a larger pool of vendors responding to the RFP.

The SBMP provides small businesses in the construction trades the opportunity to acquire knowledge about and gain experience with MTA construction projects by providing the tools necessary to successfully compete for MTA public works contracts independent of the SBMP. Small businesses admitted into the program are prequalified and receive training, technical assistance, and mentoring from MTA’s construction managers. TDX works closely with the small businesses of this program during the bidding process, assisting them through necessary project details. Through this program, the participating small businesses bid on projects valued up to \$1 million. The goal of the SBMP is to address the impediments small businesses face in competing for MTA capital construction projects and expand the pool of qualified and diverse contractors.

The SBDP was created to expand on the SBMP by further developing and growing small business contractors through on-the-job and classroom training with prime contracts within the MTA Agencies. The SBDP addresses advanced topics such as developing construction-related estimates, large-scale project scheduling, quality assurance/quality control plans, contractor’s performance, and change orders. The SBDP also provides project-specific mentorship, training and information on contractor bank loan repayment administration, bonding programs, information technology training, and contractor payment tracking. Through this program, small businesses bid on projects valued up to \$3 million. Pricing for this modification will remain consistent with the awarded contract rates and is therefore deemed fair and reasonable.

Pricing for this modification will remain consistent with the base contract rates and is therefore deemed fair and reasonable. The Authority is working with TDX to include applicable cybersecurity requirements prior to finalizing the supplemental agreement.

TDX has certified that, pursuant to EO 16, it is not doing business in Russia.

Impact on Funding

In order to finance the cost of the mentoring contract and other administrative training costs of the SBMP, this contract extension will be charged to the Capital Program.

Alternatives

None. The MTA does not have the resources to perform these services in-house.

NOVEMBER 2022

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|---------------------|--------------|-------------------------------|
| 1. Various | \$39,244,076 | <i>Staff Summary Attached</i> |
| Various | | |
| Contract #s Various | | |
- Ratification of contracts awarded pursuant to the COVID-19 Immediate Operating Need.

Item Number:

| |
|--|
| Vendor Name (Location) Various |
| Description Procurement Actions Pursuant to Covid-19 ION |
| Contract Term (including Options, if any) Various |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |
| Requesting Department: MTA Procurement, Kuvershen Ayer |

| | |
|--|--------------------------|
| Contract Number Various | Modification # |
| Original Amount: | \$ |
| Prior Modifications: | \$ |
| Prior Budgetary Increases: | \$ |
| Current Amount: | \$ |
| This Request: | \$ 39,244,076 |
| % of This Request to Current Amount: | |
| % of Modifications (including This Request) to Original Amount: | |

Discussion:

This is to request that the Board ratify contracts awarded pursuant to the COVID-19 Immediate Operating Need (“ION”) declared by the Chief Procurement Officer on August 18, 2021 to address and procure urgent services for the MTA resulting from the pandemic. The ION was extended on November 30, 2021, to address the continued need for COVID-19 related emergency contracts.

The COVID-19 ION authorized the procurement of COVID-19-related materials and services based on an immediate operating need (Emergency, Critical Need or Unforeseen Circumstances as per the All-Agency Procurement Guidelines) to allow contracts to be used to address the need for immediate, available and necessary COVID-19 related services. The following is a list of the services that were procured under the ION:

| Category | Totals | Number of Contracts |
|--|---------------------|---------------------|
| Supplemental Paratransit Access-A-Ride Service | \$18,900,287 | 4 |
| COVID-19 Testing | \$20,343,789 | 1 |
| Grand Total | \$39,244,076 | 5 |

Supplemental Paratransit Access-A-Ride (“AAR”) Service

The Supplemental AAR Service Program was necessary to maintain zero denial and accommodate the need for additional wheelchair-equipped AAR service that is provided by Dedicated Service Providers (“DSP”). DSPs are known as Primary AAR Carriers whose business is to transport NYC Transit AAR customers using NYC Transit-owned, lift-equipped vehicles that are leased to the DSPs. Procuring additional service providers was necessary to support the DSPs who were experiencing performance and service issues, including driver shortages and a decline in resources due to the impacts of COVID-19. The additional service providers (“Contractors”) are: D&J Service, Inc.; GoGo Bus Tours, Inc.; VGM Gov. Biz, LLC; and Abba Local Transportation, Inc., d/b/a US Ambulette, for a contract term of one year, with an option to extend for an additional one year.

Under the Supplemental Scope of Work, the Contractors utilized dedicated vehicles and drivers for a specified block of time to respond only to NYCT Paratransit’s needs and serve only NYCT Paratransit’s customers during that block of time. Drivers are dedicated to this program and receive specialized training for assisting and interacting with persons with disabilities. Drivers transporting persons with cognitive disabilities receive enhanced support training. The Contractors utilize their own vehicles, which can be lift-equipped cutaway vehicles licensed and registered under New York State Department of Transportation regulations or Wheelchair Accessible Vehicles (“WAVs”) licensed and operated under New York City Taxi and Limousine Commission requirements. Drivers for cutaway vehicles must have Commercial Driver’s Licenses; drivers for WAVs must have NYC TLC licenses. All drivers are subject to Federal Drug and Alcohol testing requirements (like Primary Carrier and Broker drivers). The contract also permits the Contractors to serve as back-up service providers to perform same-day trips.

All the above-named Contractors have certified that pursuant to EO 16 they are not doing business in Russia.

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

COVID-19 Testing

On September 2, 2021, the MTA entered into a one-year contract with Mount Sinai to provide for COVID-19 testing of employees as well as temporary staff to support the MTA's COVID-19 response. The contract provided for lab testing and temperature checks. Mount Sinai administered and analyzed weekly tests and was able to provide 25,000 tests per day. The initial contract with Mount Sinai was \$10 million, but as the pandemic spread and Mount Sinai continued to provide services to the MTA, modifications to the contract were needed to address MTA's immediate need for COVID-19 testing of personnel as MTA sought to manage the safety of its operations. As a result, the contract increased to a total value of \$20,343,789. Mount Sinai was the only provider with Emergency Use Authorization from the U.S. Food and Drug Administration for its saliva-based COVID-19 test, which is as accurate as a nasal PCR test and, as such, did not require a nasal PCR test for confirmation of positive COVID-19 test results. The saliva-based test offered by Mount Sinai was more convenient, more comfortable and lower cost than equivalent nasal PCR tests.

Based on the informal competition that was conducted to the extent practicable during the COVID-19 emergency, the pricing in these contracts were found to be fair and reasonable.

Staff Summary

| | | | |
|--|-----------------|--------------|-----------------|
| Item Number 1 | | | |
| Department: MTA Procurement, Kuvershen Ayer, CPO | | | |
| Internal Approvals | | | |
| Order | Approval | Order | Approval |
| 1 | Materiel | 6 | President |
| 2 | X Law | | |
| 3 | X DDCR | | |
| 4 | X Subways | | |
| 5 | CFO | | |

| | |
|--|-----------------------------------|
| SUMMARY INFORMATION | |
| Vendor Name JBA Change Management Corporation | Contract No. SSE 388617 |
| Description Consulting Services for NYC Transit Department of Subways, Division of Maintenance of Way | |
| Total Amount: \$31,384,369 | |
| Contract Term (including Options, if any) 2 Years | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive | |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Unique Source | |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal | |

Purpose

It is requested that the Board approve the award of a non-competitive two-year, personal service contract to JBA Change Management Corporation (“JBA”) pursuant to the All-Agency Service Contract Procurement Guidelines, Article III-C(5), for consulting services for the NYC Transit Department of Subways (“Subways”), Division of Maintenance of Way (“MOW”) that will build on its previous work and focus on longer-term preventative work and maintenance strategy.

Discussion

Subways requested this consultant engagement in order to build on prior work performed by JBA under the Subway Action Plan (“SAP”) and increase the overall subway system’s reliability and safety. JBA is uniquely qualified to perform the work under this contract due to the fact that this work builds on and is an extension of two years’ worth of work already performed by JBA under the SAP. From 2017 to 2019, JBA was hired under the auspices of the SAP to help MOW develop and implement new processes, methods, materials, and tools to improve maintenance and inspections with the overall goal of reducing major subway incidents. As these incidents have decreased significantly, the effort under this contract will build on JBA’s previous work and guide MOW in improving equipment inspections and developing maintenance and monitoring programs based on best industry practices.

MOW’s subdivisions of Track and Signals have recently lost a considerable number of personnel through attrition, which contributed to an overall loss of institutional knowledge. During the pandemic, the focus was on staff safety and service delivery. Engaging this consultant will ensure that the prior investment cited above is preserved and expanded upon.

Under this contract, JBA will be tasked with improving the maintenance of track, signal, power, and infrastructure assets that affect the reliability of the subway track and signal systems to preemptively prevent system failures and improve reliability, and will include: (1) strengthening and reinforcement of process improvements from JBA’s prior work under the SAP; (2) improvement of track inspection program; (3) development and implementation of a Scheduled Maintenance System program for the Track and Signals subdivisions; (4) evaluation and development of a plan to increase the compliance with maintenance and testing standards for signals, power, and third rail; (5) identification of best practices for MOW Engineering inspection guidelines and maintenance methods; (6) development of key performance indicators for monitoring maintenance quality in Track and Signals; and (7) recommendation of institutional changes to sustain long-term improvement in the aforementioned initiatives.

Staff Summary

JBA has a singular combination of SAP expertise, international rapid-transit industry experience, immediate availability, and previous experience with NYC Transit, including JBA's prior work when tasked by the MTA as a best practices consultant for rolling stock procurements.

JBA submitted its initial proposal of \$34,497,452. As a result of negotiations, JBA's final proposal was reduced to \$31,384,369, a savings of \$3,113,083. JBA will receive \$29,384,369 for successful completion of all tasks during this two-year engagement; however, up to an additional \$2 million will be available to JBA if certain performance and cost savings objectives are met. The final maximum price of \$31,384,369 was deemed to be fair and reasonable.

Although a financial review conducted by MTA Controller's Office revealed that JBA was not financially qualified, Subways and Procurement made a business decision to proceed with this recommendation for contract award to JBA based on a low risk as payments will only be made after work has been performed.

This contract was evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, any applicable cybersecurity requirements, to the extent required, have been included in the base contract terms and conditions.

JBA has certified that pursuant to EO 16 it is not doing business in Russia.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established zero percent MWBE/SDVOB goals on this contract due to lack of subcontracting opportunities and a lack of MWBE/SDVOB firms in the marketplace. JBA Corporation has not completed any contracts with MWBE goals; therefore, an assessment of the firm's MWBE/SDVOB performance is unavailable at this time.

Impact on Funding

Funding will be from Operating funds.

Alternatives

None recommended. JBA is uniquely qualified to provide these consulting services based on previous engagement with NYC Transit and international rapid-transit industry experience.

Recommendation

It is recommended that the Board approve the award of a two-year, personal service contract to JBA Change Management Corporation in the amount of \$31,384,369 for consulting services for the NYC Transit Department of Subways, Division of Maintenance of Way.

Schedule I: Modifications to Purchase and Public Work Contracts



Item 2

| |
|--|
| Vendor Name (Location) Cubic Transportation Systems, Inc. (San Diego, California) |
| Description: New Fare Payment System – One Metro New York (OMNY) |
| Contract Term (including Options, if any) November 1, 2017–July 31, 2030 |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |
| Requesting Department: MTA Fare Payment Program, Amy Linden |

| | |
|--|-------------------------|
| Contract Number A34024 | AWO/Mod. #: 8 |
| Original Amount: | \$ 553,827,839 |
| Prior Modifications | \$ 49,247,457 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 604,555,296 |
| This request: | \$ 27,500,000 |
| % of This Request to Current Amount: | 4.5% |
| % of Modifications (including This Request) to Original Amount: | 13.9% |

Discussion:

NYC Transit is seeking Board approval to modify the contract with Cubic Transportation Systems, Inc. (“Cubic”) for New Fare Payment System – One Metro New York (“OMNY”) to implement software and hardware enhancements that will unify the Metro-North Railroad (“MNR”), Long Island Rail Road (“LIRR”), and NYC Transit Configurable Vending Machine (“CVM”) designs, streamline maintenance and Revenue Collection activities, upgrade the communication switch for more efficient and flexible operations, and provide improvements to both internal and external security measures.

Performing these enhancements to the original design of the CVM improves the customer experience as well as operations between both Railroads’ Revenue Operations, NYC Transit Electronics Maintenance Division, and Revenue Control. The CVM will replace the existing MetroCard Vending Machines currently in use and become the primary distribution method for customers to purchase OMNY cards in stations.

OMNY is an account-based, open-payment system based on proven payment industry standards and open architecture principles, allowing customers to pay fares using diverse options, including mobile apps, digital wallets (e.g., Apple Pay, Google Pay, and Samsung Pay), contactless bank cards, and MTA-issued contactless transit cards. When completed, OMNY will provide customers with multiple 24/7 self-service options for managing their accounts and options to purchase and reload fare media online, at local retailers, and at subway stations.

Under the base contract, Cubic will deliver and install 1,720 CVMs to NYC Transit and, under the options exercised via Change Order No. 6, will deliver and install 594 additional CVMs to MNR and LIRR. This change order also includes 61 additional CVMs for MNR and LIRR, for a total of 655.

This change order includes nine unique enhancements to all 2,375 CVMs, the overall highlights of which are:

- *Implementation of a Bill Note Recycler.* This is a physical bin that allows for simultaneous cash inflow and outflow management. The original design was modeled after the MetroCard Vending Machine, which had separate bins for cash in and cash out. Having one bin reduces the frequency of restocking the machines with bills.
- *Internal Barcode Reader.* The reader is internal to the machine and allows for maintenance, inventory control, and tracking of the CVM’s modular and interchangeable components, including internal OMNY-card inventory and cash inventory.
- *Addition of Cyberlocks.* Cyberlocks are programmable electronic locks that replace mechanical locks. Like mechanical locks, Cyberlocks provide security by controlling access, but in addition provide visibility into which keys are being used, and when.
- *Implementation of a Secure Coin Loader.* The coin loader is a prefilled and inventoried lockbox of coins from Revenue Control. The loader will replace the comparatively insecure coin bag currently in use, thus eliminating human interaction with money.
- *Deployment of Rodent Ingress Protection kits.* This is a mesh system at the base of the CVM that deters animals from entering the machine, but also does not trap or harm them.
- *Replacement of LED dot-matrix Marquee Display with LCD Marquee Display.* This allows for a more effective display and conveyance of information.

Cubic submitted a price proposal for equipment, engineering, and technical and software support costs for this change order in the amount of \$29,448,030. The base contract contains preestablished unit prices for various equipment as well as labor rates included in the scope of this change order. After negotiations, Cubic provided an updated proposal in the amount of \$27,500,000, consisting of: (1) \$22,895,251 for equipment including installation and warranty; (2) \$2,428,863 for engineering costs; (3) \$446,310 for Service Support through Substantial Completion; (4) \$1,150,891 for Service Support for the seven-year base after substantial completion; and (5) \$578,682 for Project Management. A total savings of \$1,988,030 was achieved. Cubic's pricing for this change order has been found fair and reasonable.

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

Cubic has certified that pursuant to EO 16, it is not doing business in Russia.

Impact on Funding

This requirement will utilize Capital funds.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 3-4

| |
|--|
| Vendor Name (Location) Nova Bus, Inc. (Plattsburgh, New York) New Flyer of America, Inc. (St. Cloud, Minnesota) |
| Description Options to Furnish and Deliver 289 Low-Floor 40-Foot Diesel Buses |
| Contract Term (including Options, if any) 112 months from original Notice of Award (inclusive of delivery of all buses and provision of warranty support) |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |
| Requesting Department: MTA Bus Company, Frank Annicaro |

| Contract Number | AWO/Mod. # |
|--|----------------|
| B40666-1 (Nova Bus) | 3 |
| B40666-2 (New Flyer) | 5 |
| Original Amount: | \$ 218,905,330 |
| Option Amount: | \$ 382,289,747 |
| Total Amount: | \$ 601,195,077 |
| Prior Modifications: | \$ 3,063,000 |
| Prior Budgetary Increases: | \$ |
| Current Amount: | \$ 604,211,457 |
| This Request: | \$ 230,715,009 |
| Nova Bus: \$137,359,059 New Flyer: \$93,355,950 | |
| % of This Request to Current Amount: | 38.18% |
| % of Modifications (including This Request) to Original Amount: | 281.41% |

Discussion:

It is requested that the Board approve the modification of two contracts for the purchase of a total of 289 low-floor 40-foot diesel buses by NYC Transit on behalf of MTA Bus Company: 173 buses from Nova Bus, Inc. (“Nova Bus”) in the estimated amount of \$137,359,059; and 116 diesel buses from New Flyer of America, Inc. (“New Flyer”) in the estimated amount of \$93,355,950; for a combined total estimated award amount of \$230,715,009.

The base contracts (B-40666-1 and B-40666-2) were the result of a competitively solicited and negotiated Request for Proposal (“RFP”) for the purchase of 275 low-floor 40-foot diesel-electric hybrid buses to replace buses that were beyond their 12-year service life as well as related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training. The original RFP resulted in a 60/40 split award approved by the Board in December 2019. Each of the resulting contracts included options to purchase up to 558 additional buses, which could be unilaterally exercised by the Authority. Contract B-40666-1 was awarded to Nova Bus in the amount of \$132,349,722 for 165 hybrid buses and Contract B-40666-2 was awarded to New Flyer in the amount of \$86,555,608 for 110 hybrid buses. Contract modifications to purchase additional buses were subsequently awarded: 335 additional buses (126 hybrid and 209 diesel) from Nova Bus in the estimated amount of \$227,233,620; and 223 additional buses (84 hybrid and 139 diesel) from New Flyer in the estimated amount of \$155,056,127. The current combined total estimated award amount of these contracts including various technical changes is \$604,211,457. Nova Bus is scheduled to complete delivery of the 500 buses (291 hybrid and 209 diesel) previously awarded under contract B40666-1 in April 2023 and New Flyer is scheduled to complete delivery of the 333 buses (194 hybrid and 139 diesel) previously awarded under contract B40666-2 in December 2023.

The 289 buses that are the subject of these modifications will replace buses that are beyond their 12-year service life. The award to Nova Bus will consist of 173 diesel buses in the estimated amount of \$137,359,059 (\$793,983 per bus) and the award to New Flyer will consist of 116 diesel buses in the estimated amount of \$93,355,950 (\$804,793 per bus). Pricing for these option buses is based on the price per bus competitively obtained in the base contracts to which an adjustment formula, also established in the base, reflecting changes in labor and material cost indices, currency exchange rates, and other agreed-upon factors is applied. The pricing from both bus manufacturers was reviewed by the Cost Price Analysis Unit and found to be fair and reasonable.

An analysis of recent inflationary trends suggests exercising these options will result in a cost avoidance of approximately 10 percent or \$23,071,501 as delivery of these buses will be at least eight months earlier than if achieved through a new RFP. Additionally, by splitting the award between two bus manufacturers, the Authority will realize an overall earlier delivery by up to 19 weeks versus a single award. The combined delivery of the 289 diesel option buses is scheduled to begin in September 2023 and be completed in June 2024, for an overall delivery period of 76 weeks from Notice of Award. Nova Bus will deliver between October 2023 and June 2024, while New Flyer will deliver between September 2023 and April 2024. It should also be noted that this approach fosters technological competition and allows MTA Bus Company to mitigate potential performance and supply risks between two bus manufacturers instead of relying on only one for an order of this size.

These buses will be outfitted with new features including improved driver visibility, driver barriers, pedestrian turn warning, Wi-Fi, USB charging ports, digital information screens, automatic passenger counters, and prewiring for OMNY and an automated bus lane enforcement system.

Both New Flyer and Nova Bus have met the goals established in their base contracts and will continue to collaboratively work with the Authority in order to maximize the goals attained under these contracts and to establish an expanded MWBE supplier base for future procurements.

Nova Bus has committed to meeting the New York State Content of 35.0%, and New Flyer has committed to meeting the New York State Content of 21.2%. The total combined New York State Content for these modifications will be \$67,867,132, which represents 29.4% of the total award.

Both Nova Bus and New Flyer have certified pursuant to EO 16 that they do not do business in Russia.

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

Impact on Funding

These options will be funded with 100 percent MTA funds. Funds have been approved in the MTA Bus 2020–2024 Capital Plan. An overall funding shortfall of \$35.6 million exists for the project. This shortfall will be funded from a deferral of approximately 50 other buses included in the MTA Bus Capital Plan. WAR certificates will be secured prior to award.

The MTA Office of the Controller performed a financial review and found there is reasonable assurance that TSS is financially qualified to perform the work under this contract.

TSS certified that pursuant to EO 16 they are not doing business in Russia.

This contract was evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements; any applicable cybersecurity requirements, to the extent required, have been included in the contract.

Impact on Funding

This requirement will utilize Operating funding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Accrual Statement of Operations by Category
October 2022 Monthly
(\$ in millions)

| | Non-Reimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|------------------|---------------------------------|---------------|-------------------|----------------|---------------------------------|-------------------|-------------------|------------------|---------------------------------|---------------|
| | Mid-Year Forecast | Actual | -Variance: Fav/(Unfav)- Dollars | Percent | Mid-Year Forecast | Actual | -Variance: Fav/(Unfav)- Dollars | Percent | Mid-Year Forecast | Actual | -Variance: Fav/(Unfav)- Dollars | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$359.1 | \$372.4 | \$13.2 | 3.7 | \$0.0 | \$0.0 | \$0.0 | N/A | \$359.1 | \$372.4 | \$13.2 | 3.7 |
| Toll Revenue | 203.6 | 210.3 | 6.7 | 3.3 | 0.0 | 0.0 | 0.0 | N/A | 203.6 | 210.3 | 6.7 | 3.3 |
| Other Revenue | 58.1 | 102.4 | 44.3 | 76.1 | 0.0 | 0.0 | 0.0 | N/A | 58.1 | 102.4 | 44.3 | 76.1 |
| Capital and Other Reimbursements | 0.0 | 0.0 | 0.0 | N/A | 198.9 | 117.5 | (81.4) | (40.9) | 198.9 | 117.5 | (81.4) | (40.9) |
| Total Revenues | \$620.9 | \$685.1 | \$64.2 | 10.3 | \$198.9 | \$117.5 | (\$81.4) | (40.9) | \$819.7 | \$802.5 | (\$17.2) | (2.1) |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$473.6 | \$456.2 | \$17.5 | 3.7 | \$64.7 | \$47.3 | \$17.4 | 26.8 | \$538.3 | \$503.5 | \$34.8 | 6.5 |
| Overtime | 77.5 | 96.8 | (19.4) | (25.0) | 18.0 | 12.9 | 5.1 | 28.2 | 95.4 | 109.7 | (14.3) | (15.0) |
| Health and Welfare | 136.2 | 115.5 | 20.7 | 15.2 | 8.4 | 4.4 | 4.1 | 48.3 | 144.6 | 119.9 | 24.7 | 17.1 |
| OPEB Current Payments | 65.7 | 71.7 | (6.0) | (9.1) | 1.2 | 1.2 | 0.1 | 5.1 | 66.9 | 72.9 | (5.9) | (8.8) |
| Pension | 109.6 | 111.8 | (2.2) | (2.0) | 11.0 | 10.2 | 0.9 | 7.7 | 120.6 | 121.9 | (1.3) | (1.1) |
| Other Fringe Benefits | 81.0 | 80.2 | 0.8 | 0.9 | 21.7 | 17.0 | 4.7 | 21.7 | 102.7 | 97.2 | 5.5 | 5.3 |
| Reimbursable Overhead | (37.2) | (33.1) | (4.1) | (11.0) | 37.0 | 33.0 | 4.0 | 10.7 | (0.2) | (0.1) | (0.1) | (53.7) |
| Total Labor Expenses | \$906.3 | \$899.0 | \$7.2 | 0.8 | \$162.1 | \$126.0 | \$36.1 | 22.3 | \$1,068.4 | \$1,025.0 | \$43.3 | 4.1 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$55.6 | \$51.6 | \$4.0 | 7.2 | \$0.1 | \$0.2 | (\$0.1) | <(100.0) | \$55.6 | \$51.7 | \$3.9 | 7.0 |
| Fuel | 26.9 | 24.1 | 2.8 | 10.2 | 0.0 | 0.0 | 0.0 | 97.1 | 26.9 | 24.1 | 2.8 | 10.3 |
| Insurance | 4.8 | 0.4 | 4.4 | 92.7 | 0.8 | 0.5 | 0.3 | 37.2 | 5.6 | 0.9 | 4.7 | 84.3 |
| Claims | 39.0 | 31.8 | 7.2 | 18.5 | 0.0 | 0.0 | 0.0 | N/A | 39.0 | 31.8 | 7.2 | 18.5 |
| Paratransit Service Contracts | 37.6 | 38.2 | (0.6) | (1.5) | 0.0 | 0.0 | 0.0 | N/A | 37.6 | 38.2 | (0.6) | (1.5) |
| Maintenance and Other Operating Contracts | 77.7 | 64.8 | 12.9 | 16.6 | 7.2 | 6.1 | 1.1 | 15.3 | 84.9 | 70.9 | 14.0 | 16.4 |
| Professional Services Contracts | 78.2 | 87.1 | (8.9) | (11.4) | 17.8 | (25.2) | 42.9 | > 100.0 | 96.0 | 62.0 | 34.0 | 35.5 |
| Materials and Supplies | 61.9 | 52.1 | 9.8 | 15.9 | 10.5 | 9.9 | 0.6 | 5.6 | 72.4 | 62.0 | 10.4 | 14.4 |
| Other Business Expenses | 21.1 | 20.2 | 0.9 | 4.4 | 0.4 | 0.0 | 0.5 | > 100.0 | 21.5 | 20.1 | 1.4 | 6.4 |
| Total Non-Labor Expenses | \$402.8 | \$370.2 | \$32.6 | 8.1 | \$36.8 | (\$8.6) | \$45.3 | > 100.0 | \$439.5 | \$361.7 | \$77.9 | 17.7 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | \$0.3 | \$0.2 | \$0.2 | 45.5 | \$0.0 | \$0.0 | \$0.0 | N/A | \$0.3 | \$0.2 | \$0.2 | 45.5 |
| General Reserve | 0.0 | 0.0 | 0.0 | N/A | 0.0 | 0.0 | 0.0 | N/A | 0.0 | 0.0 | 0.0 | N/A |
| Total Other Expense Adjustments | \$0.3 | \$0.2 | \$0.2 | 45.5 | \$0.0 | \$0.0 | \$0.0 | N/A | \$0.3 | \$0.2 | \$0.2 | 45.5 |
| Total Expenses Before Non-Cash Liability Adjs. | \$1,309.4 | \$1,269.4 | \$40.0 | 3.1 | \$198.9 | \$117.5 | \$81.4 | 40.9 | \$1,508.3 | \$1,386.9 | \$121.4 | 8.0 |
| Depreciation | \$265.5 | \$267.1 | (\$1.6) | (0.6) | \$0.0 | \$0.0 | \$0.0 | N/A | \$265.5 | \$267.1 | (\$1.6) | (0.6) |
| GASB 75 OPEB Expense Adjustment | 10.9 | 0.0 | 10.9 | 100.0 | 0.0 | 0.0 | 0.0 | N/A | 10.9 | 0.0 | 10.9 | 100.0 |
| GASB 68 Pension Expense Adjustment | 6.4 | 0.0 | 6.4 | 100.0 | 0.0 | 0.0 | 0.0 | N/A | 6.4 | 0.0 | 6.4 | 100.0 |
| Environmental Remediation | 0.5 | 0.2 | 0.4 | 69.7 | 0.0 | 0.0 | 0.0 | N/A | 0.5 | 0.2 | 0.4 | 69.7 |
| Total Expenses After Non-Cash Liability Adjs. | \$1,592.7 | \$1,536.7 | \$56.0 | 3.5 | \$198.9 | \$117.5 | \$81.4 | 40.9 | \$1,791.6 | \$1,654.2 | \$137.4 | 7.7 |
| Less: B&T Depreciation & GASB Adjustments | \$16.8 | \$16.5 | \$0.3 | 1.8 | \$0.0 | \$0.0 | \$0.0 | 0.0 | \$16.8 | \$16.5 | \$0.3 | 1.8 |
| Adjusted Total Expenses | \$1,575.9 | \$1,520.2 | \$55.7 | 3.5 | \$198.9 | \$117.5 | \$81.4 | 40.9 | \$1,774.8 | \$1,637.7 | \$137.1 | 7.7 |
| Net Surplus/(Deficit) | (\$955.1) | (\$835.2) | \$119.9 | 12.6 | \$0.0 | \$0.0 | \$0.0 | N/A | (\$955.1) | (\$835.2) | \$119.9 | 12.6 |
| Total Subsidies | \$740.1 | \$662.5 | (\$77.6) | (10.5) | \$0.0 | \$0.0 | \$0.0 | N/A | \$740.1 | \$662.5 | (\$77.6) | (10.5) |
| Debt Service | 237.1 | 354.7 | (117.5) | (49.6) | 0.0 | 0.0 | 0.0 | N/A | 237.1 | 354.7 | (117.5) | (49.6) |

Notes: Totals may not add due to rounding

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Accrual Statement of Operations by Category
October 2022 Year-to-Date
(\$ in millions)

| | Non-Reimbursable | | | | Reimbursable | | | | Total | | | |
|---|--------------------|--------------------|---------------------------------|---------------|-------------------|------------------|---------------------------------|---------------|--------------------|--------------------|---------------------------------|---------------|
| | Mid-Year Forecast | Actual | -Variance: Fav/(Unfav)- Dollars | Percent | Mid-Year Forecast | Actual | -Variance: Fav/(Unfav)- Dollars | Percent | Mid-Year Forecast | Actual | -Variance: Fav/(Unfav)- Dollars | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$3,152.6 | \$3,303.2 | \$150.6 | 4.8 | \$0.0 | \$0.0 | \$0.0 | N/A | \$3,152.6 | \$3,303.2 | \$150.6 | 4.8 |
| Toll Revenue | 1,939.4 | 1,953.5 | 14.1 | 0.7 | 0.0 | 0.0 | 0.0 | N/A | 1,939.4 | 1,953.5 | 14.1 | 0.7 |
| Other Revenue | 533.9 | 502.0 | (31.9) | (6.0) | 0.0 | 0.0 | 0.0 | N/A | 533.9 | 502.0 | (31.9) | (6.0) |
| Capital and Other Reimbursements | 0.0 | 0.0 | 0.0 | N/A | 1,894.8 | 1,511.0 | (383.8) | (20.3) | 1,894.8 | 1,511.0 | (383.8) | (20.3) |
| Total Revenues | \$5,625.8 | \$5,758.6 | \$132.8 | 2.4 | \$1,894.8 | \$1,511.0 | (\$383.8) | (20.3) | \$7,520.6 | \$7,269.6 | (\$251.0) | (3.3) |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$4,604.4 | \$4,432.3 | \$172.1 | 3.7 | \$632.6 | \$503.1 | \$129.5 | 20.5 | \$5,237.0 | \$4,935.4 | \$301.7 | 5.8 |
| Overtime | 744.3 | 939.3 | (195.0) | (26.2) | 190.2 | 174.1 | 16.1 | 8.5 | 934.5 | 1,113.4 | (178.9) | (19.1) |
| Health and Welfare | 1,314.2 | 1,202.0 | 112.2 | 8.5 | 80.2 | 64.4 | 15.8 | 19.7 | 1,394.3 | 1,266.4 | 128.0 | 9.2 |
| OPEB Current Payments | 654.3 | 625.8 | 28.5 | 4.4 | 12.2 | 11.4 | 0.9 | 7.1 | 666.5 | 637.1 | 29.4 | 4.4 |
| Pension | 1,134.1 | 1,095.4 | 38.7 | 3.4 | 106.5 | 101.5 | 5.1 | 4.8 | 1,240.6 | 1,196.8 | 43.8 | 3.5 |
| Other Fringe Benefits | 826.2 | 846.8 | (20.6) | (2.5) | 218.7 | 182.0 | 36.6 | 16.8 | 1,044.9 | 1,028.9 | 16.0 | 1.5 |
| Reimbursable Overhead | (379.9) | (327.3) | (52.6) | (13.8) | 378.5 | 326.8 | 51.7 | 13.7 | (1.4) | (0.5) | (0.9) | (61.8) |
| Total Labor Expenses | \$8,897.6 | \$8,814.2 | \$83.4 | 0.9 | \$1,618.9 | \$1,363.2 | \$255.7 | 15.8 | \$10,516.5 | \$10,177.4 | \$339.1 | 3.2 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$512.0 | \$464.2 | \$47.8 | 9.3 | \$0.5 | \$0.7 | (\$0.3) | (55.6) | \$512.5 | \$464.9 | \$47.6 | 9.3 |
| Fuel | 231.5 | 236.6 | (5.1) | (2.2) | 0.2 | 0.0 | 0.2 | 96.8 | 231.6 | 236.6 | (5.0) | (2.1) |
| Insurance | 30.6 | 6.7 | 23.9 | 78.1 | 7.6 | 6.6 | 1.0 | 12.8 | 38.2 | 13.3 | 24.9 | 65.1 |
| Claims | 354.2 | 312.7 | 41.5 | 11.7 | 0.0 | 0.0 | 0.0 | N/A | 354.2 | 312.7 | 41.5 | 11.7 |
| Paratransit Service Contracts | 349.4 | 334.1 | 15.3 | 4.4 | 0.0 | 0.0 | 0.0 | N/A | 349.4 | 334.1 | 15.3 | 4.4 |
| Maintenance and Other Operating Contracts | 703.1 | 616.0 | 87.1 | 12.4 | 61.4 | 63.3 | (1.8) | (3.0) | 764.6 | 679.3 | 85.3 | 11.2 |
| Professional Services Contracts | 563.4 | 506.7 | 56.8 | 10.1 | 107.8 | (10.6) | 118.4 | > 100.0 | 671.2 | 496.1 | 175.2 | 26.1 |
| Materials and Supplies | 557.1 | 457.7 | 99.4 | 17.8 | 97.5 | 86.0 | 11.5 | 11.8 | 654.6 | 543.8 | 110.9 | 16.9 |
| Other Business Expenses | 194.2 | 194.8 | (0.6) | (0.3) | 0.9 | 1.7 | (0.9) | (99.0) | 195.0 | 196.5 | (1.5) | (0.8) |
| Total Non-Labor Expenses | \$3,495.5 | \$3,129.5 | \$366.0 | 10.5 | \$275.8 | \$147.8 | \$128.1 | 46.4 | \$3,771.3 | \$3,277.3 | \$494.1 | 13.1 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | \$7.8 | \$10.0 | (\$2.1) | (27.5) | \$0.0 | \$0.0 | \$0.0 | N/A | \$7.8 | \$10.0 | (\$2.1) | (27.5) |
| General Reserve | 0.0 | 0.0 | 0.0 | N/A | 0.0 | 0.0 | 0.0 | N/A | 0.0 | 0.0 | 0.0 | N/A |
| Total Other Expense Adjustments | \$7.8 | \$10.0 | (\$2.1) | (27.5) | \$0.0 | \$0.0 | \$0.0 | N/A | \$7.8 | \$10.0 | (\$2.1) | (27.5) |
| Total Expenses Before Non-Cash Liability Adjs. | \$12,400.9 | \$11,953.7 | \$447.2 | 3.6 | \$1,894.8 | \$1,511.0 | \$383.8 | 20.3 | \$14,295.6 | \$13,464.6 | \$831.0 | 5.8 |
| Depreciation | \$2,667.5 | \$2,671.6 | (\$4.2) | (0.2) | \$0.0 | \$0.0 | \$0.0 | N/A | \$2,667.5 | \$2,671.6 | (\$4.2) | (0.2) |
| GASB 75 OPEB Expense Adjustment | 55.7 | 0.0 | 55.7 | 100.0 | 0.0 | 0.0 | 0.0 | N/A | 55.7 | 0.0 | 55.7 | 100.0 |
| GASB 68 Pension Expense Adjustment | 32.5 | 0.0 | 32.5 | 100.0 | 0.0 | 0.0 | 0.0 | N/A | 32.5 | 0.0 | 32.5 | 100.0 |
| Environmental Remediation | 4.9 | 0.8 | 4.1 | 83.8 | 0.0 | 0.0 | 0.0 | N/A | 4.9 | 0.8 | 4.1 | 83.8 |
| Total Expenses After Non-Cash Liability Adjs. | \$15,161.5 | \$14,626.1 | \$535.4 | 3.5 | \$1,894.8 | \$1,511.0 | \$383.8 | 20.3 | \$17,056.2 | \$16,137.1 | \$919.2 | 5.4 |
| Less: B&T Depreciation & GASB Adjustments | \$165.5 | \$164.1 | \$1.4 | 0.9 | \$0.0 | \$0.0 | \$0.0 | 0.0 | \$165.5 | \$164.1 | \$1.4 | 0.9 |
| Adjusted Total Expenses | \$14,995.9 | \$14,462.0 | \$533.9 | 3.6 | \$1,894.8 | \$1,511.0 | \$383.8 | 20.3 | \$16,890.7 | \$15,972.9 | \$917.8 | 5.4 |
| Net Surplus/(Deficit) | (\$9,370.1) | (\$8,703.4) | \$666.8 | 7.1 | \$0.0 | \$0.0 | \$0.0 | N/A | (\$9,370.1) | (\$8,703.4) | \$666.8 | 7.1 |
| Total Subsidies | \$6,135.1 | \$6,346.3 | \$211.2 | 3.4 | \$0.0 | \$0.0 | \$0.0 | N/A | \$6,135.1 | \$6,346.3 | \$211.2 | 3.4 |
| Debt Service | 2,551.7 | 2,597.9 | (46.3) | (1.8) | 0.0 | 0.0 | 0.0 | N/A | 2,551.7 | 2,597.9 | (46.3) | (1.8) |

Notes: Totals may not add due to rounding

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

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS
OCTOBER 2022
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | OCTOBER | | Reason for Variance | OCTOBER 2022 YEAR-TO-DATE | | Reason for Variance |
|--|----------------------|----------------------------|--------|--|----------------------------|--------|--|
| | | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | |
| | | \$ | % | | \$ | % | |
| Farebox Revenue | NR | 13.2 | 3.7 | Passenger revenue was higher at NYCT by \$8.1M, and at MNR by \$5.3M, mainly due to higher average fare. Other agencies variances were minor. | 150.6 | 4.8 | Higher average fare contributed to the favorable variances of \$95.1M at NYCT, \$27.7M at MNR, \$15.7M at the LIRR, and \$13.0M at MTA Bus. These favorable results are partially offset by an unfavorable variance of (\$0.9M) at SIR, mainly due to lower ridership. |
| Vehicle Toll Revenue | NR | 6.7 | 3.3 | Average toll revenue per vehicle was higher than projected, partially offset by lower-than-forecasted traffic volume | 14.1 | 0.7 | Traffic volume was above the forecasted levels. |
| Other Operating Revenue | NR | 44.3 | 76.1 | MTA HQ was favorable by \$51.1M due to an accounting adjustment which will be completely reversed next month. NYCT was favorable by \$2.2M mainly due to the timing of the student fare and Paratransit reimbursements. The LIRR was favorable by \$1.2M due to the timing of advertising and miscellaneous revenue. Partially offsetting these results were unfavorable outcomes of (\$8.4M) at FMTAC due to a negative shift in the market value of the invested asset portfolio; (\$1.4M) at MTA Bus due to the timing of student reimbursement and advertising revenue; and (\$0.8M) at MNR due to lower Grand Central Terminal retail revenue. Other agencies were minor. | (31.9) | (6.0) | Reflecting the continuation of drivers referenced for the month FMTAC and MTA Bus were unfavorable by (\$45.5M) and (\$3.4M), respectively. NYCT was unfavorable by (\$17.0M) mainly due to lower student fares and paratransit reimbursements. MNR was unfavorable by (\$1.4M) mainly due to lower revenues for Grand Central Terminal retail and parking. Partially offsetting these results were favorable variances of \$32.5M at MTA HQ, \$1.8M B&T, and \$1.5M at the LIRR, mainly due to drivers referenced for the month. |
| Payroll | NR | 17.5 | 3.7 | Vacancies contributed to the favorable outcomes of \$11.3M at NYCT, \$2.2M at MTA Bus, \$2.1M at MNR, \$1.3M at MTA HQ and \$1.0M at B&T. | 172.1 | 3.7 | The favorable outcomes of \$120.0M at NYCT, \$17.0M at the LIRR, \$12.0M at MTA HQ, \$10.5M at MTA Bus, \$7.7M at MNR and \$4.2M at B&T were due to the continuation of drivers referenced for the month. |
| Overtime | NR | (19.4) | (25.0) | The unfavorable outcome resulted from overruns totaling (\$18.8M) at NYCT, and (\$2.9M) at MNR, both due to higher vacancy/absentee coverage requirements; and (\$0.7M) at MTAHQ, mainly reflecting higher MTA PD vacancy/absentee coverage and deployment requirements. Partially offsetting these results were favorable variances of \$1.9M at the LIRR mainly due to lower programmatic/routine maintenance, vacancy/absentee coverage, scheduled/unscheduled service and unscheduled maintenance, and \$1.0M at MTA Bus mainly due to lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance. Other agencies were minor. | (195.0) | (26.2) | The unfavorable outcome resulted from overruns totaling (\$199.3M) at NYCT due to higher vacancy/absentee coverage and adverse weather and reflecting the continuation of drivers referenced for the month at MNR of (\$17.6M), and (\$3.0M) at MTA HQ. B&T and SIR were unfavorable by (\$0.8M) and (\$0.6M), respectively, due to higher vacancy/absentee coverage requirements. These results were partially offset by favorable variances of \$21.7M at the LIRR and \$4.7M at MTA Bus, reflecting the continuation of drivers referenced for the month. |
| Health and Welfare | NR | 20.7 | 15.2 | NYCT was favorable by \$10.6M, mainly due to the timing of prescription drug rebate credits. MTA HQ was favorable by \$6.9M mainly due to a prior period accounting adjustment. SIR was favorable by \$1.1M due to timing. MNR was favorable by \$0.9M mainly due to lower rates. The LIRR and B&T were favorable by \$0.6M and \$0.5M, respectively, mainly due to vacancies. | 112.2 | 8.5 | NYCT and SIR were favorable by \$91.1M, and \$1.6M, respectively, due to the timing of prescription drug rebate credits. MTA HQ was favorable by \$10.3M mostly due to timing. The LIRR and B&T were favorable by \$4.0M and \$1.5M, respectively, due to vacancies, and MNR was favorable by \$4.0M, mostly due to lower rates. These results were partially offset by an unfavorable variance of (\$0.5M) at MTA Bus, reflecting timing and lower dental expenses. |

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS
OCTOBER 2022
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | OCTOBER | | Reason for Variance | OCTOBER 2022 YEAR-TO-DATE | | Reason for Variance |
|--|----------------------|----------------------------|--------|---|----------------------------|--------|--|
| | | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | |
| | | \$ | % | | \$ | % | |
| OPEB - Current Payment | NR | (6.0) | (9.1) | NYCT was unfavorable by (\$7.8M) mainly due to timing. These results were partially offset by favorable variances of \$1.3M at the LIRR due to fewer retirees, and \$1.0M at MTA Bus due to timing and lower dental expenses | 28.5 | 4.4 | NYCT was favorable by \$14.9M, mainly due to the timing of accruals and prescription drug rebate credits. The LIRR was favorable by \$9.2M due to fewer retirees. MTA HQ was favorable by \$5.4M due to timing. MTA Bus was favorable by \$2.4M reflecting the continuation of drivers referenced for the month. These results were partially offset by an unfavorable variance of (\$2.9M) at MNR due to higher retirees |
| Pensions | NR | (2.2) | (2.0) | The unfavorable outcome of (\$1.6M) at MTA HQ was primarily due to the correction of an incorrect booking of expenses to H&W in September, and (\$1.0M) at the MNR due to higher rates. Other Agency variances were minor. | 38.7 | 3.4 | The favorable outcome of \$32.5M at MTA HQ was primarily due to the timing of expenses. The favorable outcomes of \$10.1M at NYCT was due to lower pension expense, and \$5.1M at the LIRR was due to timing. Partially offsetting these results was an unfavorable outcome of (\$9.4M) at MNR due to higher rates. |
| Other Fringe Benefits | NR | 0.8 | 0.9 | Favorable variances of \$1.6M at MTA Bus due to lower worker's compensation, payroll related expenses, and the timing of interagency billing; and \$1.0M at MNR reflects a lower employee claim provision and lower rates than forecasted partially offset by higher labor costs; and \$0.8M at MTA HQ and \$0.7M at B&T, both agencies due to timing of expenses. These results were partially offset by a unfavorable variance of (\$2.6M) at NYCT was mainly due to less than anticipated reimbursable labor expense; (\$0.7M) at LIRR due to higher Railroad Retirement Taxes and higher FELA indemnity reserves. | (20.6) | (2.5) | Unfavorable variances of (\$29.2M) at NYCT were mainly due to lower than anticipated reimbursable labor expenses; (\$5.5M) at MNR mainly reflecting a higher claim provision, labor costs and employee reimbursements, partially offset by lower rates; and (\$0.6M) at SIR due to less than anticipated reimbursable labor expense. These results were partially offset by favorable variances of \$9.3M at MTA Bus due to lower worker's compensation, payroll related expenses, and the timing of interagency billing; \$2.5M at B&T due to timing; \$2.5 at MTA HQ due to the timing of hiring, partially offset by agency billings and the impact of the consolidation; and \$0.3M at LIRR primarily lower Railroad Retirement Taxes due to vacant positions, partially offset by higher FELA indemnity reserves. |
| Reimbursable Overhead | NR | (4.1) | (11.0) | The unfavorable outcome reflects timing, and lower project activity with variances of (\$4.1M) at MNR and (\$3.4M) at NYCT. Favorable variances of \$1.9M at MTA HQ, \$1.0M at the LIRR were due to the timing of project activity partially offset these outcomes. Other Agency variances were minor. | (52.6) | (13.8) | The unfavorable outcome reflects lower project activity with variances of (\$45.9M) at NYCT, (\$13.1M) at MNR, (\$4.1M) at MTA HQ and (\$0.6M) at B&T. Favorable variances of \$9.7M at the LIRR, and \$1.4M at MTA Bus were mainly due to the timing of project activity partially offset these outcomes. |
| Electric Power | NR | 4.0 | 7.2 | The favorable outcome was largely due to lower consumption and timing of \$3.9M at NYCT and \$1.7M at the LIRR, partially offset by an unfavorable variance of (\$1.3M) at MNR due to higher rates. | 47.8 | 9.3 | The favorable outcomes of \$31.9M at NYCT and \$6.2M at the LIRR were due to the same drivers noted for the month. MNR and SIR had favorable outcomes of \$8.8M and \$0.9M, respectively, due to lower consumption. |

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS
OCTOBER 2022
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | OCTOBER | | Reason for Variance | OCTOBER 2022 YEAR-TO-DATE | | Reason for Variance |
|--|----------------------|----------------------------|-----------|--|----------------------------|------------|--|
| | | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | |
| Fuel | NR | \$ 2.8 | % 10.2 | Lower consumption contributed to the favorable outcome of \$3.0M at NYCT. MTA Bus was \$0.7M favorable primarily due to the receipt of a CNG excise tax refund. Partially offsetting these results were unfavorable outcome of (\$0.6M) at MTA HQ due to timing and a correction of expense booked incorrectly to utilities, and (\$0.5M) at the LIRR due to higher consumption, partially offset by lower rates. | \$ (5.1) | % (2.2) | Higher consumption and prices contributed to the unfavorable outcome of (\$5.7M) at the LIRR; and (\$2.8M) at NYCT due to higher prices, partially offset by favorable outcomes of \$1.8M at MNR due to lower consumption, and \$0.8M at MTA Bus primarily due to the receipt of a CNG excise tax refund, partially offset by higher prices. |
| Insurance | NR | 4.4 | 92.7 | FMTAC was favorable by \$4.2M due to the timing of policy renewals. Other agency variances were minor. | 23.9 | 78.1 | FMTAC was favorable by \$21.7M due to the timing of policy renewals and MTA Bus was favorable by \$1.3M due to the timing of expenses. Other agency variances were minor. |
| Claims | NR | 7.2 | 18.5 | Favorable variances of \$4.0M at FMTAC and \$3.3M at MTA Bus were due to timing. | 41.5 | 11.7 | The YTD variance drivers for FMTAC and MTA Bus are mainly the same as those noted for the month, however, YTD variances are \$26.7M and \$15.9M, respectively. MTA HQ was \$0.8M favorable due to a lower level of claims expense. These results were partially offset by an unfavorable (\$1.6M) variance at the LIRR due to an increase in reserves, and (\$0.7M) at MNR due to a higher passenger claims provision. |
| Paratransit Service Contracts | NR | (0.6) | (1.5) | Higher expenses in part reflects timing. | 15.3 | 4.4 | Lower expenses reflect fewer trips and the timing of support costs. |
| Maintenance and Other Operating Contracts | NR | 12.9 | 16.6 | The overall favorable outcome was attributable to timing and lower costs of \$4.3M at the LIRR primarily due to the timing of maintenance and repair expenses, janitorial and custodial expenses, and escalator & elevator maintenance; \$3.5M at B&T mainly due to the timing of major maintenance and painting, E-ZPass tags, the E-ZPass Customer Service Center, and security services; \$1.8M at MTA Bus mainly due to the timing of expenses for facility maintenance, bus technology, Shop Program, COVID-19 expenses, and vehicle purchases; \$1.3M at MTA HQ mainly due to the timing of MTA IT telephone expenses, maintenance and repairs including the Gowanus HOV, refuse and recycling, janitorial services, and security; and \$1.3M at MNR due to the timing of locomotive overhauls as well as other miscellaneous maintenance and operating contracts. | 87.1 | 12.4 | The drivers of the YTD variances for the LIRR, MTA HQ, B&T, MTA Bus, and MNR are mainly the same as those noted for the month, however, YTD favorable variances are \$23.3M, \$22.4M, \$10.1M, \$9.6M, and \$5.4M, respectively. In addition, NYCT was \$14.9M favorable mainly due to the timing of building and safety equipment expenses, and car disposal costs; and SIR was \$1.5M favorable due to the timing of revenue maintenance projects. |

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS
OCTOBER 2022
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | OCTOBER | | Reason for Variance | OCTOBER 2022 YEAR-TO-DATE | | Reason for Variance |
|--|----------------------|----------------------------|--------|--|----------------------------|--------|---|
| | | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | |
| | | \$ | % | | \$ | % | |
| Professional Service Contracts | NR | (8.9) | (11.4) | The unfavorable outcome of (\$20.5M) at MTA HQ was attributable to timing and lower spending for recoveries, MTA IT Software Services for Microsoft ELA/Kronos, actuarial services, and MTA IT data communications costs; (\$2.6M) at the LIRR primarily due to a higher write-offs of 3rd quarter project work expenses that are not capital eligible; and (\$1.4M) at C&D due to the timing of expense recovery and professional service invoices. Partially offsetting these results were favorable variances of \$11.0M at NYCT primarily due to the timing of MTA bond services and MTA real estate expenses; \$2.4M at MTA Bus due to interagency charges, bus technology and service contracts; and \$1.6M at B&T for bond issuance costs, planning studies, and other professional and outside services. | 56.8 | 10.1 | The favorable outcomes of \$23.0M at NYCT, \$11.7M at MTA Bus, and \$2.2M at B&T were attributable to the same drivers noted for the month. Additionally there were favorable outcomes due to lower spending and timing of \$16.4M at MTA HQ for COVID testing and temporary services related to staffing of the COVID hotline, accrual reversals for professional services, MTA IT expenses for maintenance and repairs consulting, software and services, hardware and the data center, and engineering services; \$3.7M at MNR for a prior year true-up for lower BSC/IT allocations as well as lower consulting and engineering services; and \$0.6M at MTAC&D due to the timing of MTA chargebacks. Partially offsetting these results was an unfavorable variance of (\$1.1M) at the LIRR attributable to the same drivers noted for the month. |
| Materials & Supplies | NR | 9.8 | 15.9 | Favorable variances of \$6.1M at NYCT was mainly due to reclassification of equipment rental charges, \$3.9M at MNR was due to timing of rolling stock maintenance events and rolling stock material usage, and \$2.9M at MTA Bus due to lower usage of general maintenance, timing of radio maintenance, construction and COVID expenses. Partially offsetting these results was an unfavorable variance of (\$2.9M) at the LIRR due to timing of fleet modifications and rebuilds. | 99.4 | 17.8 | The favorable outcomes of \$43.8M at NYCT due to timing of vehicle materials along with lower track and switch material expense; \$30.6M at MNR due to the timing of rolling stock maintenance events and rolling stock material usage, partially offset by a higher obsolete material reserves; \$11.7M at LIRR were due to the timing of modifications and RCM activity for revenue fleet, and \$13.8M at MTA Bus were mainly the same as those noted for the month. |
| Other Business Expenses | NR | 0.9 | 4.4 | MTA HQ was favorable by \$3.2M mainly due to timing. The LIRR was favorable by \$0.6M mainly due to higher restitution on property damage, and lower miscellaneous expenses. These results were partially offset by unfavorable variances of (\$1.9M) at NYCT and (\$1.5M) at B&T, both due to higher credit/debit card processing fees. | (0.6) | (0.3) | NYCT and B&T were unfavorable by (\$14.9M) and (\$5.2M), respectively, mainly due to higher credit/debit card processing fees. FMTAC was unfavorable by (\$0.8M) due to higher incurred general & administrative, commissions, and safety loss control expenses. These results were partially offset by favorable variances of \$13.4M at MTAHQ mainly due to timing; \$4.5M at the LIRR mainly due to lower bad debt reserve, office supplies, higher restitution on property damage and other miscellaneous expenses; \$2.0M at MNR mostly due to M-8 rail car expense recoveries, lower credit/debit card processing fees, higher Amtrak recoveries, and lower miscellaneous expenses; and \$0.6M at SIR due to timing. |
| Other Expense Adjustments | NR | 0.2 | 45.5 | Variance due to timing differences in project completions. | (2.1) | (27.5) | Variance due to timing differences in project completions. |
| Depreciation | NR | (1.6) | (0.6) | Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$4.7M) at NYCT and (\$0.8M) at the LIRR, and favorable variances of \$1.6M at MNR, \$0.9M at MTA Bus, \$0.9M at MTA HQ, and \$0.6M at B&T. | (4.2) | (0.2) | Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$25.2M) at NYCT, (\$9.9M) at the LIRR, and (\$0.8M) at SIR, and favorable variances of \$13.1M at MNR, \$10.3M at MTA HQ, \$5.5M at MTA Bus, and \$2.8M at B&T. |
| OPEB Liability Adjustment | NR | 0.0 | 0.0 | The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment health benefits. | 0.0 | 0.0 | The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment health benefits. |

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS
OCTOBER 2022
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | OCTOBER | | Reason for Variance | OCTOBER 2022 YEAR-TO-DATE | | Reason for Variance |
|--|----------------------|----------------------------|--------|--|----------------------------|--------|--|
| | | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | |
| GASB 75 Pension Adjustment | NR | \$ 10.9 | % * | Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). MTA Bus was favorable by \$11.3M. | \$ 55.7 | % * | Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). MTA Bus was favorable by \$57.0M, partially offset by an unfavorable variance of (\$1.4M) at B&T. |
| GASB 68 Pension Adjustment | NR | 6.4 | * | Reflects Agencies' adjustments to account for net pension liability. MTA Bus was favorable by \$6.4M. | 32.5 | * | Reflects Agencies' adjustments to account for net pension liability. MTA Bus was favorable by \$32.5M. |
| Environmental Remediation | NR | 0.4 | 69.7 | Agency variances were minor. | 4.1 | 83.8 | Favorable variance of \$3.1M at MNR and \$1.7M at MTA Bus, partially offset by (\$0.6M) at the LIRR, mainly reflecting the timing of projects requiring remediation. |
| Reimbursable revenue and expense activity are primarily influenced by the nature and timing of project activity. Accordingly, variances reflect the impact of the aforementioned influences as well as changes in reimbursement and vacancy assumptions, refinements to project scheduling, as well as project delays/accelerations. At MTAHQ, impacts reflect reimbursable directed patrol (police coverage) requirements. The following lists the major contributors of the variance by Agency. | | | | | | | |
| Capital & Other Reimbursements | R | (81.4) | (40.9) | Unfavorable variances: (\$31.2M) at MTA HQ, (\$19.6M) at NYCT, (\$19.0M) at MNR, (\$9.3M) at MTAC&D, (\$1.1M) at the LIRR, and (\$0.9M) at SIR. | (383.8) | (20.3) | Unfavorable variances: (\$192.4M) at NYCT, (\$76.7M) at MTA HQ, (\$73.7M) at MNR, (\$42.9M) at MTAC&D, (\$4.3M) at SIR, (\$3.8M) at B&T, and (\$0.7M) at MTA Bus. Favorable variance: \$11.7M at the LIRR. |
| Payroll | R | 17.4 | 26.8 | Favorable variances: \$11.5M at NYCT, \$3.2M at MNR, \$2.4M at the LIRR, \$0.5M at SIR. Unfavorable variance: (\$0.5M) at MTAC&D. Other agencies were minor. | 129.5 | 20.5 | Favorable variances: \$98.9M at NYCT, \$12.8M at MNR, \$12.1M at the LIRR, \$2.5M at SIR, \$1.3M at B&T, \$1.2M at MTAC&D, and \$0.5M at MTA HQ. |
| Overtime | R | 5.1 | 28.2 | Favorable variances: \$5.2M at MNR, and \$1.0M at the LIRR. Unfavorable variance: (\$0.9M) at NYCT. | 16.1 | 8.5 | Favorable variances: \$10.0M at MNR, \$3.3M at NYCT, \$3.2M at the LIRR, and \$0.5M at both SIR and B&T. Unfavorable variance: (\$1.3M) at MTA HQ. |
| Health and Welfare | R | 4.1 | 48.3 | Favorable variance: \$1.2M at the MNR, \$1.0M at C&D, \$0.7M at the LIRR, and \$0.6M NYCT. Other Agency variances were minor. | 15.8 | 19.7 | Favorable variances: \$5.0M at MNR, \$3.5M at NYCT, \$3.4M at the LIRR, \$1.2M at both MTAC&D and B&T, and \$1.0M at MTA Bus. |
| OPEB Current Payment | R | 0.1 | 5.1 | Agency variances were minor. | 0.9 | 7.1 | Favorable variance: \$0.9M at NYCT. Other Agency variances were minor. |
| Pensions | R | 0.9 | 7.7 | Favorable variances: \$0.8M at MNR and \$0.5M at NYCT. Unfavorable variance: (\$0.6M) at MTAC&D. Other agency variances were minor. | 5.1 | 4.8 | Favorable variances: \$3.4M at MNR and \$0.9M at NYCT. Other Agency variances were minor. |
| Other Fringe Benefits | R | 4.7 | 21.7 | Favorable variances: \$2.8M at NYCT, \$0.9M at MNR and \$0.6M at LIRR. Other agency variances were minor. | 36.6 | 16.8 | Favorable variances: \$28.0M at NYCT, \$3.6M at MNR, \$3.1M at the LIRR, \$1.3M at SIR, and \$0.5M at MTAC&D. |
| Reimbursable Overhead | R | 4.0 | 10.7 | Favorable variances: \$4.0M at MNR and \$3.4M at NYCT, Unfavorable variances: (\$1.9M) at the MTAHQ and (\$1.0M) at LIRR. Other agency variances were minor. | 51.7 | 13.7 | Favorable variances: \$45.9M at NYCT, \$12.2M at MNR, \$4.1M at MTA HQ, and \$0.6M at B&T. Unfavorable variances: (\$9.7M) at the LIRR and (\$1.4M) at MTA Bus. |

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS
OCTOBER 2022
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | OCTOBER | | Reason for Variance | OCTOBER 2022 YEAR-TO-DATE | | Reason for Variance |
|--|----------------------|----------------------------|--------|--|----------------------------|-------------|---|
| | | Favorable (Unfavorable) | | | Favorable (Unfavorable) | | |
| Electric Power | R | \$ (0.1) | % * | Agency variances were minor. | \$ (0.3) | % (55.6) | Agency variances were minor. |
| Fuel | R | 0.0 | 97.1 | Agency variances were minor. | 0.2 | 96.8 | Agency variances were minor. |
| Insurance | R | 0.3 | 37.2 | Agency variances were minor. | 1.0 | 12.8 | Favorable variance: \$0.5M at MNR. Other Agency variances were minor. |
| Claims | R | 0.0 | - | No variance. | 0.0 | - | No variance. |
| Paratransit Service Contracts | R | 0.0 | 0.0 | No variance. | 0.0 | 0.0 | No variance. |
| Maintenance and Other Operating Contracts | R | 1.1 | 15.3 | Favorable variances: \$1.0M at MTAC&D and \$0.5M at NYCT. | (1.8) | (3.0) | Unfavorable variances: (\$8.0M) at the LIRR and (\$1.8M) at MNR. Favorable variance: \$7.7M at MTAC&D. |
| Professional Service Contracts | R | 42.9 | * | Favorable variances: \$33.2M at MTA HQ, \$8.1M at MTAC&D, and \$2.3M at MNR. | 118.4 | * | Favorable variances: \$72.4M at MTA HQ, \$31.1M at MTAC&D, \$13.2M at MNR, and \$5.0M at NYCT. Unfavorable variance: (\$3.3M) at the LIRR. |
| Materials & Supplies | R | 0.6 | 5.6 | Favorable variance: \$1.8M at MNR and \$1.0M at NYCT. Unfavorable variance: (\$2.4M) at the LIRR. | 11.5 | 11.8 | Favorable variances: \$15.0M at MNR, \$7.2M at NYCT, and \$0.7M at MTA Bus. Unfavorable variance: (\$11.2M) at the LIRR. |
| Other Business Expenses | R | 0.5 | * | Agency variances were minor. | (0.9) | (99.0) | Unfavorable variance: (\$1.3M) at NYCT. Favorable variance: \$0.8M at C&D. Other Agency variances were minor. |
| Subsidies | NR | (77.6) | (10.5) | The \$77.6M unfavorable variance mainly reflected unfavorable results for City Subsidy for MTA Bus of \$38.6M and PMT of \$18.4M, both due primarily to timing. Also contributing to the unfavorable variance were MRT of \$9.1M, due to lower-than-expected mortgage recording activity, and PBT of \$7.9M due to timing. | 211.2 | 3.4 | The \$211.2M favorable variance mainly reflected favorable results for PMT of \$298.7M due primarily to timing, and higher transactions for Urban Tax of \$78.2M due to stronger than expected NYC commercial real estate activity. Also contributing to the favorable variance were higher State Operating Assistance-18b of \$47.0M due to timing, and MRT-1 of \$43.4M, due to strong mortgage recording activity impacting MRT-1 transactions. This was offset by unfavorable results for City Subsidy for MTA Bus of \$136.7 and PMT Replacement Funds of \$48.9M, both due to timing, lower MRT-2 of \$14M due to weak MRT-2 activity, and lower City Subsidy for Staten Island Railway of \$10.7M due to timing. |
| Debt Service | NR | (117.5) | (49.6) | Debt Service for the month of October was \$354.70 million, which was \$117.5 million or 49.6% unfavorable due to a cash call of outstanding TRB Bonds and to timing related to the prefunding of Debt Service to November 15. The negative variance was partially offset by the early receipt of BAB subsidies. Note that the prefunding timing variance will | (46.3) | (1.8) | Year-to-Date Debt Service expenses were \$2,597.90 million, which were \$46.3 million or 1.8% unfavorable due to the same events detailed for the monthly variance. |

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Consolidated Subsidies - Accrual Basis
Oct 2022
(\$ in millions)

| | Current Month | | | Year-to-Date | | |
|---|-------------------|----------------|-----------------|-------------------|------------------|------------------|
| | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance |
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | 305.4 | 305.4 | (0.0) | 1,512.3 | 1,512.3 | (0.0) |
| Petroleum Business Tax (PBT) | 71.7 | 63.8 | (7.9) | 492.5 | 442.8 | (49.7) |
| MRT(b)-1 (Gross) | 25.4 | 23.5 | (1.9) | 329.4 | 372.8 | 43.4 |
| MRT(b)-2 (Gross) | 18.8 | 11.6 | (7.2) | 192.2 | 178.2 | (14.0) |
| Other MRT(b) Adjustments | - | - | - | - | - | - |
| Urban Tax | 35.6 | 35.2 | (0.4) | 497.7 | 576.0 | 78.2 |
| Investment Income | - | 1.8 | 1.8 | 0.2 | 7.1 | 6.8 |
| | \$456.8 | \$441.2 | (\$15.7) | \$3,024.4 | \$3,089.2 | \$64.8 |
| PMT and MTA Aid | | | | | | |
| Payroll Mobility Tax (PMT) | 132.9 | 114.5 | (18.4) | 1,230.9 | 1,529.6 | 298.7 |
| Payroll Mobility Tax Replacement Funds | - | - | - | 146.6 | 97.7 | (48.9) |
| MTA Aid | - | - | - | 192.6 | 194.4 | 1.8 |
| | \$132.9 | \$114.5 | (\$18.4) | \$1,570.1 | \$1,821.8 | \$251.7 |
| For-Hire Vehicle (FHV) Surcharge | | | | | | |
| Subway Action Plan Account | 30.1 | 27.4 | (2.6) | 281.3 | 275.5 | (5.8) |
| Less: Transfer to Committed to Capital | - | - | - | - | - | - |
| Outerborough Transportation Account (OBTA) | - | - | - | - | - | - |
| Less: OBTA Projects | - | - | - | - | - | - |
| General Transportation Account | - | - | - | - | - | - |
| | \$30.1 | \$27.4 | (\$2.6) | \$281.3 | \$275.5 | (\$5.8) |
| Bus Lane Violations (General Transportation Account) | \$0.0 | \$0.0 | \$0.0 | \$2.9 | \$1.7 | (\$1.2) |
| Capital Program Funding from Lockbox Revenues | | | | | | |
| Central Business District Tolling Program (CBDTP) | - | - | - | - | - | - |
| Real Property Transfer Tax Surcharge (Mansion) | 25.6 | 39.3 | 13.7 | 363.5 | 457.6 | 94.2 |
| Internet Marketplace Tax - State | 12.8 | 12.8 | - | 127.1 | 127.1 | - |
| Internet Marketplace Tax - City | 14.5 | 14.5 | 0.0 | 144.1 | 144.1 | 0.0 |
| Less: Lockbox Allocated to PAYGO | (50.9) | (62.8) | (11.8) | (626.9) | (713.4) | (86.4) |
| Less: Debt Service on Lockbox Bonds | - | (1.9) | (1.9) | - | (7.7) | (7.7) |
| | \$1.9 | \$1.9 | \$0.0 | \$7.7 | \$7.7 | (\$0.0) |
| State and Local Subsidies | | | | | | |
| State Operating Assistance | - | - | - | 94.0 | 140.9 | 47.0 |
| Local Operating Assistance | - | 2.0 | 2.0 | 147.1 | 151.3 | 4.1 |
| New York City | - | - | - | 124.6 | 125.1 | 0.5 |
| Nassau County | - | - | - | 8.7 | 8.7 | - |
| Suffolk County | - | - | - | 5.6 | 5.6 | - |
| Westchester County | - | 1.8 | 1.8 | 7.3 | 11.0 | 3.7 |
| Putnam County | - | 0.1 | 0.1 | 0.4 | 0.4 | - |
| Dutchess County | - | - | - | 0.3 | 0.3 | - |
| Orange County | - | 0.0 | 0.0 | 0.1 | 0.1 | - |
| Rockland County | - | - | - | 0.0 | 0.0 | - |
| Station Maintenance | 15.8 | 15.9 | 0.1 | 153.3 | 155.9 | 2.6 |
| | \$15.8 | \$17.9 | \$2.1 | \$394.3 | \$448.1 | \$53.7 |
| Subtotal: Taxes & State and Local Subsidies | \$637.4 | \$602.8 | (\$34.6) | \$5,280.7 | \$5,643.9 | \$363.1 |
| Other Funding Agreements | | | | | | |
| City Subsidy for MTA Bus Company | 76.9 | 38.3 | (38.6) | 592.5 | 455.8 | (136.7) |
| City Subsidy for Staten Island Railway | 8.1 | 4.6 | (3.4) | 60.4 | 49.7 | (10.7) |
| CDOT Subsidy for Metro-North Railroad | 17.7 | 16.7 | (1.0) | 201.5 | 197.0 | (4.5) |
| | \$102.6 | \$59.7 | (\$43.0) | \$854.4 | \$702.5 | (\$151.9) |
| Subtotal, including Other Funding Agreements | \$740.1 | \$662.5 | (\$77.6) | \$6,135.1 | \$6,346.3 | \$211.2 |
| Inter-agency Subsidy Transactions | | | | | | |
| B&T Operating Surplus Transfer | 105.0 | 122.0 | 17.0 | 980.1 | 1,022.7 | 42.6 |
| | \$105.0 | \$122.0 | \$17.0 | \$980.1 | \$1,022.7 | \$42.6 |
| GROSS SUBSIDIES | \$845.1 | \$784.5 | (\$60.6) | \$7,115.2 | \$7,369.0 | \$253.8 |

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Consolidated Subsidies - Accrual Basis
Variance Explanations
(\$ in millions)

Month of Oct 2022

| Accrued Subsidies | Variance \$ | Variance % | Explanations |
|---|----------------|---------------|---|
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | (0.0) | 0.0% | The month and year-to-date MMTOA transactions were on target with the forecasts. |
| Petroleum Business Tax (PBT) | (7.9) | -11.0% | The unfavorable accrual variances for the month and YTD were primarily due to timing of booking accruals by MTA Accounting. |
| MRT(b)-1 (Gross) | (1.9) | -7.5% | MRT-1 transactions were below the forecast for the month, but year-to-date transactions were favorable due to better-than-expected MRT-1 activity. |
| MRT(b)-2 (Gross) | (7.2) | -38.5% | MRT-2 transactions were below the forecast for the month and year-to-date due to unfavorable MRT-2 activity . |
| Urban Tax | (0.4) | -1.2% | Urban Tax transactions were on target with the forecast for the month, and year-to-date transactions were favorable primarily due to higher-than-forecasted commercial real estate transactions in New York City. |
| Payroll Mobility Tax (PMT) | (18.4) | -13.8% | The unfavorable variance for the month was due primarily to the timing of booking accruals by MTA Accounting. The year-to-date variance was favorable to the forecast also due primarily to the timing. |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0% | No PMT Replacement transactions were expected in October. Year-to-date transactions were unfavorable due primarily to the timing of booking accruals by MTA Accounting. |
| MTA Aid | 0.0 | 0.0% | No MTA Aid transactions for the month were expected in October, but year-to-date MTA Aid transactions were close to the target. |
| For-Hire Vehicle (FHV) Surcharge (Subway Action Plan Account) | (2.6) | -8.8% | The For-Hire Vehicle Surcharge transactions for the Subway Action Plan were unfavorable to the forecast for the month and year-to-date. |
| Bus Lane Violations (General Transportation Account) | 0.0 | 0.0% | No Bus Lane Violations transactions were scheduled for the month. Year-to-date transactions were unfavorable to the forecast. |
| Real Property Transfer Tax Surcharge (Mansion) | 13.7 | 53.4% | Real Property Transfer Tax Surcharge transactions for the month and year-to-date were favorable to the forecast. |
| Internet Marketplace Tax - State | 0.0 | 0.0% | Internet Marketplace Tax (NYS) transactions for the month and year-to-date were on target with the forecast. |
| Internet Marketplace Tax - City | 0.0 | 0.0% | Internet Marketplace Tax (NYC) transactions for the month and year-to-date were on target with the forecast. |
| Less: Lockbox Allocated to PAYGO | (11.8) | 23.2% | The favorable Real Property Transfer Tax Surcharge resulted in transfer to Lockbox for PAYGO. |
| Less: Debt Service on Lockbox Bonds | (1.9) | >-100 | The favorable Real Property Transfer Tax Surcharge resulted in a greater transfer to CBDTP Capital Lockbox. |
| State Operating Assistance | 0.0 | 0.0% | No transactions were forecasted for the month. The year-to-date transactions were favorable the forecast due to timing of booking accruals. |
| Local Operating Assistance | 2.0 | >100 | The unfavorable variance for the month was due to the timing of booking accruals by MTA Accounting. Year-to-date transactions were close to the forecast. |
| Station Maintenance | 0.1 | 0.7% | Station Maintenance transactions were close to the forecast for the month and year-to-date. |
| City Subsidy for MTA Bus Company | (38.6) | -50.2% | Variance was mostly due to lower expenses (mostly non-labor expenses) incurred by MTA Bus, as a result of timing. Lower expenses result in lower reimbursement from the City. |
| City Subsidy for Staten Island Railway | (3.4) | -42.4% | Variance was mostly due to timing of incoming subsidies for SIRTOA, which were used to offset expenses billed to the City. |
| CDOT Subsidy for Metro-North Railroad | (1.0) | -5.5% | The unfavorable variances for the month was primarily due to timing. Year-to-date transactions were close to the target. |
| B&T Operating Surplus Transfer | 17.0 | 16.2% | The favorable month and year-to-date variances were attributable to higher toll revenues and lower expenses. |

Year-to-Date Oct 2022

| Accrued Subsidies | Variance \$ | Variance % | Explanations |
|---|----------------|---------------|------------------------------------|
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | (0.0) | 0.0% | See the explanation for the month. |
| Petroleum Business Tax (PBT) | (49.7) | -10.1% | See the explanation for the month. |
| MRT(b)-1 (Gross) | 43.4 | 13.2% | See the explanation for the month. |
| MRT(b)-2 (Gross) | (14.0) | -7.3% | See the explanation for the month. |
| Urban Tax | 78.2 | 15.7% | See the explanation for the month. |
| Payroll Mobility Tax (PMT) | 298.7 | 24.3% | See the explanation for the month. |
| Payroll Mobility Tax Replacement Funds | (48.9) | -33.3% | See the explanation for the month. |
| MTA Aid | 1.8 | 0.9% | See the explanation for the month. |
| For-Hire Vehicle (FHV) Surcharge (Subway Action Plan Account) | (5.8) | -2.1% | See the explanation for the month. |
| Bus Lane Violations (General Transportation Account) | (1.2) | -42.1% | See the explanation for the month. |
| Real Property Transfer Tax Surcharge (Mansion) | 94.2 | 25.9% | See the explanation for the month. |
| Internet Marketplace Tax - State | 0.0 | 0.0% | See the explanation for the month. |
| Internet Marketplace Tax - City | 0.0 | 0.0% | See the explanation for the month. |
| Less: Lockbox Allocated to PAYGO | (86.4) | 13.8% | See the explanation for the month. |
| Less: Debt Service on Lockbox Bonds | (7.7) | >-100 | See the explanation for the month. |
| State Operating Assistance | 47.0 | 50.0% | See the explanation for the month. |
| Local Operating Assistance | 4.1 | 2.8% | See the explanation for the month. |
| Station Maintenance | 2.6 | 1.7% | See the explanation for the month. |
| City Subsidy for MTA Bus Company | (136.7) | -23.1% | See the explanation for the month. |
| City Subsidy for Staten Island Railway | (10.7) | -17.8% | See the explanation for the month. |
| CDOT Subsidy for Metro-North Railroad | (4.5) | -2.2% | See the explanation for the month. |
| B&T Operating Surplus Transfer | 42.6 | 4.3% | See the explanation for the month. |

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Consolidated Subsidiaries - Cash Basis
Oct 2022 Monthly
(\$ in millions)

| | New York City Transit | | | Commuter Railroads | | | Staten Island Railway | | | MTA Bus Company | | | MTA Headquarters | | | TOTAL | | |
|---|-----------------------|----------------|----------------|--------------------|----------------|------------------|-----------------------|--------------|----------------|-------------------|---------------|-----------------|-------------------|---------------|----------------|-------------------|----------------|-----------------|
| | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance |
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | | | | | | | | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | 208.8 | 208.8 | (0.0) | 95.8 | 95.8 | (0.0) | 0.7 | 0.7 | (0.0) | - | - | - | - | - | - | 305.4 | 305.4 | (0.0) |
| Petroleum Business Tax (PBT) | 52.3 | 54.2 | 1.9 | 9.2 | 9.6 | 0.3 | - | - | - | - | - | - | - | - | - | 61.6 | 63.8 | 2.2 |
| MRT(b)-1 (Gross) | - | - | - | - | - | - | - | - | - | - | - | - | 25.4 | 27.7 | 2.3 | 25.4 | 27.7 | 2.3 |
| MRT(b)-2 (Gross) | - | - | - | - | - | - | - | - | - | - | - | - | 18.8 | 11.6 | (7.2) | 18.8 | 11.6 | (7.2) |
| Other MRT(b) Adjustments | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Urban Tax | 35.6 | 46.8 | 11.2 | - | - | - | - | - | - | - | - | - | - | - | - | 35.6 | 46.8 | 11.2 |
| Investment Income | - | 0.3 | 0.3 | - | 1.5 | 1.5 | - | - | - | - | - | - | - | - | - | - | 1.8 | 1.8 |
| | \$296.7 | \$310.1 | \$13.4 | \$105.1 | \$106.9 | \$1.8 | \$0.7 | \$0.7 | (\$0.0) | - | - | - | \$44.2 | \$39.3 | (\$4.9) | \$446.7 | \$457.0 | \$10.3 |
| PMT and MTA Aid | | | | | | | | | | | | | | | | | | |
| Payroll Mobility Tax (PMT) | 25.1 | 114.5 | 89.4 | 107.8 | - | (107.8) | - | - | - | - | - | - | - | - | - | 132.9 | 114.5 | (18.4) |
| Payroll Mobility Tax Replacement Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| MTA Aid | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | \$25.1 | \$114.5 | \$89.4 | \$107.8 | - | (\$107.8) | - | - | - | - | - | - | - | - | - | \$132.9 | \$114.5 | (\$18.4) |
| For-Hire Vehicle (FHV) Surcharge | | | | | | | | | | | | | | | | | | |
| Subway Action Plan Account | 30.1 | 27.4 | (2.6) | - | - | - | - | - | - | - | - | - | - | - | - | 30.1 | 27.4 | (2.6) |
| Less: Transfer to Committed to Capital | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Outerborough Transportation Account (OBTA) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Less: OBTA Projects | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| General Transportation Account | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | \$30.1 | \$27.4 | (\$2.6) | - | - | - | - | - | - | - | - | - | - | - | - | \$30.1 | \$27.4 | (\$2.6) |
| Bus Lane Violations (General Transportation Account) | | | | | | | | | | | | | | | | | | |
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Capital Program Funding from Lockbox Revenues | | | | | | | | | | | | | | | | | | |
| Central Business District Tolling Program (CBDTP) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Real Property Transfer Tax Surcharge (Mansion) | 20.5 | 31.4 | 10.9 | 5.1 | 7.9 | 2.7 | - | - | - | - | - | - | - | - | - | 25.6 | 39.3 | 13.7 |
| Internet Marketplace Tax - State | 10.2 | 10.2 | - | 2.6 | 2.6 | - | - | - | - | - | - | - | - | - | - | 12.8 | 12.8 | - |
| Internet Marketplace Tax - City | 11.6 | 11.6 | 0.0 | 2.9 | 2.9 | - | - | - | - | - | - | - | - | - | - | 14.5 | 14.5 | 0.0 |
| Less: Lockbox Allocated to PAYGO | (40.8) | (50.2) | (9.5) | (10.2) | (12.6) | (2.4) | - | - | - | - | - | - | - | - | - | (50.9) | (62.8) | (11.8) |
| Less: Debt Service on Lockbox Bonds | - | (1.5) | (1.5) | - | (0.4) | (0.4) | - | - | - | - | - | - | - | - | - | - | (1.9) | (1.9) |
| | \$1.5 | \$1.5 | \$0.0 | \$0.4 | \$0.4 | \$0.0 | - | - | - | - | - | - | - | - | - | \$1.9 | \$1.9 | \$0.0 |
| State and Local Subsidies | | | | | | | | | | | | | | | | | | |
| State Operating Assistance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Local Operating Assistance | - | - | - | - | 2.0 | 2.0 | - | - | - | - | - | - | - | - | - | - | 2.0 | 2.0 |
| New York City | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Nassau County | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Suffolk County | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Westchester County | - | - | - | - | 1.8 | 1.8 | - | - | - | - | - | - | - | - | - | - | 1.8 | 1.8 |
| Putnam County | - | - | - | - | 0.1 | 0.1 | - | - | - | - | - | - | - | - | - | - | 0.1 | 0.1 |
| Dutchess County | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Orange County | - | - | - | - | 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | - | 0.0 | 0.0 |
| Rockland County | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Station Maintenance | - | - | - | - | \$2.0 | \$2.0 | - | - | - | - | - | - | - | - | - | - | \$2.0 | \$2.0 |
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subsidy Adjustments | | | | | | | | | | | | | | | | | | |
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal: Taxes & State and Local Subsidies | \$353.3 | \$453.6 | \$100.2 | \$213.3 | \$109.2 | (\$104.1) | \$0.7 | \$0.7 | (\$0.0) | - | - | - | \$44.2 | \$39.3 | (\$4.9) | \$611.6 | \$602.8 | (\$8.8) |
| Other Funding Agreements | | | | | | | | | | | | | | | | | | |
| City Subsidy for MTA Bus Company | - | - | - | - | - | - | - | - | - | 97.6 | 43.0 | (54.6) | - | - | - | 97.6 | 43.0 | (54.6) |
| City Subsidy for Staten Island Railway | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CDOT Subsidy for Metro-North Railroad | - | - | - | 17.8 | 35.6 | 17.8 | - | - | - | - | - | - | - | - | - | 17.8 | 35.6 | 17.8 |
| | - | - | - | \$17.8 | \$35.6 | \$17.8 | - | - | - | \$97.6 | \$43.0 | (\$54.6) | - | - | - | \$115.4 | \$78.6 | (\$36.8) |
| Subtotal, including Other Funding Agreements | \$353.3 | \$453.6 | \$100.2 | \$231.1 | \$144.8 | (\$86.3) | \$0.7 | \$0.7 | (\$0.0) | \$97.6 | \$43.0 | (\$54.6) | \$44.2 | \$39.3 | (\$4.9) | \$727.0 | \$681.4 | (\$45.6) |
| Inter-agency Subsidy Transactions | | | | | | | | | | | | | | | | | | |
| B&T Operating Surplus Transfer | 34.8 | 35.6 | 0.8 | 41.7 | 42.3 | 0.6 | - | - | - | - | - | - | - | - | - | 76.5 | 77.9 | 1.3 |
| | \$34.8 | \$35.6 | \$0.8 | \$41.7 | \$42.3 | \$0.6 | - | - | - | - | - | - | - | - | - | \$76.5 | \$77.9 | \$1.3 |
| GROSS SUBSIDIES | \$388.2 | \$489.2 | \$101.0 | \$272.8 | \$187.0 | (\$85.7) | \$0.7 | \$0.7 | (\$0.0) | \$97.6 | \$43.0 | (\$54.6) | \$44.2 | \$39.3 | (\$4.9) | \$803.5 | \$759.3 | (\$44.3) |

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Consolidated Subsidiaries - Cash Basis
Oct 2022 Year-to-Date
(\$ in millions)

| | New York City Transit | | | Commuter Railroads | | | Staten Island Railway | | | MTA Bus Company | | | MTA Headquarters | | | TOTAL | | |
|---|-----------------------|------------------|----------------|--------------------|------------------|------------------|-----------------------|---------------|--------------|-------------------|----------------|-----------------|-------------------|----------------|---------------|-------------------|------------------|----------------|
| | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance | Mid-Year Forecast | Actual | Variance |
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | | | | | | | | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | 1,034.0 | 1,034.0 | 0.0 | 474.6 | 474.6 | (0.0) | 3.7 | 3.7 | 0.0 | - | - | - | - | - | - | 1,512.3 | 1,512.3 | (0.0) |
| Petroleum Business Tax (PBT) | 429.8 | 424.9 | (4.8) | 75.8 | 75.0 | (0.9) | - | - | - | - | - | - | - | - | - | 505.6 | 499.9 | (5.7) |
| MRT(b)-1 (Gross) | - | - | - | - | - | - | - | - | - | - | - | - | 345.1 | 390.4 | 45.3 | 345.1 | 390.4 | 45.3 |
| MRT(b)-2 (Gross) | - | - | - | - | - | - | - | - | - | - | - | - | 193.2 | 186.4 | (6.7) | 193.2 | 186.4 | (6.7) |
| Other MRT(b) Adjustments | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Urban Tax | 581.8 | 660.4 | 78.7 | - | - | - | - | - | - | - | - | - | - | - | - | 581.8 | 660.4 | 78.7 |
| Investment Income | 0.1 | 1.3 | 1.2 | 0.1 | 5.7 | 5.6 | - | - | - | - | - | - | - | - | - | 0.2 | 7.1 | 6.8 |
| | \$2,045.7 | \$2,120.7 | \$75.0 | \$550.5 | \$555.3 | \$4.8 | \$3.7 | \$3.7 | \$0.0 | - | - | - | \$538.3 | \$576.8 | \$38.6 | \$3,138.2 | \$3,256.5 | \$118.4 |
| PMT and MTA Aid | | | | | | | | | | | | | | | | | | |
| Payroll Mobility Tax (PMT) | 1,198.6 | 1,424.8 | 226.2 | 231.5 | - | (231.5) | - | - | - | - | - | - | - | - | - | 1,430.1 | 1,424.8 | (5.3) |
| Payroll Mobility Tax Replacement Funds | 102.6 | 102.6 | - | 44.0 | 44.0 | - | - | - | - | - | - | - | - | - | - | 146.6 | 146.6 | - |
| MTA Aid | 134.8 | 136.1 | 1.3 | 57.8 | 58.3 | 0.5 | - | - | - | - | - | - | - | - | - | 192.6 | 194.4 | 1.8 |
| | \$1,436.0 | \$1,663.4 | \$227.4 | \$333.3 | \$102.3 | (\$231.0) | - | - | - | - | - | - | - | - | - | \$1,769.3 | \$1,765.7 | (\$3.6) |
| For-Hire Vehicle (FHV) Surcharge | | | | | | | | | | | | | | | | | | |
| Subway Action Plan Account | 281.3 | 275.5 | (5.8) | - | - | - | - | - | - | - | - | - | - | - | - | 281.3 | 275.5 | (5.8) |
| Less: Transfer to Committed to Capital | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Outerborough Transportation Account (OBTA) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Less: OBTA Projects | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| General Transportation Account | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | \$281.3 | \$275.5 | (\$5.8) | - | - | - | - | - | - | - | - | - | - | - | - | \$281.3 | \$275.5 | (\$5.8) |
| Bus Lane Violations (General Transportation Account) | | | | | | | | | | | | | | | | | | |
| | \$2.9 | \$1.7 | (\$1.2) | - | - | - | - | - | - | - | - | - | - | - | - | \$2.9 | \$1.7 | (\$1.2) |
| Capital Program Funding from Lockbox Revenues | | | | | | | | | | | | | | | | | | |
| Central Business District Tolling Program (CBDTP) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Real Property Transfer Tax Surcharge (Mansion) | 290.8 | 366.1 | 75.4 | 72.7 | 91.5 | 18.8 | - | - | - | - | - | - | - | - | - | 363.5 | 457.6 | 94.2 |
| Internet Marketplace Tax - State | 101.7 | 101.7 | - | 25.4 | 25.4 | - | - | - | - | - | - | - | - | - | - | 127.1 | 127.1 | - |
| Internet Marketplace Tax - City | 115.3 | 115.3 | 0.0 | 28.8 | 28.8 | 0.0 | - | - | - | - | - | - | - | - | - | 144.1 | 144.1 | 0.0 |
| Less: Lockbox Allocated to PAYGO | (501.5) | (570.7) | (69.2) | (125.4) | (142.7) | (17.3) | - | - | - | - | - | - | - | - | - | (626.9) | (713.4) | (86.4) |
| Less: Debt Service on Lockbox Bonds | - | (6.2) | (6.2) | - | (1.5) | (1.5) | - | - | - | - | - | - | - | - | - | - | (7.7) | (7.7) |
| | \$6.2 | \$6.2 | (\$0.0) | \$1.5 | \$1.5 | \$0.0 | - | - | - | - | - | - | - | - | - | \$7.7 | \$7.7 | (\$0.0) |
| State and Local Subsidies | | | | | | | | | | | | | | | | | | |
| State Operating Assistance | 79.1 | 79.1 | (0.0) | 14.6 | 14.6 | - | 0.3 | 0.3 | 0.0 | - | - | - | - | - | - | 94.0 | 94.0 | - |
| Local Operating Assistance | 123.2 | 123.2 | (0.0) | 23.4 | 27.6 | 4.1 | 0.4 | 0.4 | 0.0 | - | - | - | - | - | - | 147.1 | 151.3 | 4.1 |
| New York City | 123.2 | 123.2 | (0.0) | 0.9 | 1.4 | 0.5 | 0.4 | 0.4 | 0.0 | - | - | - | - | - | - | 124.6 | 125.1 | 0.5 |
| Nassau County | - | - | - | 8.7 | 8.7 | - | - | - | - | - | - | - | - | - | - | 8.7 | 8.7 | - |
| Suffolk County | - | - | - | 5.6 | 5.6 | - | - | - | - | - | - | - | - | - | - | 5.6 | 5.6 | - |
| Westchester County | - | - | - | 7.3 | 11.0 | 3.7 | - | - | - | - | - | - | - | - | - | 7.3 | 11.0 | 3.7 |
| Putnam County | - | - | - | 0.4 | 0.4 | - | - | - | - | - | - | - | - | - | - | 0.4 | 0.4 | - |
| Dutchess County | - | - | - | 0.3 | 0.3 | - | - | - | - | - | - | - | - | - | - | 0.3 | 0.3 | - |
| Orange County | - | - | - | 0.1 | 0.1 | - | - | - | - | - | - | - | - | - | - | 0.1 | 0.1 | - |
| Rockland County | - | - | - | 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | - | 0.0 | 0.0 | - |
| Station Maintenance | - | - | - | 182.2 | 190.7 | 8.5 | - | - | - | - | - | - | - | - | - | 182.2 | 190.7 | 8.5 |
| | \$202.3 | \$202.3 | (\$0.0) | \$220.3 | \$232.9 | \$12.6 | \$0.7 | \$0.7 | \$0.0 | - | - | - | - | - | - | \$423.3 | \$435.9 | \$12.6 |
| Subsidy Adjustments | | | | | | | | | | | | | | | | | | |
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal: Taxes & State and Local Subsidies | \$3,974.4 | \$4,269.8 | \$295.4 | \$1,105.6 | \$892.0 | (\$213.6) | \$4.4 | \$4.4 | \$0.0 | - | - | - | \$538.3 | \$576.8 | \$38.6 | \$5,622.7 | \$5,743.0 | \$120.4 |
| Other Funding Agreements | | | | | | | | | | | | | | | | | | |
| City Subsidy for MTA Bus Company | - | - | - | - | - | - | - | - | - | 447.6 | 435.5 | (12.0) | - | - | - | 447.6 | 435.5 | (12.0) |
| City Subsidy for Staten Island Railway | - | - | - | - | - | - | 24.4 | 24.4 | - | - | - | - | - | - | - | 24.4 | 24.4 | - |
| CDOT Subsidy for Metro-North Railroad | - | - | - | 204.5 | 208.2 | 3.7 | - | - | - | - | - | - | - | - | - | 204.5 | 208.2 | 3.7 |
| | - | - | - | \$204.5 | \$208.2 | \$3.7 | \$24.4 | \$24.4 | - | \$447.6 | \$435.5 | (\$12.0) | - | - | - | \$676.5 | \$668.2 | (\$8.3) |
| Subtotal, including Other Funding Agreements | \$3,974.4 | \$4,269.8 | \$295.4 | \$1,310.1 | \$1,100.3 | (\$209.9) | \$28.8 | \$28.8 | \$0.0 | \$447.6 | \$435.5 | (\$12.0) | \$538.3 | \$576.8 | \$38.6 | \$6,299.2 | \$6,411.2 | \$112.1 |
| Inter-agency Subsidy Transactions | | | | | | | | | | | | | | | | | | |
| B&T Operating Surplus Transfer | 449.5 | 461.3 | 11.8 | 528.7 | 539.9 | 11.2 | - | - | - | - | - | - | - | - | - | 978.2 | 1,001.2 | 23.0 |
| | \$449.5 | \$461.3 | \$11.8 | \$528.7 | \$539.9 | \$11.2 | - | - | - | - | - | - | - | - | - | \$978.2 | \$1,001.2 | \$23.0 |
| GROSS SUBSIDIES | \$4,423.9 | \$4,731.1 | \$307.2 | \$1,838.9 | \$1,640.2 | (\$198.7) | \$28.8 | \$28.8 | \$0.0 | \$447.6 | \$435.5 | (\$12.0) | \$538.3 | \$576.8 | \$38.6 | \$7,277.4 | \$7,412.5 | \$135.1 |

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Consolidated Subsidies - Cash Basis
Variance Explanations

(\$ in millions)

Month of Oct 2022

| Cash Subsidies | Variance \$ | Variance % | Explanations |
|---|----------------|---------------|--|
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | (0.0) | 0.0% | The month and YTD MMTOA cash receipts were on target with the forecast. |
| Petroleum Business Tax (PBT) | 2.2 | 3.6% | PBT cash receipts were above the forecast for the month, and YTD cash receipts were close to the forecast. |
| MRT(b)-1 (Gross) | 2.3 | 9.1% | The variances were above the budget for the month and YTD due to favorable mortgage recording activity. |
| MRT(b)-2 (Gross) | (7.2) | -38.4% | The variance was below the budget for the month, but YTD variance was on target with the forecast. |
| Urban Tax | 11.2 | 31.5% | Urban Tax receipts for the month and YTD were favorable due to better-than-expected real estate activity in NYC. |
| Payroll Mobility Tax (PMT) | (18.4) | -13.8% | Payroll Mobility Tax cash receipts were unfavorable to the forecast for the month, but YTD receipts were close to the target. |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0% | Cash transfers from the State are made on a quarterly basis and no transfers were expected in October. YTD cash receipts were on target with the budget. |
| MTA Aid | 0.0 | 0.0% | The MTA Aid Cash transfers from the State are made on a quarterly basis and no transfers were expected in October. YTD cash receipts through the third quarter of 2022 were close to target. |
| For-Hire Vehicle (FHV) Surcharge (Subway Action Plan Account) | (2.6) | -8.8% | The For-Hire Vehicle Surcharge cash receipts for the Subway Action Plan were unfavorable to the forecast for the month, but YTD cash receipts were close to the forecast. |
| Bus Lane Violations (General Transportation Account) | 0.0 | 0.0% | No Bus Lane Violations transactions were scheduled for the month. YTD transactions were unfavorable to the forecast. |
| Real Property Transfer Tax Surcharge (Mansion) | 13.7 | 53.4% | Real Property Transfer Tax Surcharge transactions for the month and YTD were favorable to the forecast. |
| Internet Marketplace Tax - State | 0.0 | 0.0% | Internet Marketplace Tax transactions (NYS) for the month and year-to-date were on target with the forecast. |
| Internet Marketplace Tax - City | 0.0 | 0.0% | Internet Marketplace Tax transactions (NYC) for the month and year-to-date were on target with the forecast. |
| Less: Debt Service on Lockbox Bonds | (1.9) | >-100 | The favorable Real Property Transfer Tax Surcharge resulted in a greater transfer to CBDTP Capital Lockbox. |
| State Operating Assistance | 0.0 | 0.0% | State Operating Assistance transactions for the month and YTD were on target with the forecast. |
| Local Operating Assistance | 2.0 | >100 | The favorable variances for the month and YTD were due to the timing of cash transfers. |
| Station Maintenance | 0.0 | 0.0% | No Station Maintenance was expected in October. The favorable YTD variances were due to the timing of cash transfers. |
| City Subsidy for MTA Bus Company | (54.6) | -56.0% | Variance was mostly due to lower expenses (mostly non-labor expenses) incurred by MTA Bus, as a result of timing. Lower expenses result in lower reimbursement from the City. |
| City Subsidy for Staten Island Railway | 0.0 | 0.0% | The month and YTD cash receipts were on target with the forecasts. |
| CDOT Subsidy for Metro-North Railroad | 17.8 | 99.8% | The favorable variance for the month was primarily due to timing. YTD transactions were close to the target. |
| B&T Operating Surplus Transfer | 1.3 | 1.8% | The slightly favorable month and year-to-date variances were attributable to higher toll revenues and lower expenses. |

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Consolidated Subsidies - Cash Basis
Variance Explanations

(\$ in millions)

Year-to-Date Oct 2022

| Cash Subsidies | Variance \$ | Variance % | Explanations |
|---|----------------|---------------|------------------------------------|
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | (0.0) | 0.0% | See the explanation for the month. |
| Petroleum Business Tax (PBT) | (5.7) | -1.1% | See the explanation for the month. |
| MRT(b)-1 (Gross) | 45.3 | 13.1% | See the explanation for the month. |
| MRT(b)-2 (Gross) | (6.7) | -3.5% | See the explanation for the month. |
| Urban Tax | 78.7 | 13.5% | See the explanation for the month. |
| Payroll Mobility Tax (PMT) | (5.3) | -0.4% | See the explanation for the month. |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0% | See the explanation for the month. |
| MTA Aid | 1.8 | 0.9% | See the explanation for the month. |
| For-Hire Vehicle (FHV) Surcharge (Subway Action Plan Account) | (5.8) | -2.1% | See the explanation for the month. |
| Bus Lane Violations (General Transportation Account) | (1.2) | -42.1% | See the explanation for the month. |
| Real Property Transfer Tax Surcharge (Mansion) | 94.2 | 25.9% | See the explanation for the month. |
| Internet Marketplace Tax - State | 0.0 | 0.0% | See the explanation for the month. |
| Internet Marketplace Tax - City | 0.0 | 0.0% | See the explanation for the month. |
| Less: Debt Service on Lockbox Bonds | (7.7) | >-100 | See the explanation for the month. |
| State Operating Assistance | 0.0 | 0.0% | See the explanation for the month. |
| Local Operating Assistance | 4.1 | 2.8% | See the explanation for the month. |
| Station Maintenance | 8.5 | 4.7% | See the explanation for the month. |
| City Subsidy for MTA Bus Company | (12.0) | -2.7% | See the explanation for the month. |
| City Subsidy for Staten Island Railway | 0.0 | 0.0% | See the explanation for the month. |
| CDOT Subsidy for Metro-North Railroad | 3.7 | 1.8% | See the explanation for the month. |
| B&T Operating Surplus Transfer | 23.0 | 2.4% | See the explanation for the month. |

(millions)

| | <u>Current Month Stabilization Fund</u> | | | <u>Year to Date Stabilization Fund</u> | | |
|--|---|------------------|--------------|--|------------------|--------------|
| | <u>Commuter</u> | <u>Transit</u> | <u>Total</u> | <u>Commuter</u> | <u>Transit</u> | <u>Total</u> |
| | <u>(General Fd)</u> | <u>(TA Stab)</u> | | <u>(General Fd)</u> | <u>(TA Stab)</u> | |
| From Date: | 10/01/22 | 10/01/22 | 10/01/22 | 01/01/22 | 01/01/22 | 01/01/22 |
| To Date: | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 |
| Opening Balance | \$677.033 | \$92.624 | \$769.658 | \$629.725 | \$100.380 | \$730.104 |
| RECEIPTS | | | | | | |
| Interest Earnings | 1.455 | 0.320 | 1.775 | 5.732 | 1.318 | 7.049 |
| General to Operating | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MTA Internet Marketplace Tax | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MTA Mansion Tax | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Fuel Hedge Reserve | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Real Estate Advertising Revenue | 0.000 | 11.162 | 11.162 | 0.000 | 122.811 | 122.811 |
| New York State | | | | | | |
| State and regional mass transit taxes - MMTOA | 95.829 | 209.539 | 305.368 | 474.585 | 1,037.723 | 1,512.308 |
| MTTF New York State | 9.570 | 54.230 | 63.800 | 74.991 | 424.947 | 499.938 |
| Total Dedicated Taxes Received | 105.399 | 263.769 | 369.168 | 549.576 | 1,462.670 | 2,012.246 |
| Less DTF Debt Service | 0.000 | 0.000 | 0.000 | 47.266 | 286.380 | 333.646 |
| Net Dedicated Taxes for Operations | 105.399 | 263.769 | 369.168 | 502.309 | 1,176.290 | 1,678.600 |
| Payroll Mobility Tax | 0.000 | 137.185 | 137.185 | 0.000 | 1,475.880 | 1,475.880 |
| Release of General Reserve - Commuter | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| PMT Allocation to Commuter | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Release of general reserve | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MTA Aid Trust Taxes | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| New York City Operating Assistance | 0.000 | 0.000 | 0.000 | 0.000 | 123.672 | 123.672 |
| Operating Assistance - 18b | 0.000 | 0.000 | 0.000 | 14.626 | 79.336 | 93.962 |
| NYC School Fares | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYC Subway Action Plan | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYS Subway Action Plan | 0.000 | 27.407 | 27.407 | 0.000 | 275.452 | 275.452 |
| NYS School Fares | 0.000 | 0.000 | 0.000 | 0.000 | 12.626 | 12.626 |
| Additional Mass Transp Operating Assistance | 0.000 | n/a | 0.000 | 0.000 | n/a | 0.000 |
| Total - New York State | \$105.399 | \$428.361 | \$533.760 | \$516.935 | \$3,143.256 | \$3,660.191 |
| Local | | | | | | |
| Dutchess County | | | | | | |
| Operating Assistance - 18b | \$0.000 | n/a | \$0.000 | \$0.285 | n/a | \$0.285 |
| Station Maintenance | 0.000 | n/a | 0.000 | 2.785 | n/a | 2.785 |
| Nassau County | | | | | | |
| Operating Assistance - 18b | 0.000 | n/a | 0.000 | 8.688 | n/a | 8.688 |
| Station Maintenance | 0.000 | n/a | 0.000 | 33.803 | n/a | 33.803 |
| New York City | | | | | | |
| Operating Assistance - 18b | 0.000 | 0.000 | 0.000 | 1.404 | 0.000 | 1.404 |
| Urban - Real Property & Mortgage Recording Tax | n/a | 46.798 | 46.798 | n/a | 660.419 | 660.419 |
| Additional Assistance New York City | n/a | 0.000 | 0.000 | n/a | 0.000 | 0.000 |
| Station Maintenance | 0.000 | n/a | 0.000 | 108.161 | n/a | 108.161 |
| Orange County | | | | | | |
| Operating Assistance - 18b | 0.037 | n/a | 0.037 | 0.146 | n/a | 0.146 |
| Station Maintenance | 0.000 | n/a | 0.000 | 0.576 | n/a | 0.576 |
| Putnam County | | | | | | |
| Operating Assistance - 18b | 0.095 | n/a | 0.095 | 0.380 | n/a | 0.380 |
| Station Maintenance | 0.000 | n/a | 0.000 | 1.089 | n/a | 1.089 |
| Rockland County | | | | | | |
| Operating Assistance - 18b | 0.000 | n/a | 0.000 | 0.029 | n/a | 0.029 |

MTA Subsidy, Interagency Loan and Stabilization Fund Transactions - Cash Basis
(millions)

| | | <u>Current Month Stabilization Fund</u> | | | <u>Year to Date Stabilization Fund</u> | | |
|--------------------|----------------------------|---|------------------|--------------|--|------------------|--------------|
| | | <u>Commuter</u> | <u>Transit</u> | <u>Total</u> | <u>Commuter</u> | <u>Transit</u> | <u>Total</u> |
| | | <u>(General Fd)</u> | <u>(TA Stab)</u> | | <u>(General Fd)</u> | <u>(TA Stab)</u> | |
| From Date: | | 10/01/22 | 10/01/22 | 10/01/22 | 01/01/22 | 01/01/22 | 01/01/22 |
| To Date: | | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 |
| Suffolk County | Station Maintenance | 0.000 | n/a | 0.000 | 0.061 | n/a | 0.061 |
| | Operating Assistance - 18b | 0.000 | n/a | 0.000 | 5.638 | n/a | 5.638 |
| | Station Maintenance | 0.000 | n/a | 0.000 | 20.835 | n/a | 20.835 |
| Westchester County | Operating Assistance - 18b | 1.836 | n/a | 1.836 | 11.013 | n/a | 11.013 |
| | Station Maintenance | 0.000 | n/a | 0.000 | 23.361 | n/a | 23.361 |
| Total - Local | | \$1.967 | \$46.798 | \$48.765 | \$218.256 | \$660.419 | \$878.675 |

| | <u>Current Month Stabilization Fund</u> | | | <u>Year to Date Stabilization Fund</u> | | |
|---|---|------------------|--------------|--|------------------|--------------|
| | <u>Commuter</u> | <u>Transit</u> | <u>Total</u> | <u>Commuter</u> | <u>Transit</u> | <u>Total</u> |
| | <u>(General Fd)</u> | <u>(TA Stab)</u> | | <u>(General Fd)</u> | <u>(TA Stab)</u> | |
| From Date: | 10/01/22 | 10/01/22 | 10/01/22 | 01/01/22 | 01/01/22 | 01/01/22 |
| To Date: | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 |
| MTA Bridges and Tunnels- Surplus Transfers | 42.255 | 35.597 | 77.852 | 539.885 | 461.324 | 1,001.208 |
| Total Subsidy and Other Receipts | \$149.621 | \$510.756 | \$660.377 | \$1,275.076 | \$4,264.998 | \$5,540.074 |
| MTA Sources for Interagency Loans | | | | | | |
| Retro Payment Reserve - Fund#1302 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Inter-Agency Loan | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MTA Capital Program - Non-Resolution Funds | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MRT-2 Corporate Account | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Transfer from fund 1030 (NYCTA Op Fund) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Loans | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Receipts and Loans Received | \$151.075 | \$522.237 | \$673.313 | \$1,280.808 | \$4,389.127 | \$5,669.935 |

Continued on Next Page

Continued on Next Page

(millions)

| | <u>Current Month Stabilization Fund</u> | | | <u>Year to Date Stabilization Fund</u> | | |
|--|---|------------------|------------------|--|------------------|------------------|
| | <u>Commuter</u> | <u>Transit</u> | <u>Total</u> | <u>Commuter</u> | <u>Transit</u> | <u>Total</u> |
| | <u>(General Fd)</u> | <u>(TA Stab)</u> | | <u>(General Fd)</u> | <u>(TA Stab)</u> | |
| From Date: | 10/01/22 | 10/01/22 | 10/01/22 | 01/01/22 | 01/01/22 | 01/01/22 |
| To Date: | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 | 10/31/22 |
| <u>Brought forward from prior page</u> | | | | | | |
| Opening Balance | \$677.033 | \$92.624 | \$769.658 | \$629.725 | \$100.380 | \$730.104 |
| Total Receipts and Loans Received | 151.075 | 522.237 | 673.313 | 1,280.808 | 4,389.127 | 5,669.935 |
| Total Cash and Receipts Available | \$828.109 | \$614.862 | \$1,442.971 | \$1,910.533 | \$4,489.506 | \$6,400.039 |
| <u>DISBURSEMENTS</u> | | | | | | |
| Revenue Supported Debt Service | 100.645 | 139.577 | 240.222 | 610.718 | 848.150 | 1,458.868 |
| <u>Agency Operations</u> | | | | | | |
| MTA Long Island Railroad | 112.205 | 0.000 | 112.205 | 388.270 | 0.000 | 388.270 |
| MTA Metro-North Rail Road | 92.693 | 0.000 | 92.693 | 310.759 | 0.000 | 310.759 |
| MTA New York City Transit | 0.000 | 411.162 | 411.162 | 0.000 | 3,572.811 | 3,572.811 |
| MTA NYCT for SIRTOA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MTA Bond Admin Cost | 0.000 | 0.000 | 0.000 | 2.470 | 4.422 | 6.892 |
| MNR Repayment of 525 North Broadway loan | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MTA NYS Subway Action Plan | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Release of General Reserve - Commuter | 0.000 | 0.000 | 0.000 | 75.750 | 0.000 | 75.750 |
| General to Operating | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Committed to Capital - PAYGO | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Debt Service and Operations | \$305.542 | \$550.739 | \$856.281 | \$1,387.966 | \$4,425.383 | \$5,813.349 |
| <u>Repayment of Interagency Loans</u> | | | | | | |
| Payback - Trans Non-bond - Fd#1028 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Transfer to NYCTA Operating | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Transfer to Fund 2631 (MTA Gen Resol Auth Trans Rev O | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYCT Employee Health Contribution GASB Account - Fd | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Transfer to Fund 1059 (Fuel Hedge Reserve) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Inter Agency Loan | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 2012 OPEB Loan | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Loans Payback | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Disbursements | \$305.542 | \$550.739 | \$856.281 | \$1,387.966 | \$4,425.383 | \$5,813.349 |
| <u>STABILIZATION FUND BALANCE</u> | \$522.566 | \$64.123 | \$586.690 | \$522.566 | \$64.123 | \$586.690 |
| <u>Ending Loan Balances</u> | | | | | | |
| B&T Necessary Reconstruction Reserve | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MTA Capital Program - Non-Resolution Funds | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MRT-2 Corporate Account | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 2012 OPEB Loan | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u> | n/a | \$1,197.632 | \$1,197.632 | n/a | \$1,197.632 | \$1,197.632 |

| Current Month Stabilization Fund | | | |
|---|----------------------------------|------------------------------|--------------|
| | Commuter (General Fd) | Transit (TA Stab) | Total |
| From Date: | 10/01/22 | 10/01/22 | 10/01/22 |
| To Date: | 10/31/22 | 10/31/22 | 10/31/22 |

| Year to Date Stabilization Fund | | | |
|--|----------------------------------|------------------------------|------------------|
| | Commuter (General Fd) | Transit (TA Stab) | Total |
| | 01/01/22 | 01/01/22 | 01/01/22 |
| | 10/31/22 | 10/31/22 | 10/31/22 |
| | -\$522.566 | \$1,133.509 | \$610.942 |

Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2022 Mid-Year Forecast
Debt Service

October 2022 Monthly

(\$ in millions)

| | Mid-Year Forecast | Actual | Variance | % Var | Explanation |
|--|-------------------|----------------|------------------|---------------|--|
| <i>Dedicated Tax Fund:</i> | | | | | |
| NYC Transit | \$10.6 | \$1.0 | \$9.6 | | Timing related to the early receipt of BAB subsidy. |
| Commuter Railroads | 2.3 | 0.2 | 2.1 | | |
| Dedicated Tax Fund Subtotal | \$12.9 | \$1.2 | \$11.7 | 90.7% | |
| <i>MTA Transportation Revenue:</i> | | | | | |
| NYC Transit | \$81.1 | \$139.9 | (\$58.8) | | Cash call of outstanding bonds and timing as debt service was prefunded to November 15th. Variance was partially offset by the early receipt of BAB subsidy. The prefunding timing variance will reverse in Nov. 2022. |
| Commuter Railroads | 56.3 | 100.9 | (44.6) | | |
| MTA Bus | 1.9 | 0.1 | 1.8 | | |
| SIRTOA | 0.5 | 0.0 | 0.5 | | |
| MTA Transportation Revenue Subtotal | \$139.7 | \$240.9 | (\$101.2) | -72.4% | |
| <i>PMT Bonds:</i> | | | | | |
| NYC Transit | \$9.5 | \$12.1 | (\$2.6) | | Timing of debt service deposits. |
| Commuter Railroads | 11.6 | 13.3 | (1.8) | | |
| MTA Bus Company | 1.1 | 0.4 | 0.7 | | |
| SIRTOA | 0.9 | 0.5 | 0.4 | | |
| PMT Bond Subtotal | \$23.1 | \$26.4 | (\$3.3) | -14.2% | |
| <i>2 Broadway COPs:</i> | | | | | |
| NYC Transit | \$0.4 | \$0.2 | \$0.2 | | |
| Bridges & Tunnels | 0.1 | 0.0 | 0.0 | | |
| MTA HQ | 0.0 | 0.0 | 0.0 | | |
| Commuter Railroads | 0.1 | 0.1 | 0.1 | | |
| 2 Broadway COPs Subtotal | \$0.5 | \$0.3 | \$0.3 | 52.1% | |
| <i>TBTA General Resolution (2):</i> | | | | | |
| NYC Transit | \$13.1 | \$19.7 | (\$6.5) | | Timing of debt service deposits as debt service was prefunded to November 15th. Variance will reverse in November 2022. |
| Commuter Railroads | 5.8 | 8.8 | (2.9) | | |
| Bridges & Tunnels | 31.4 | 44.6 | (13.2) | | |
| TBTA General Resolution Subtotal | \$50.4 | \$73.0 | (\$22.6) | -44.9% | |
| <i>TBTA Subordinate (2):</i> | | | | | |
| NYC Transit | \$4.8 | \$7.3 | (\$2.4) | | Timing of debt service deposits as debt service was prefunded to November 15th. Variance will reverse in November 2022. |
| Commuter Railroads | 2.5 | 3.8 | (1.3) | | |
| Bridges & Tunnels | 1.3 | 1.9 | (0.6) | | |
| TBTA Subordinate Subtotal | \$8.6 | \$12.9 | (\$4.3) | -50.0% | |
| <i>TBTA 2nd Subordinate Subtotal</i> | | | | | |
| | \$1.1 | \$0.0 | \$1.1 | 100.0% | Timing of debt issuance. |
| <i>Debt Service from Lockbox Revenues:</i> | | | | | |
| NYC Transit | \$0.6 | \$0.0 | \$0.6 | | |
| Commuter Railroads | 0.2 | 0.0 | 0.2 | | |
| MTA Bus | 0.0 | 0.0 | 0.0 | | |
| SIRTOA | 0.0 | 0.0 | 0.0 | | |
| Debt Service from Lockbox Subtotal | \$0.8 | \$0.0 | \$0.8 | 100.0% | |
| Total Debt Service | \$237.1 | \$354.7 | (\$117.5) | -49.6% | |
| <i>Debt Service by Agency:</i> | | | | | |
| NYC Transit | \$120.2 | \$180.1 | (\$59.9) | | |
| Commuter Railroads | 78.7 | 127.0 | (48.3) | | |
| MTA Bus | 3.0 | 0.5 | 2.5 | | |
| SIRTOA | 1.4 | 0.5 | 0.9 | | |
| Bridges & Tunnels | 33.8 | 46.5 | (12.7) | | |
| MTAHQ | 0.0 | 0.0 | 0.0 | | |
| Total Debt Service | \$237.1 | \$354.7 | (\$117.5) | -49.6% | |

Notes:

(1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.

(2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.

(3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.

Totals may not add due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2022 Mid-Year Forecast**

Debt Service

October 2022 Year-To-Date

(\$ in millions)

| | Mid-Year Forecast | Actual | Variance | % Var | Explanation |
|--|-------------------|------------------|-----------------|---------------|--|
| <i>Dedicated Tax Fund:</i> | | | | | |
| NYC Transit | \$293.3 | \$288.9 | \$4.4 | | |
| Commuter Railroads | 56.1 | 47.3 | 8.8 | | |
| Dedicated Tax Fund Subtotal | \$349.4 | \$336.2 | \$13.2 | 3.8% | Timing related to the early receipt of BAB subsidy. |
| <i>MTA Transportation Revenue:</i> | | | | | |
| NYC Transit | \$822.5 | \$864.7 | (\$42.2) | | |
| Commuter Railroads | 579.6 | 622.6 | (43.0) | | |
| MTA Bus | 14.9 | 1.9 | 13.0 | | |
| SIRTOA | 3.9 | 0.3 | 3.6 | | |
| MTA Transportation Revenue Subtotal | \$1,420.9 | \$1,489.5 | (\$68.6) | -4.8% | Cash call of outstanding bonds and timing as debt service was prefunded to November 15th. Variance was partially offset by the early receipt of BAB subsidy. The prefunding timing variance will reverse in Nov. 2022. |
| <i>PMT Bonds:</i> | | | | | |
| NYC Transit | \$71.6 | \$67.3 | \$4.3 | | |
| Commuter Railroads | 104.8 | 96.2 | 8.6 | | |
| MTA Bus Company | 7.5 | 3.2 | 4.3 | | |
| SIRTOA | 6.7 | 3.6 | 3.1 | | |
| PMT Bond Subtotal | \$190.6 | \$170.3 | \$20.3 | 10.7% | Timing of debt issuance. |
| <i>2 Broadway COPs:</i> | | | | | |
| NYC Transit | \$3.6 | \$3.0 | \$0.7 | | |
| Bridges & Tunnels | 0.5 | 0.4 | 0.1 | | |
| MTA HQ | 0.0 | 0.0 | 0.0 | | |
| Commuter Railroads | 1.1 | 0.9 | 0.2 | | |
| 2 Broadway COPs Subtotal | \$5.3 | \$4.3 | \$1.0 | 18.5% | |
| <i>TBTA General Resolution (2):</i> | | | | | |
| NYC Transit | \$138.5 | \$144.0 | (\$5.4) | | |
| Commuter Railroads | 61.7 | 64.2 | (2.4) | | |
| Bridges & Tunnels | 289.1 | 299.2 | (10.1) | | |
| TBTA General Resolution Subtotal | \$489.4 | \$507.4 | (\$18.0) | -3.7% | Prefunding of debt service to November 15th, will reverse in November 2022. |
| <i>TBTA Subordinate (2):</i> | | | | | |
| NYC Transit | \$48.0 | \$50.4 | (\$2.4) | | |
| Commuter Railroads | 24.0 | 25.2 | (1.2) | | |
| Bridges & Tunnels | 13.9 | 14.6 | (0.6) | | |
| TBTA Subordinate Subtotal | \$86.0 | \$90.2 | (\$4.3) | -5.0% | Prefunding of debt service to November 15th, will reverse in November 2022. |
| TBTA 2nd Subordinate Subtotal | \$5.4 | \$0.0 | \$5.4 | 100.0% | Timing of debt issuance. |
| <i>Debt Service from Lockbox Revenues:</i> | | | | | |
| NYC Transit | \$3.7 | \$0.0 | \$3.7 | | |
| Commuter Railroads | 0.9 | 0.0 | 0.9 | | |
| MTA Bus | 0.1 | 0.0 | 0.1 | | |
| SIRTOA | 0.0 | 0.0 | 0.0 | | |
| Debt Service from Lockbox Subtotal | \$4.7 | \$0.0 | \$4.7 | 100.0% | |
| Total Debt Service | \$2,551.7 | \$2,597.9 | (\$46.3) | -1.8% | |
| <i>Debt Service by Agency:</i> | | | | | |
| NYC Transit | \$1,381.3 | \$1,418.3 | (\$37.0) | | |
| Commuter Railroads | 828.3 | 856.4 | (28.1) | | |
| MTA Bus | 22.5 | 5.1 | 17.4 | | |
| SIRTOA | 10.6 | 3.8 | 6.8 | | |
| Bridges & Tunnels | 309.0 | 314.2 | (5.3) | | |
| MTAHQ | 0.0 | 0.0 | 0.0 | | |
| Total Debt Service | \$2,551.7 | \$2,597.9 | (\$46.3) | -1.8% | |

Notes:

(1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.

(2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.

(3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.

Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Total Positions by Function and Agency
October 2022

| Function/Agency | Mid-Year Forecast | Actual | Variance Favorable/ (Unfavorable) |
|----------------------------|----------------------|---------------|---|
| Administration | 4,273 | 3,490 | 784 |
| NYC Transit | 962 | 729 | 233 |
| Long Island Rail Road | 494 | 408 | 86 |
| Metro-North Railroad | 459 | 403 | 56 |
| Bridges & Tunnels | 77 | 47 | 30 |
| Headquarters | 2,078 | 1,741 | 337 |
| Staten Island Railway | 25 | 17 | 8 |
| Construction & Development | 66 | 72 | (6) |
| Bus Company | 113 | 73 | 40 |
| Operations | 31,106 | 30,262 | 844 |
| NYC Transit | 23,270 | 22,660 | 610 |
| Long Island Rail Road | 2,818 | 2,693 | 125 |
| Metro-North Railroad | 2,095 | 2,031 | 64 |
| Bridges & Tunnels | 161 | 97 | 64 |
| Headquarters | - | - | - |
| Staten Island Railway | 152 | 135 | 17 |
| Construction & Development | - | - | - |
| Bus Company | 2,610 | 2,647 | (37) |
| Maintenance | 32,490 | 30,471 | 2,019 |
| NYC Transit | 22,487 | 20,960 | 1,527 |
| Long Island Rail Road | 4,242 | 4,264 | (22) |
| Metro-North Railroad | 3,908 | 3,699 | 209 |
| Bridges & Tunnels | 388 | 336 | 52 |
| Headquarters | - | - | - |
| Staten Island Railway | 214 | 189 | 25 |
| Construction & Development | - | - | - |
| Bus Company | 1,252 | 1,023 | 229 |
| Engineering/Capital | 1,888 | 1,563 | 325 |
| NYC Transit | 1,265 | 967 | 298 |
| Long Island Rail Road | 221 | 161 | 60 |
| Metro-North Railroad | 66 | 62 | 4 |
| Bridges & Tunnels | 158 | 132 | 26 |
| Headquarters | - | - | - |
| Staten Island Railway | 6 | 8 | (2) |
| Construction & Development | 146 | 211 | (65) |
| Bus Company | 26 | 22 | 4 |
| Public Safety | 2,688 | 2,236 | 452 |
| NYC Transit | 644 | 587 | 57 |
| Long Island Rail Road | - | - | - |
| Metro-North Railroad | - | - | - |
| Bridges & Tunnels | 585 | 449 | 136 |
| Headquarters | 1,446 | 1,189 | 257 |
| Staten Island Railway | - | - | - |
| Construction & Development | - | - | - |
| Bus Company | 13 | 11 | 2 |
| Total Positions | 72,445 | 68,022 | 4,423 |

Notes: Totals may differ due to rounding.
Positions data as of Nov 18, 2022 and are subject to revision as well as adjustments warranted by annual audit review.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Total Positions by Function and Agency
October 2022

| Category | Mid-Year Forecast | Actual | Variance Favorable/ (Unfavorable) |
|------------------------------------|----------------------|---------------|---|
| Total Positions | 72,445 | 68,022 | 4,423 |
| NYC Transit | 48,628 | 45,904 | 2,724 |
| Long Island Rail Road | 7,774 | 7,526 | 248 |
| Metro-North Railroad | 6,528 | 6,194 | 333 |
| Bridges & Tunnels | 1,369 | 1,061 | 308 |
| Headquarters | 3,524 | 2,930 | 594 |
| Staten Island Railway | 397 | 349 | 48 |
| Construction & Development | 212 | 283 | (71) |
| Bus Company | 4,014 | 3,776 | 239 |
| Non-reimbursable | 65,020 | 62,304 | 2,715 |
| NYC Transit | 43,813 | 42,265 | 1,548 |
| Long Island Rail Road | 6,476 | 6,369 | 107 |
| Metro-North Railroad | 5,709 | 5,776 | (67) |
| Bridges & Tunnels | 1,238 | 930 | 308 |
| Headquarters | 3,432 | 2,858 | 574 |
| Staten Island Railway | 344 | 341 | 3 |
| Construction & Development | 32 | 25 | 7 |
| Bus Company | 3,976 | 3,741 | 236 |
| Reimbursable | 7,425 | 5,718 | 1,707 |
| NYC Transit | 4,815 | 3,639 | 1,176 |
| Long Island Rail Road | 1,298 | 1,157 | 141 |
| Metro-North Railroad | 819 | 418 | 400 |
| Bridges & Tunnels | 131 | 131 | - |
| Headquarters | 92 | 72 | 20 |
| Staten Island Railway | 53 | 8 | 45 |
| Construction & Development | 180 | 258 | (78) |
| Bus Company | 38 | 35 | 3 |
| Total Full Time | 72,266 | 67,893 | 4,374 |
| NYC Transit | 48,468 | 45,790 | 2,678 |
| Long Island Rail Road | 7,774 | 7,526 | 248 |
| Metro-North Railroad | 6,527 | 6,193 | 333 |
| Bridges & Tunnels | 1,369 | 1,061 | 308 |
| Headquarters | 3,524 | 2,930 | 594 |
| Staten Island Railway | 397 | 349 | 48 |
| Construction & Development | 212 | 283 | (71) |
| Bus Company | 3,996 | 3,761 | 236 |
| Total Full-Time Equivalents | 179 | 130 | 49 |
| NYC Transit | 160 | 114 | 46 |
| Long Island Rail Road | - | - | - |
| Metro-North Railroad | 1 | 1 | - |
| Bridges & Tunnels | - | - | - |
| Headquarters | - | - | - |
| Staten Island Railway | - | - | - |
| Construction & Development | - | - | - |
| Bus Company | 18 | 15 | 3 |

Notes: Totals may differ due to rounding.
Positions data as of Nov 18, 2022 and are subject to revision as well as adjustments warranted by annual audit review.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2022 Mid-Year Forecast
Total Positions by Function and Occupational Group
October 2022

| FUNCTION/OCCUPATIONAL GROUP | Mid-Year Forecast | Actual | Variance Favorable/ (Unfavorable) |
|-----------------------------------|----------------------|---------------|---|
| Administration | 4,273 | 3,490 | 784 |
| Managers/Supervisors | 1,555 | 1,243 | 312 |
| Professional, Technical, Clerical | 2,664 | 2,206 | 458 |
| Operational Hourlies | 54 | 41 | 13 |
| Operations | 31,106 | 30,262 | 844 |
| Managers/Supervisors | 3,951 | 3,617 | 334 |
| Professional, Technical, Clerical | 985 | 804 | 181 |
| Operational Hourlies | 26,170 | 25,841 | 329 |
| Maintenance | 32,490 | 30,471 | 2,019 |
| Managers/Supervisors | 5,915 | 5,462 | 453 |
| Professional, Technical, Clerical | 1,882 | 1,517 | 365 |
| Operational Hourlies | 24,693 | 23,492 | 1,201 |
| Engineering/Capital | 1,888 | 1,563 | 325 |
| Managers/Supervisors | 562 | 512 | 50 |
| Professional, Technical, Clerical | 1,324 | 1,049 | 275 |
| Operational Hourlies | 2 | 2 | - |
| Public Safety | 2,688 | 2,236 | 452 |
| Managers/Supervisors | 704 | 537 | 167 |
| Professional, Technical, Clerical | 142 | 108 | 34 |
| Operational Hourlies | 1,842 | 1,591 | 251 |
| Total Positions | 72,445 | 68,022 | 4,423 |
| Managers/Supervisors | 12,686 | 11,370 | 1,316 |
| Professional, Technical, Clerical | 6,998 | 5,684 | 1,313 |
| Operational Hourlies | 52,761 | 50,967 | 1,794 |

Notes: Totals may differ due to rounding.

Positions data as of Nov 18, 2022 and are subject to revision as well as adjustments warranted by annual audit review.

METROPOLITAN TRANSPORTATION AUTHORITY
Farebox Recovery and Operating Ratios
2022 Mid-Year Forecast and Actuals

FAREBOX RECOVERY RATIOS

| | 2022 Mid-Year Forecast Full Year | 2022 Actual Oct YTD |
|---------------------------------|---|------------------------------------|
| New York City Transit | 21.0% | 23.5% |
| Staten Island Railway | 3.7% | 3.7% |
| Long Island Rail Road | 13.9% | 16.0% |
| Metro-North Railroad | 19.2% | 21.8% |
| MTA Bus Company | 12.1% | 18.2% |
| MTA Total Agency Average | 19.1% | 21.8% |

FAREBOX OPERATING RATIOS

| | 2022 Mid-Year Forecast Full Year | 2022 Actual Oct YTD |
|---------------------------------|---|------------------------------------|
| New York City Transit | 31.2% | 33.0% |
| Staten Island Railway | 5.8% | 5.8% |
| Long Island Rail Road | 23.6% | 27.8% |
| Metro-North Railroad | 28.0% | 31.1% |
| MTA Bus Company | 15.4% | 20.4% |
| MTA Total Agency Average | 28.6% | 31.2% |

Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years. Those costs include depreciation and interest on long-term debt. Approximately 20% (and sometimes more) of MTA costs are not recovered in the current year from farebox revenues, other operating revenues or subsidies. That is why MTA operating statements generally show deficits. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management, Legal and Shared Services.

Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by the MTA.

In the agenda materials for the Meeting of the Metro-North and Long Island Committees, the calculations of the farebox operating and recovery ratios for the LIRR and MNR use a revised methodology to put the railroads on a more comparable basis. Those statistics, which are included in the respective financial and ridership reports of both Agencies, differ from the statistics presented in this table.



Metropolitan Transportation Authority

State of New York

New York City Transit
Long Island Rail Road
Metro-North Railroad
Bridges and Tunnels
Bus Company

Report on Revenue Passengers and Vehicles Ridership Data Through September, 2022

NOTE: Ridership data are preliminary and subject to revision as well as adjustments warranted by annual audit review.

Prepared by:
MTA Division of Management & Budget

Saturday, October 29, 2022

Revenue Passengers in September

| | 2020 | 2021 | % Change | 2022 | % Change |
|----------------------------------|-------------------|--------------------|---------------|--------------------|---------------|
| MTA New York City Transit | 65,707,256 | 102,392,081 | 55.83% | 121,359,817 | 18.52% |
| MTA New York City Subway | 42,660,693 | 73,405,353 | 72.07% | 90,988,202 | 23.95% |
| MTA New York City Bus | 23,046,563 | 28,986,728 | 25.77% | 30,371,615 | 4.78% |
| MTA Staten Island Railway | 77,710 | 148,918 | 91.63% | 184,081 | 23.61% |
| MTA Long Island Rail Road | 2,041,823 | 3,630,469 | 77.81% | 4,997,251 | 37.65% |
| MTA Metro-North Railroad | 1,707,881 | 3,113,806 | 82.32% | 4,686,435 | 50.51% |
| East of Hudson | 1,670,821 | 3,044,981 | 82.24% | 4,540,176 | 49.10% |
| Harlem Line | 559,731 | 995,604 | 77.87% | 1,398,649 | 40.48% |
| Hudson Line | 373,730 | 590,561 | 58.02% | 949,810 | 60.83% |
| New Haven Line | 737,360 | 1,458,817 | 97.84% | 2,191,716 | 50.24% |
| West of Hudson | 37,060 | 68,825 | 85.71% | 146,259 | 112.51% |
| Port Jervis Line | 24,445 | 40,395 | 65.25% | 82,665 | 104.64% |
| Pascack Valley Line | 12,615 | 28,430 | 125.37% | 63,594 | 123.69% |
| MTA Bus Company | 5,020,533 | 6,776,694 | 34.98% | 7,312,261 | 7.90% |
| MTA Bridges & Tunnels | 24,002,326 | 27,057,244 | 12.73% | 28,143,360 | 4.01% |
| Total All Agencies | 74,555,203 | 116,061,968 | 55.67% | 138,539,845 | 19.37% |
| (Excludes Bridges & Tunnels) | | | | | |
| Weekdays: | 21 | 21 | | 21 | |
| Holidays: | 1 | 1 | | 1 | |
| Weekend Days: | 8 | 8 | | 8 | |
| Days | 30 | 30 | | 30 | |

Revenue Passengers Year-to-Date Through September

| | 2020 | 2021 | % Change | 2022 | % Change |
|----------------------------------|--------------------|--------------------|---------------|----------------------|---------------|
| MTA New York City Transit | 644,623,818 | 740,191,630 | 14.83% | 990,360,466 | 33.80% |
| MTA New York City Subway | 504,306,712 | 515,596,885 | 2.24% | 734,767,072 | 42.51% |
| MTA New York City Bus | 140,317,106 | 224,594,745 | 60.06% | 255,593,394 | 13.80% |
| MTA Staten Island Railway | 1,171,923 | 952,617 | -18.71% | 1,461,101 | 53.38% |
| MTA Long Island Rail Road | 24,378,852 | 23,462,140 | -3.76% | 38,057,743 | 62.21% |
| MTA Metro-North Railroad | 22,281,479 | 20,228,669 | -9.21% | 34,753,072 | 71.80% |
| East of Hudson | 21,784,964 | 19,810,162 | -9.06% | 34,141,051 | 72.34% |
| Harlem Line | 7,187,799 | 6,273,847 | -12.72% | 10,722,659 | 70.91% |
| Hudson Line | 4,530,493 | 4,241,999 | -6.37% | 7,128,899 | 68.06% |
| New Haven Line | 10,066,672 | 9,294,317 | -7.67% | 16,289,493 | 75.26% |
| West of Hudson | 496,515 | 418,507 | -15.71% | 612,021 | 46.24% |
| Port Jervis Line | 300,082 | 257,323 | -14.25% | 366,322 | 42.36% |
| Pascack Valley Line | 196,433 | 161,184 | -17.94% | 245,699 | 52.43% |
| MTA Bus Company | 30,979,730 | 50,586,985 | 63.29% | 61,258,120 | 21.09% |
| MTA Bridges & Tunnels | 185,278,621 | 226,365,632 | 22.18% | 244,006,124 | 7.79% |
| Total All Agencies | 723,435,803 | 835,422,040 | 15.48% | 1,125,890,502 | 34.77% |
| (Excludes Bridges & Tunnels) | | | | | |
| Weekdays: | 191 | 190 | | 190 | |
| Holidays: | 5 | 5 | | 5 | |
| Weekend Days: | 78 | 78 | | 78 | |
| Days | 274 | 273 | | 273 | |

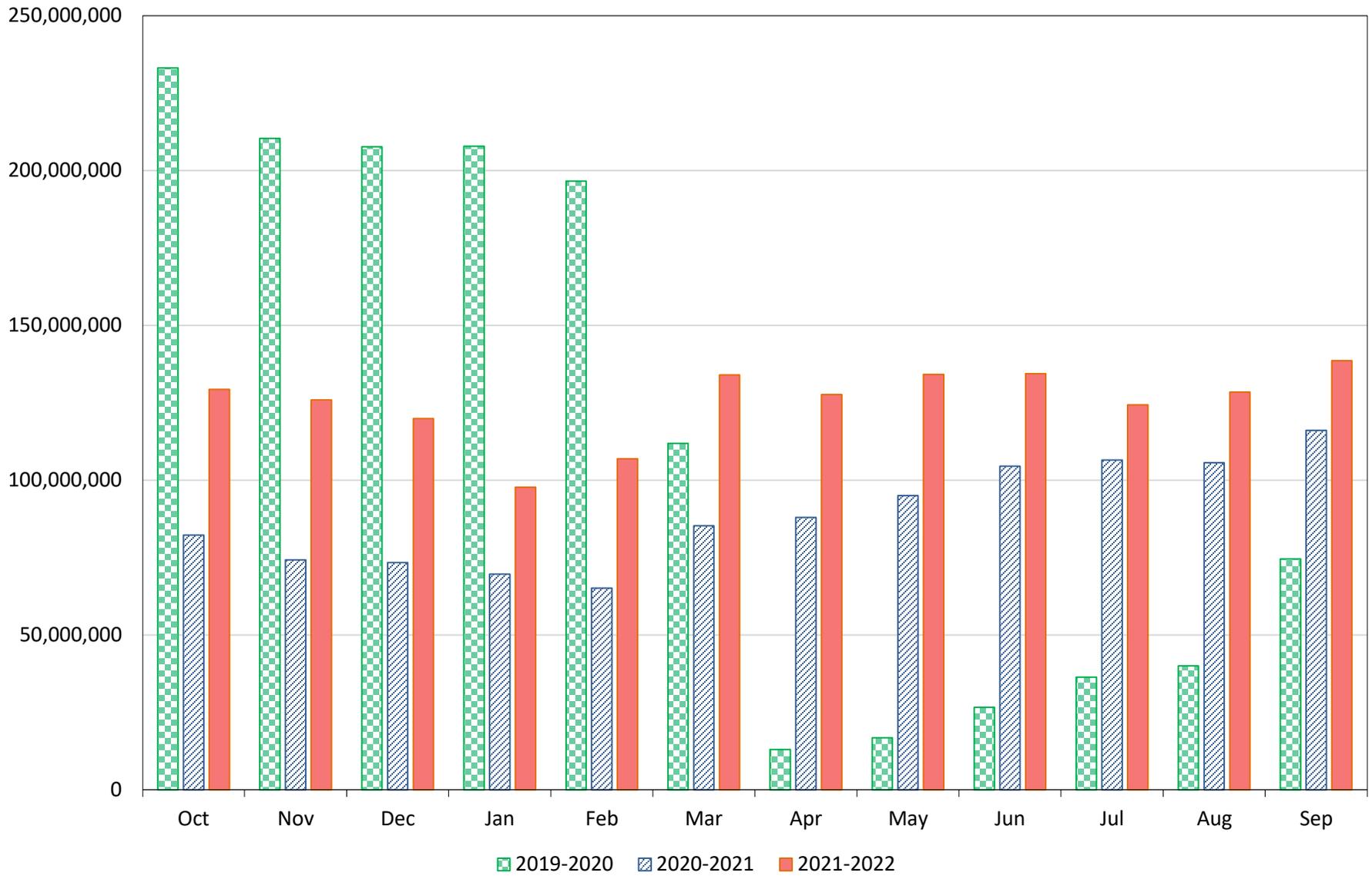
12 Month Average Revenue Passengers in September

| | 2020 | 2021 | % Change | 2022 | % Change |
|----------------------------------|--------------------|-------------------|----------------|--------------------|---------------|
| MTA New York City Transit | 101,627,052 | 78,662,991 | -22.60% | 110,169,929 | 40.05% |
| MTA New York City Subway | 78,348,697 | 54,235,934 | -30.78% | 81,595,576 | 50.45% |
| MTA New York City Bus | 23,278,355 | 24,427,057 | 4.93% | 28,574,353 | 16.98% |
| MTA Staten Island Railway | 187,534 | 100,527 | -46.40% | 164,685 | 63.82% |
| MTA Long Island Rail Road | 3,947,514 | 2,449,457 | -37.95% | 4,134,697 | 68.80% |
| MTA Metro-North Railroad | 3,696,553 | 2,094,063 | -43.35% | 3,770,534 | 80.06% |
| East of Hudson | 3,621,119 | 2,050,145 | -43.38% | 3,702,747 | 80.61% |
| Harlem Line | 1,181,495 | 658,168 | -44.29% | 1,167,097 | 77.33% |
| Hudson Line | 747,116 | 440,819 | -41.00% | 772,670 | 75.28% |
| New Haven Line | 1,692,509 | 951,158 | -43.80% | 1,762,981 | 85.35% |
| West of Hudson | 75,434 | 43,918 | -41.78% | 67,787 | 54.35% |
| Port Jervis Line | 44,869 | 27,363 | -39.02% | 41,880 | 53.05% |
| Pascack Valley Line | 30,565 | 16,556 | -45.83% | 25,907 | 56.48% |
| MTA Bus Company | 5,094,485 | 5,460,671 | 7.19% | 6,841,883 | 25.29% |
| MTA Bridges & Tunnels | 22,271,489 | 24,522,588 | 10.11% | 27,078,552 | 10.42% |
| Total All Agencies | 114,553,137 | 88,767,709 | -22.51% | 125,081,729 | 40.91% |
| (Excludes Bridges & Tunnels) | | | | | |
| Weekdays: | 21 | 21 | | 21 | |
| Holidays: | 1 | 1 | | 1 | |
| Weekend Days: | 8 | 8 | | 8 | |
| Days | 30 | 30 | | 30 | |

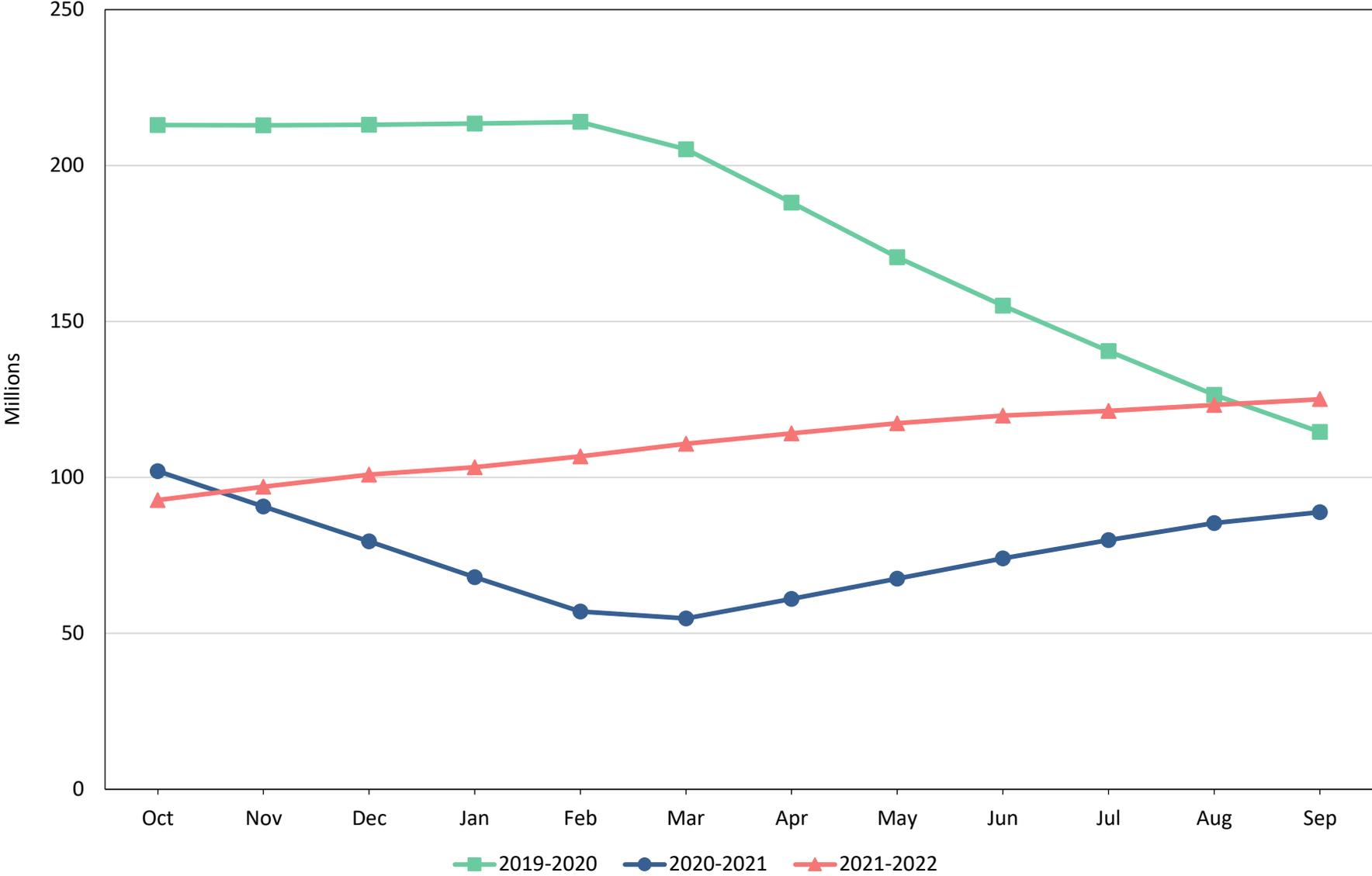
Average Weekday Revenue Passengers in September

| | 2020 | 2021 | % Change | 2022 | % Change |
|----------------------------------|------------------|------------------|---------------|------------------|---------------|
| MTA New York City Transit | 2,493,661 | 3,863,062 | 54.92% | 4,647,696 | 20.31% |
| MTA New York City Subway | 1,627,244 | 2,751,895 | 69.11% | 3,474,182 | 26.25% |
| MTA New York City Bus | 866,417 | 1,111,167 | 28.25% | 1,173,514 | 5.61% |
| MTA Staten Island Railway | 3,542 | 6,173 | 74.27% | 7,911 | 28.14% |
| MTA Long Island Rail Road | 78,788 | 136,128 | 72.78% | 207,020 | 52.08% |
| MTA Metro-North Railroad | 63,985 | 115,606 | 80.68% | 181,420 | 56.93% |
| <i>East of Hudson</i> | 62,220 | 112,320 | 80.52% | 174,468 | 55.33% |
| Harlem Line | 21,195 | 37,068 | 74.89% | 54,556 | 47.18% |
| Hudson Line | 13,779 | 21,746 | 57.82% | 36,160 | 66.28% |
| New Haven Line | 27,246 | 53,507 | 96.38% | 83,752 | 56.53% |
| <i>West of Hudson</i> | 1,766 | 3,286 | 86.12% | 6,952 | 111.54% |
| Port Jervis Line | 1,165 | 1,930 | 65.71% | 3,929 | 103.54% |
| Pascack Valley Line | 601 | 1,356 | 125.69% | 3,023 | 122.93% |
| MTA Bus Company | 191,813 | 263,162 | 37.20% | 286,911 | 9.02% |
| MTA Bridges & Tunnels | 826,609 | 905,971 | 9.60% | 952,494 | 5.14% |
| Total All Agencies | 2,831,789 | 4,384,131 | 54.82% | 5,330,957 | 21.60% |
| (Excludes Bridges & Tunnels) | | | | | |
| Weekdays: | 21 | 21 | | 21 | |
| Holidays: | 1 | 1 | | 1 | |
| Weekend Days: | 8 | 8 | | 8 | |
| Days | 30 | 30 | | 30 | |

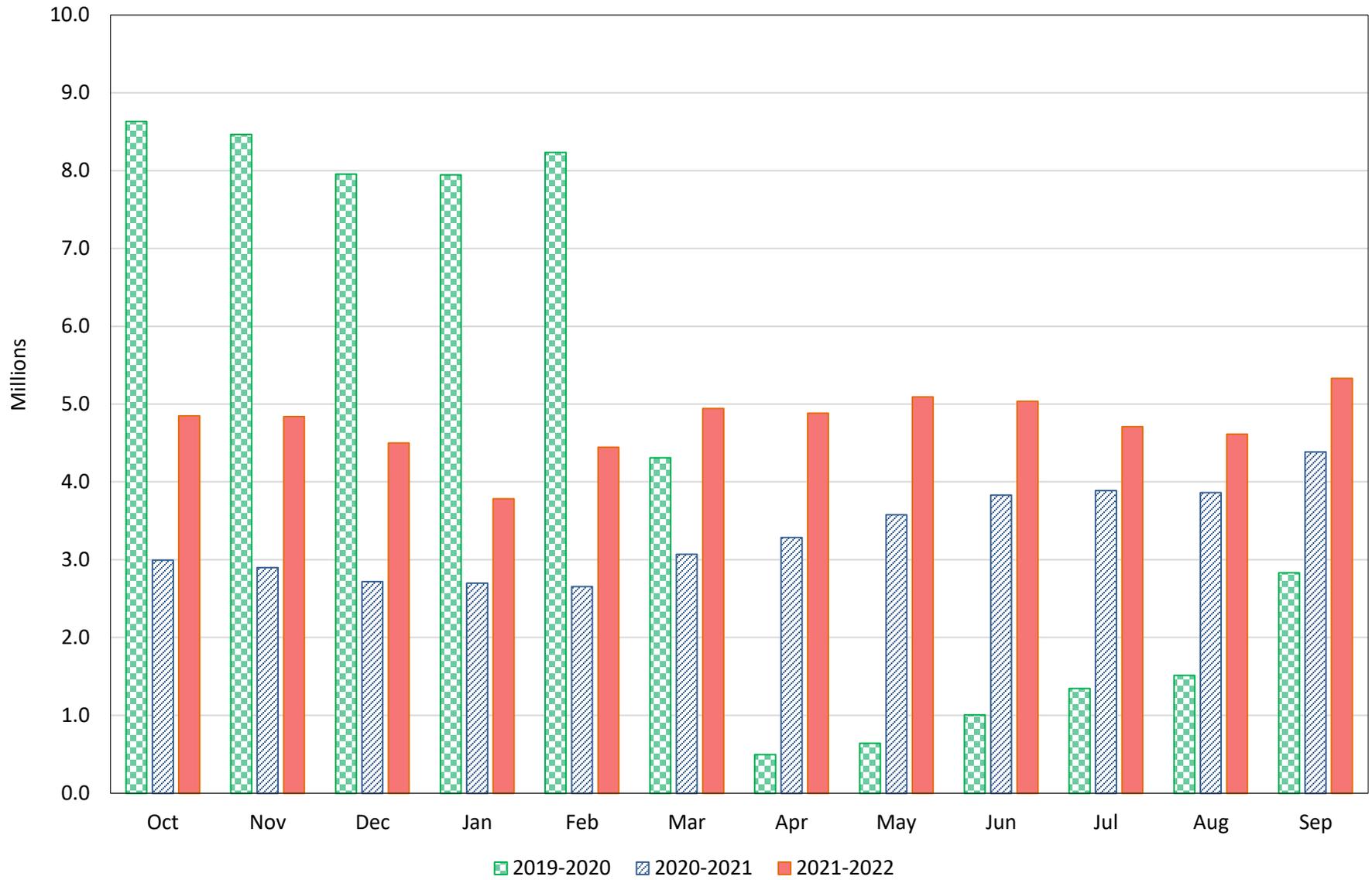
Metropolitan Transportation Authority Revenue Passengers



Metropolitan Transportation Authority Revenue Passengers - 12 Month Averages



Metropolitan Transportation Authority Average Weekday Passengers



Metropolitan Transportation Authority

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------------|--------------------|--------------------|-----------------|----------------------|-----------------|
| October | 233,100,272 | 82,209,881 | -64.73% | 129,326,346 | 57.31% |
| November | 210,390,296 | 74,207,489 | -64.73% | 125,875,991 | 69.63% |
| December | 207,711,277 | 73,373,096 | -64.68% | 119,887,907 | 63.39% |
| January | 207,806,255 | 69,603,982 | -66.51% | 97,645,173 | 40.29% |
| February | 196,597,761 | 65,104,040 | -66.88% | 106,863,235 | 64.14% |
| March | 111,868,739 | 85,214,253 | -23.83% | 134,009,005 | 57.26% |
| April | 12,991,065 | 87,913,158 | 576.72% | 127,594,779 | 45.14% |
| May | 16,775,123 | 94,999,393 | 466.31% | 134,150,845 | 41.21% |
| June | 26,571,727 | 104,488,753 | 293.23% | 134,393,670 | 28.62% |
| July | 36,325,814 | 106,438,208 | 193.01% | 124,302,026 | 16.78% |
| August | 39,944,116 | 105,598,284 | 164.37% | 128,391,924 | 21.59% |
| September | 74,555,203 | 116,061,968 | 55.67% | 138,539,845 | 19.37% |
| Year-to-Date | 723,435,803 | 835,422,040 | 15.48% | 1,125,890,502 | 34.77% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|--------------------------|--------------------|-------------------|-----------------|--------------------|-----------------|
| October | 212,970,561 | 101,978,938 | -52.12% | 92,694,081 | -9.10% |
| November | 212,871,654 | 90,630,371 | -57.42% | 96,999,790 | 7.03% |
| December | 213,096,865 | 79,435,522 | -62.72% | 100,876,024 | 26.99% |
| January | 213,480,879 | 67,918,666 | -68.19% | 103,212,790 | 51.97% |
| February | 213,980,315 | 56,960,856 | -73.38% | 106,692,723 | 87.31% |
| March | 205,187,060 | 54,739,649 | -73.32% | 110,758,952 | 102.34% |
| April | 188,100,728 | 60,983,157 | -67.58% | 114,065,754 | 87.04% |
| May | 170,551,592 | 67,501,846 | -60.42% | 117,328,375 | 73.82% |
| June | 155,074,189 | 73,994,932 | -52.28% | 119,820,451 | 61.93% |
| July | 140,450,999 | 79,837,631 | -43.16% | 121,309,102 | 51.94% |
| August | 126,408,968 | 85,308,812 | -32.51% | 123,208,572 | 44.43% |
| September | 114,553,137 | 88,767,709 | -22.51% | 125,081,729 | 40.91% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-----------------------------------|------------------|------------------|-----------------|------------------|-----------------|
| October | 8,631,718 | 2,994,330 | -65.31% | 4,846,551 | 61.86% |
| November | 8,464,327 | 2,899,036 | -65.75% | 4,837,335 | 66.86% |
| December | 7,955,513 | 2,717,961 | -65.84% | 4,498,893 | 65.52% |
| January | 7,945,071 | 2,697,273 | -66.05% | 3,782,700 | 40.24% |
| February | 8,234,000 | 2,652,934 | -67.78% | 4,445,537 | 67.57% |
| March | 4,309,649 | 3,068,087 | -28.81% | 4,941,511 | 61.06% |
| April | 494,070 | 3,284,570 | 564.80% | 4,883,594 | 48.68% |
| May | 641,295 | 3,575,423 | 457.53% | 5,090,935 | 42.39% |
| June | 1,005,715 | 3,831,691 | 280.99% | 5,034,254 | 31.38% |
| July | 1,344,345 | 3,888,439 | 189.24% | 4,708,028 | 21.08% |
| August | 1,511,885 | 3,861,251 | 155.39% | 4,613,944 | 19.49% |
| September | 2,831,789 | 4,384,131 | 54.82% | 5,330,957 | 21.60% |

MTA New York City Transit

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|--------------------|--------------------|---------------|--------------------|---------------|
| October | 205,768,638 | 72,674,353 | -64.68% | 114,290,430 | 57.26% |
| November | 186,074,116 | 65,842,026 | -64.62% | 111,235,816 | 68.94% |
| December | 183,058,046 | 65,247,880 | -64.36% | 106,152,436 | 62.69% |
| January | 183,591,692 | 61,892,663 | -66.29% | 86,802,782 | 40.25% |
| February | 174,031,352 | 57,993,365 | -66.68% | 94,808,725 | 63.48% |
| March | 99,791,932 | 75,928,387 | -23.91% | 118,028,684 | 55.45% |
| April | 12,157,660 | 78,246,327 | 543.60% | 112,397,301 | 43.65% |
| May | 15,606,118 | 84,358,496 | 440.55% | 118,179,147 | 40.09% |
| June | 24,368,767 | 92,401,189 | 279.18% | 117,767,948 | 27.45% |
| July | 33,040,655 | 93,878,423 | 184.13% | 108,808,602 | 15.90% |
| August | 36,328,385 | 93,100,697 | 156.28% | 112,207,459 | 20.52% |
| September | 65,707,256 | 102,392,081 | 55.83% | 121,359,817 | 18.52% |
| Year-to-Date | 644,623,818 | 740,191,630 | 14.83% | 990,360,466 | 33.80% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|--------------------|-------------------|----------------|--------------------|---------------|
| October | 187,688,105 | 90,535,861 | -51.76% | 82,130,997 | -9.28% |
| November | 187,655,647 | 80,516,520 | -57.09% | 85,913,813 | 6.70% |
| December | 187,892,034 | 70,699,006 | -62.37% | 89,322,526 | 26.34% |
| January | 188,268,112 | 60,557,421 | -67.83% | 91,398,369 | 50.93% |
| February | 188,728,994 | 50,887,588 | -73.04% | 94,466,316 | 85.64% |
| March | 181,040,305 | 48,898,960 | -72.99% | 97,974,674 | 100.36% |
| April | 166,028,702 | 54,406,349 | -67.23% | 100,820,588 | 85.31% |
| May | 150,611,635 | 60,135,714 | -60.07% | 103,638,976 | 72.34% |
| June | 137,042,589 | 65,805,082 | -51.98% | 105,752,873 | 60.71% |
| July | 124,313,763 | 70,874,896 | -42.99% | 106,997,054 | 50.97% |
| August | 112,099,966 | 75,605,922 | -32.55% | 108,589,284 | 43.63% |
| September | 101,627,052 | 78,662,991 | -22.60% | 110,169,929 | 40.05% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|------------------|------------------|---------------|------------------|---------------|
| October | 7,595,551 | 2,644,941 | -65.18% | 4,278,064 | 61.75% |
| November | 7,431,166 | 2,564,129 | -65.49% | 4,266,081 | 66.38% |
| December | 6,977,537 | 2,416,159 | -65.37% | 3,986,751 | 65.00% |
| January | 6,975,412 | 2,390,997 | -65.72% | 3,349,128 | 40.07% |
| February | 7,250,063 | 2,358,321 | -67.47% | 3,938,640 | 67.01% |
| March | 3,805,197 | 2,732,281 | -28.20% | 4,337,640 | 58.76% |
| April | 460,639 | 2,921,908 | 534.32% | 4,280,990 | 46.51% |
| May | 594,527 | 3,165,895 | 432.51% | 4,460,620 | 40.90% |
| June | 923,380 | 3,386,752 | 266.78% | 4,393,315 | 29.72% |
| July | 1,222,307 | 3,424,738 | 180.19% | 4,094,561 | 19.56% |
| August | 1,373,409 | 3,405,541 | 147.96% | 4,018,767 | 18.01% |
| September | 2,493,661 | 3,863,062 | 54.92% | 4,647,696 | 20.31% |

MTA New York City Subway

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------------|--------------------|--------------------|-----------------|--------------------|-----------------|
| October | 155,315,738 | 47,957,127 | -69.12% | 83,415,225 | 73.94% |
| November | 140,724,722 | 43,618,698 | -69.00% | 82,331,344 | 88.75% |
| December | 139,837,187 | 43,658,492 | -68.78% | 78,633,267 | 80.11% |
| January | 138,446,295 | 41,123,531 | -70.30% | 63,547,386 | 54.53% |
| February | 130,902,123 | 39,170,408 | -70.08% | 70,027,806 | 78.78% |
| March | 73,639,342 | 51,395,341 | -30.21% | 87,296,932 | 69.85% |
| April | 11,795,394 | 53,236,649 | 351.33% | 83,443,279 | 56.74% |
| May | 15,316,407 | 58,397,777 | 281.28% | 87,761,312 | 50.28% |
| June | 23,911,163 | 65,475,928 | 173.83% | 88,005,525 | 34.41% |
| July | 32,482,176 | 66,973,313 | 106.18% | 80,635,295 | 20.40% |
| August | 35,153,119 | 66,418,585 | 88.94% | 83,061,335 | 25.06% |
| September | 42,660,693 | 73,405,353 | 72.07% | 90,988,202 | 23.95% |
| Year-to-Date | 504,306,712 | 515,596,885 | 2.24% | 734,767,072 | 42.51% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|--------------------------|-------------------|-------------------|-----------------|-------------------|-----------------|
| October | 141,172,102 | 69,402,146 | -50.84% | 57,190,775 | -17.60% |
| November | 141,173,190 | 61,309,977 | -56.57% | 60,416,829 | -1.46% |
| December | 141,477,277 | 53,295,086 | -62.33% | 63,331,393 | 18.83% |
| January | 141,802,408 | 45,184,855 | -68.14% | 65,200,048 | 44.30% |
| February | 142,180,941 | 37,540,546 | -73.60% | 67,771,498 | 80.53% |
| March | 136,340,615 | 35,686,879 | -73.83% | 70,763,297 | 98.29% |
| April | 125,234,961 | 39,140,317 | -68.75% | 73,280,516 | 87.23% |
| May | 113,945,545 | 42,730,431 | -62.50% | 75,727,478 | 77.22% |
| June | 104,156,116 | 46,194,162 | -55.65% | 77,604,944 | 68.00% |
| July | 95,237,470 | 49,068,423 | -48.48% | 78,743,442 | 60.48% |
| August | 86,732,705 | 51,673,879 | -40.42% | 80,130,338 | 55.07% |
| September | 78,348,697 | 54,235,934 | -30.78% | 81,595,576 | 50.45% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-----------------------------------|------------------|------------------|-----------------|------------------|-----------------|
| October | 5,747,781 | 1,752,938 | -69.50% | 3,099,704 | 76.83% |
| November | 5,636,153 | 1,706,826 | -69.72% | 3,135,765 | 83.72% |
| December | 5,339,212 | 1,623,017 | -69.60% | 2,937,813 | 81.01% |
| January | 5,270,001 | 1,595,200 | -69.73% | 2,430,017 | 52.33% |
| February | 5,484,495 | 1,598,244 | -70.86% | 2,900,121 | 81.46% |
| March | 2,820,420 | 1,850,071 | -34.40% | 3,197,206 | 72.82% |
| April | 446,725 | 1,984,839 | 344.31% | 3,168,866 | 59.65% |
| May | 583,124 | 2,180,084 | 273.86% | 3,300,319 | 51.38% |
| June | 905,259 | 2,389,882 | 164.00% | 3,273,152 | 36.96% |
| July | 1,200,426 | 2,435,057 | 102.85% | 3,033,375 | 24.57% |
| August | 1,321,811 | 2,422,270 | 83.25% | 2,973,243 | 22.75% |
| September | 1,627,244 | 2,751,895 | 69.11% | 3,474,182 | 26.25% |

MTA New York City Bus

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|--------------------|--------------------|---------------|--------------------|---------------|
| October | 50,452,900 | 24,717,226 | -51.01% | 30,875,205 | 24.91% |
| November | 45,349,394 | 22,223,328 | -51.00% | 28,904,472 | 30.06% |
| December | 43,220,859 | 21,589,388 | -50.05% | 27,519,169 | 27.47% |
| January | 45,145,397 | 20,769,132 | -54.00% | 23,255,396 | 11.97% |
| February | 43,129,229 | 18,822,957 | -56.36% | 24,780,919 | 31.65% |
| March | 26,152,590 | 24,533,046 | -6.19% | 30,731,752 | 25.27% |
| April | 362,266 | 25,009,678 | 6803.67% | 28,954,022 | 15.77% |
| May | 289,711 | 25,960,719 | 8860.91% | 30,417,835 | 17.17% |
| June | 457,604 | 26,925,261 | 5783.97% | 29,762,423 | 10.54% |
| July | 558,479 | 26,905,110 | 4717.57% | 28,173,307 | 4.71% |
| August | 1,175,266 | 26,682,112 | 2170.30% | 29,146,124 | 9.23% |
| September | 23,046,563 | 28,986,728 | 25.77% | 30,371,615 | 4.78% |
| Year-to-Date | 140,317,106 | 224,594,745 | 60.06% | 255,593,394 | 13.80% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|-------------------|-------------------|--------------|-------------------|---------------|
| October | 46,516,004 | 21,133,715 | -54.57% | 24,940,222 | 18.01% |
| November | 46,482,457 | 19,206,543 | -58.68% | 25,496,984 | 32.75% |
| December | 46,414,757 | 17,403,921 | -62.50% | 25,991,133 | 49.34% |
| January | 46,465,703 | 15,372,565 | -66.92% | 26,198,321 | 70.42% |
| February | 46,548,054 | 13,347,043 | -71.33% | 26,694,818 | 100.01% |
| March | 44,699,690 | 13,212,081 | -70.44% | 27,211,377 | 105.96% |
| April | 40,793,741 | 15,266,032 | -62.58% | 27,540,072 | 80.40% |
| May | 36,666,090 | 17,405,282 | -52.53% | 27,911,499 | 60.36% |
| June | 32,886,473 | 19,610,920 | -40.37% | 28,147,929 | 43.53% |
| July | 29,076,293 | 21,806,473 | -25.00% | 28,253,612 | 29.57% |
| August | 25,367,262 | 23,932,044 | -5.66% | 28,458,946 | 18.92% |
| September | 23,278,355 | 24,427,057 | 4.93% | 28,574,353 | 16.98% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|----------------|------------------|---------------|------------------|--------------|
| October | 1,847,770 | 892,003 | -51.73% | 1,178,360 | 32.10% |
| November | 1,795,013 | 857,303 | -52.24% | 1,130,316 | 31.85% |
| December | 1,638,325 | 793,142 | -51.59% | 1,048,938 | 32.25% |
| January | 1,705,411 | 795,797 | -53.34% | 919,111 | 15.50% |
| February | 1,765,568 | 760,077 | -56.95% | 1,038,520 | 36.63% |
| March | 984,777 | 882,210 | -10.42% | 1,140,434 | 29.27% |
| April | 13,914 | 937,069 | 6634.66% | 1,112,123 | 18.68% |
| May | 11,403 | 985,811 | 8544.92% | 1,160,301 | 17.70% |
| June | 18,121 | 996,870 | 5401.14% | 1,120,163 | 12.37% |
| July | 21,881 | 989,680 | 4423.07% | 1,061,187 | 7.23% |
| August | 51,598 | 983,271 | 1805.63% | 1,045,524 | 6.33% |
| September | 866,417 | 1,111,167 | 28.25% | 1,173,514 | 5.61% |

MTA Bus

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|-------------------|-------------------|---------------|-------------------|---------------|
| October | 10,952,595 | 5,397,034 | -50.72% | 7,297,676 | 35.22% |
| November | 9,814,745 | 4,826,314 | -50.83% | 6,891,506 | 42.79% |
| December | 9,386,745 | 4,717,722 | -49.74% | 6,655,299 | 41.07% |
| January | 9,814,828 | 4,513,258 | -54.02% | 5,589,772 | 23.85% |
| February | 9,290,692 | 4,144,587 | -55.39% | 5,935,627 | 43.21% |
| March | 5,719,195 | 5,364,129 | -6.21% | 7,435,153 | 38.61% |
| April | 109,247 | 5,470,547 | 4907.52% | 6,924,494 | 26.58% |
| May | 120,995 | 5,769,080 | 4668.03% | 7,208,695 | 24.95% |
| June | 200,771 | 6,114,454 | 2945.49% | 7,141,828 | 16.80% |
| July | 269,628 | 6,195,930 | 2197.96% | 6,709,158 | 8.28% |
| August | 433,843 | 6,238,307 | 1337.92% | 7,001,132 | 12.23% |
| September | 5,020,533 | 6,776,694 | 34.98% | 7,312,261 | 7.90% |
| Year-to-Date | 30,979,730 | 50,586,985 | 63.29% | 61,258,120 | 21.09% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|------------------|------------------|--------------|------------------|---------------|
| October | 10,071,541 | 4,631,521 | -54.01% | 5,619,058 | 21.32% |
| November | 10,053,542 | 4,215,819 | -58.07% | 5,791,157 | 37.37% |
| December | 10,035,998 | 3,826,733 | -61.87% | 5,952,622 | 55.55% |
| January | 10,043,347 | 3,384,936 | -66.30% | 6,042,332 | 78.51% |
| February | 10,065,488 | 2,956,094 | -70.63% | 6,191,585 | 109.45% |
| March | 9,678,867 | 2,926,505 | -69.76% | 6,364,170 | 117.47% |
| April | 8,840,764 | 3,373,280 | -61.84% | 6,485,333 | 92.26% |
| May | 7,950,384 | 3,843,954 | -51.65% | 6,605,301 | 71.84% |
| June | 7,164,949 | 4,336,761 | -39.47% | 6,690,915 | 54.28% |
| July | 6,339,893 | 4,830,619 | -23.81% | 6,733,684 | 39.40% |
| August | 5,542,292 | 5,314,324 | -4.11% | 6,797,253 | 27.90% |
| September | 5,094,485 | 5,460,671 | 7.19% | 6,841,883 | 25.29% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|----------------|----------------|---------------|----------------|--------------|
| October | 405,778 | 197,739 | -51.27% | 282,129 | 42.68% |
| November | 393,555 | 189,644 | -51.81% | 272,727 | 43.81% |
| December | 360,593 | 176,015 | -51.19% | 256,577 | 45.77% |
| January | 375,796 | 176,149 | -53.13% | 223,575 | 26.92% |
| February | 388,497 | 170,318 | -56.16% | 253,557 | 48.87% |
| March | 217,801 | 195,148 | -10.40% | 279,099 | 43.02% |
| April | 4,380 | 207,195 | 4630.75% | 270,774 | 30.69% |
| May | 5,023 | 222,226 | 4324.36% | 280,234 | 26.10% |
| June | 8,104 | 228,302 | 2717.10% | 272,712 | 19.45% |
| July | 10,762 | 230,396 | 2040.84% | 258,103 | 12.03% |
| August | 18,825 | 232,450 | 1134.81% | 255,057 | 9.73% |
| September | 191,813 | 263,162 | 37.20% | 286,911 | 9.02% |

MTA Staten Island Railway

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|------------------|----------------|----------------|------------------|---------------|
| October | 403,075 | 97,118 | -75.91% | 167,411 | 72.38% |
| November | 339,080 | 77,847 | -77.04% | 182,918 | 134.97% |
| December | 336,326 | 78,744 | -76.59% | 164,787 | 109.27% |
| January | 360,943 | 81,492 | -77.42% | 137,590 | 68.84% |
| February | 321,294 | 77,293 | -75.94% | 145,316 | 88.01% |
| March | 200,584 | 91,130 | -54.57% | 194,498 | 113.43% |
| April | 19,677 | 108,921 | 453.54% | 160,839 | 47.67% |
| May | 23,457 | 98,984 | 321.98% | 180,016 | 81.86% |
| June | 41,174 | 112,775 | 173.90% | 176,261 | 56.29% |
| July | 62,304 | 115,520 | 85.41% | 136,573 | 18.23% |
| August | 64,780 | 117,585 | 81.51% | 145,927 | 24.10% |
| September | 77,710 | 148,918 | 91.63% | 184,081 | 23.61% |
| Year-to-Date | 1,171,923 | 952,617 | -18.71% | 1,461,101 | 53.38% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|----------------|----------------|----------------|----------------|---------------|
| October | 364,008 | 162,037 | -55.49% | 106,385 | -34.35% |
| November | 360,039 | 140,268 | -61.04% | 115,141 | -17.91% |
| December | 358,374 | 118,803 | -66.85% | 122,311 | 2.95% |
| January | 356,653 | 95,515 | -73.22% | 126,986 | 32.95% |
| February | 356,896 | 75,182 | -78.93% | 132,655 | 76.45% |
| March | 342,090 | 66,060 | -80.69% | 141,269 | 113.85% |
| April | 312,253 | 73,497 | -76.46% | 145,595 | 98.10% |
| May | 280,141 | 79,791 | -71.52% | 152,348 | 90.93% |
| June | 254,578 | 85,758 | -66.31% | 157,638 | 83.82% |
| July | 232,085 | 90,193 | -61.14% | 159,393 | 76.72% |
| August | 211,410 | 94,593 | -55.26% | 161,754 | 71.00% |
| September | 187,534 | 100,527 | -46.40% | 164,685 | 63.82% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|--------------|--------------|---------------|--------------|---------------|
| October | 17,309 | 4,137 | -76.10% | 7,144 | 72.69% |
| November | 16,582 | 3,661 | -77.92% | 7,769 | 112.21% |
| December | 15,119 | 3,334 | -77.95% | 7,105 | 113.13% |
| January | 16,201 | 3,590 | -77.84% | 5,911 | 64.62% |
| February | 16,298 | 3,450 | -78.83% | 6,752 | 95.71% |
| March | 8,575 | 3,958 | -53.84% | 7,815 | 97.44% |
| April | 764 | 4,715 | 516.92% | 7,179 | 52.25% |
| May | 984 | 4,545 | 361.97% | 7,758 | 70.71% |
| June | 1,807 | 4,969 | 175.03% | 7,485 | 50.64% |
| July | 2,535 | 5,028 | 98.32% | 6,279 | 24.89% |
| August | 2,739 | 5,049 | 84.34% | 5,898 | 16.82% |
| September | 3,542 | 6,173 | 74.27% | 7,911 | 28.14% |

MTA Long Island Rail Road

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|-------------------|-------------------|---------------|-------------------|---------------|
| October | 8,108,240 | 2,174,853 | -73.18% | 3,940,612 | 81.19% |
| November | 7,215,882 | 1,896,355 | -73.72% | 3,949,969 | 108.29% |
| December | 7,667,200 | 1,860,130 | -75.74% | 3,668,045 | 97.19% |
| January | 7,171,719 | 1,730,014 | -75.88% | 2,750,138 | 58.97% |
| February | 6,640,007 | 1,586,865 | -76.10% | 3,180,253 | 100.41% |
| March | 3,274,069 | 2,092,132 | -36.10% | 4,371,239 | 108.94% |
| April | 253,571 | 2,199,648 | 767.47% | 4,170,715 | 89.61% |
| May | 515,918 | 2,511,071 | 386.72% | 4,468,670 | 77.96% |
| June | 1,113,087 | 3,107,640 | 179.19% | 4,847,814 | 56.00% |
| July | 1,621,375 | 3,309,454 | 104.11% | 4,511,503 | 36.32% |
| August | 1,747,284 | 3,294,846 | 88.57% | 4,760,161 | 44.47% |
| September | 2,041,823 | 3,630,469 | 77.81% | 4,997,251 | 37.65% |
| Year-to-Date | 24,378,852 | 23,462,140 | -3.76% | 38,057,743 | 62.21% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|------------------|------------------|----------------|------------------|---------------|
| October | 7,607,418 | 3,453,066 | -54.61% | 2,596,603 | -24.80% |
| November | 7,585,605 | 3,009,772 | -60.32% | 2,767,738 | -8.04% |
| December | 7,592,095 | 2,525,849 | -66.73% | 2,918,397 | 15.54% |
| January | 7,592,514 | 2,072,374 | -72.71% | 3,003,407 | 44.93% |
| February | 7,600,485 | 1,651,279 | -78.27% | 3,136,190 | 89.92% |
| March | 7,247,065 | 1,552,784 | -78.57% | 3,326,115 | 114.20% |
| April | 6,624,526 | 1,714,957 | -74.11% | 3,490,371 | 103.53% |
| May | 6,002,940 | 1,881,220 | -68.66% | 3,653,504 | 94.21% |
| June | 5,451,002 | 2,047,432 | -62.44% | 3,798,519 | 85.53% |
| July | 4,920,209 | 2,188,106 | -55.53% | 3,898,689 | 78.18% |
| August | 4,405,699 | 2,317,069 | -47.41% | 4,020,799 | 73.53% |
| September | 3,947,514 | 2,449,457 | -37.95% | 4,134,697 | 68.80% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|---------------|----------------|---------------|----------------|---------------|
| October | 314,314 | 80,530 | -74.38% | 148,316 | 84.17% |
| November | 328,359 | 80,008 | -75.63% | 154,992 | 93.72% |
| December | 315,927 | 69,004 | -78.16% | 132,186 | 91.56% |
| January | 302,533 | 73,051 | -75.85% | 114,792 | 57.14% |
| February | 305,557 | 67,318 | -77.97% | 132,216 | 96.41% |
| March | 131,992 | 74,271 | -43.73% | 169,106 | 127.69% |
| April | 10,320 | 80,959 | 684.49% | 173,210 | 113.95% |
| May | 21,012 | 99,149 | 371.87% | 184,591 | 86.18% |
| June | 41,528 | 111,901 | 169.46% | 191,380 | 71.03% |
| July | 60,288 | 123,086 | 104.16% | 191,102 | 55.26% |
| August | 66,889 | 117,645 | 75.88% | 179,336 | 52.44% |
| September | 78,788 | 136,128 | 72.78% | 207,020 | 52.08% |

MTA Metro-North Rail Road

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|-------------------|-------------------|---------------|-------------------|---------------|
| October | 7,867,724 | 1,866,523 | -76.28% | 3,630,217 | 94.49% |
| November | 6,946,473 | 1,564,947 | -77.47% | 3,615,783 | 131.05% |
| December | 7,262,961 | 1,468,620 | -79.78% | 3,247,340 | 121.12% |
| January | 6,867,074 | 1,386,555 | -79.81% | 2,364,891 | 70.56% |
| February | 6,314,416 | 1,301,932 | -79.38% | 2,793,315 | 114.55% |
| March | 2,882,959 | 1,738,475 | -39.70% | 3,979,431 | 128.90% |
| April | 450,910 | 1,887,715 | 318.65% | 3,941,431 | 108.79% |
| May | 508,635 | 2,261,761 | 344.67% | 4,114,317 | 81.91% |
| June | 847,928 | 2,752,694 | 224.64% | 4,459,818 | 62.02% |
| July | 1,331,852 | 2,938,882 | 120.66% | 4,136,190 | 40.74% |
| August | 1,369,824 | 2,846,849 | 107.83% | 4,277,245 | 50.24% |
| September | 1,707,881 | 3,113,806 | 82.32% | 4,686,435 | 50.51% |
| Year-to-Date | 22,281,479 | 20,228,669 | -9.21% | 34,753,072 | 71.80% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|------------------|------------------|----------------|------------------|---------------|
| October | 7,239,488 | 3,196,453 | -55.85% | 2,241,038 | -29.89% |
| November | 7,216,821 | 2,747,993 | -61.92% | 2,411,941 | -12.23% |
| December | 7,218,364 | 2,265,131 | -68.62% | 2,560,167 | 13.03% |
| January | 7,220,254 | 1,808,421 | -74.95% | 2,641,695 | 46.08% |
| February | 7,228,452 | 1,390,714 | -80.76% | 2,765,977 | 98.89% |
| March | 6,878,734 | 1,295,340 | -81.17% | 2,952,724 | 127.95% |
| April | 6,294,482 | 1,415,074 | -77.52% | 3,123,867 | 120.76% |
| May | 5,706,492 | 1,561,168 | -72.64% | 3,278,246 | 109.99% |
| June | 5,161,071 | 1,719,898 | -66.68% | 3,420,506 | 98.88% |
| July | 4,645,049 | 1,853,817 | -60.09% | 3,520,282 | 89.89% |
| August | 4,149,600 | 1,976,903 | -52.36% | 3,639,482 | 84.10% |
| September | 3,696,553 | 2,094,063 | -43.35% | 3,770,534 | 80.06% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|---------------|----------------|---------------|----------------|---------------|
| October | 298,766 | 66,984 | -77.58% | 130,898 | 95.42% |
| November | 294,665 | 61,595 | -79.10% | 135,767 | 120.42% |
| December | 286,336 | 53,449 | -81.33% | 116,274 | 117.54% |
| January | 275,130 | 53,485 | -80.56% | 89,295 | 66.95% |
| February | 273,584 | 53,527 | -80.43% | 114,372 | 113.67% |
| March | 146,084 | 62,429 | -57.27% | 147,852 | 136.83% |
| April | 17,968 | 69,792 | 288.43% | 151,442 | 116.99% |
| May | 19,749 | 83,609 | 323.36% | 157,731 | 88.65% |
| June | 30,896 | 99,767 | 222.91% | 169,362 | 69.76% |
| July | 48,453 | 105,192 | 117.10% | 157,982 | 50.18% |
| August | 50,024 | 100,566 | 101.04% | 154,886 | 54.01% |
| September | 63,985 | 115,606 | 80.68% | 181,420 | 56.93% |

MTA Metro-North East-of-Hudson

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|-------------------|-------------------|---------------|-------------------|---------------|
| October | 7,720,112 | 1,825,627 | -76.35% | 3,550,860 | 94.50% |
| November | 6,817,377 | 1,531,148 | -77.54% | 3,554,300 | 132.13% |
| December | 7,130,980 | 1,434,801 | -79.88% | 3,186,759 | 122.10% |
| January | 6,736,774 | 1,354,158 | -79.90% | 2,309,184 | 70.53% |
| February | 6,197,254 | 1,271,204 | -79.49% | 2,762,416 | 117.31% |
| March | 2,783,357 | 1,705,606 | -38.72% | 3,939,193 | 130.96% |
| April | 434,767 | 1,853,507 | 326.32% | 3,846,458 | 107.52% |
| May | 497,247 | 2,226,822 | 347.83% | 4,065,577 | 82.57% |
| June | 826,483 | 2,696,800 | 226.30% | 4,401,347 | 63.21% |
| July | 1,301,424 | 2,883,706 | 121.58% | 4,072,030 | 41.21% |
| August | 1,336,837 | 2,773,378 | 107.46% | 4,204,671 | 51.61% |
| September | 1,670,821 | 3,044,981 | 82.24% | 4,540,176 | 49.10% |
| Year-to-Date | 21,784,964 | 19,810,162 | -9.06% | 34,141,051 | 72.34% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|------------------|------------------|----------------|------------------|---------------|
| October | 7,102,534 | 3,129,912 | -55.93% | 2,193,914 | -29.90% |
| November | 7,080,374 | 2,689,393 | -62.02% | 2,362,510 | -12.15% |
| December | 7,081,698 | 2,214,712 | -68.73% | 2,508,507 | 13.27% |
| January | 7,083,559 | 1,766,160 | -75.07% | 2,588,092 | 46.54% |
| February | 7,091,840 | 1,355,656 | -80.88% | 2,712,360 | 100.08% |
| March | 6,745,364 | 1,265,844 | -81.23% | 2,898,492 | 128.98% |
| April | 6,171,626 | 1,384,072 | -77.57% | 3,064,571 | 121.42% |
| May | 5,594,761 | 1,528,203 | -72.69% | 3,217,801 | 110.56% |
| June | 5,059,309 | 1,684,063 | -66.71% | 3,359,846 | 99.51% |
| July | 4,552,845 | 1,815,920 | -60.11% | 3,458,873 | 90.48% |
| August | 4,066,132 | 1,935,631 | -52.40% | 3,578,148 | 84.86% |
| September | 3,621,119 | 2,050,145 | -43.38% | 3,702,747 | 80.61% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|---------------|----------------|---------------|----------------|---------------|
| October | 292,337 | 65,124 | -77.72% | 127,128 | 95.21% |
| November | 287,876 | 59,818 | -79.22% | 132,689 | 121.82% |
| December | 280,048 | 52,049 | -81.41% | 113,516 | 118.09% |
| January | 268,914 | 51,942 | -80.68% | 86,950 | 67.40% |
| February | 267,433 | 52,115 | -80.51% | 111,522 | 113.99% |
| March | 141,556 | 60,725 | -57.10% | 144,552 | 138.04% |
| April | 17,234 | 67,931 | 294.18% | 147,983 | 117.84% |
| May | 19,180 | 81,246 | 323.59% | 154,196 | 89.79% |
| June | 29,921 | 97,152 | 224.70% | 165,782 | 70.64% |
| July | 47,066 | 102,165 | 117.07% | 154,776 | 51.50% |
| August | 48,455 | 97,864 | 101.97% | 151,724 | 55.04% |
| September | 62,220 | 112,320 | 80.52% | 174,468 | 55.33% |

MTA Metro-North Harlem Line

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|------------------|------------------|----------------|-------------------|---------------|
| October | 2,497,758 | 600,349 | -75.96% | 1,136,140 | 89.25% |
| November | 2,201,824 | 530,307 | -75.92% | 1,121,485 | 111.48% |
| December | 2,290,563 | 493,511 | -78.45% | 1,024,878 | 107.67% |
| January | 2,209,020 | 447,475 | -79.74% | 765,723 | 71.12% |
| February | 2,031,200 | 425,370 | -79.06% | 896,586 | 110.78% |
| March | 921,624 | 565,594 | -38.63% | 1,286,998 | 127.55% |
| April | 162,080 | 604,696 | 273.08% | 1,223,332 | 102.31% |
| May | 173,611 | 701,869 | 304.28% | 1,284,892 | 83.07% |
| June | 273,887 | 828,393 | 202.46% | 1,363,666 | 64.62% |
| July | 430,221 | 870,467 | 102.33% | 1,233,632 | 41.72% |
| August | 426,425 | 834,378 | 95.67% | 1,269,182 | 52.11% |
| September | 559,731 | 995,604 | 77.87% | 1,398,649 | 40.48% |
| Year-to-Date | 7,187,799 | 6,273,847 | -12.72% | 10,722,659 | 70.91% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|------------------|----------------|----------------|------------------|---------------|
| October | 2,286,521 | 1,023,378 | -55.24% | 702,817 | -31.32% |
| November | 2,279,717 | 884,085 | -61.22% | 752,082 | -14.93% |
| December | 2,280,588 | 734,331 | -67.80% | 796,362 | 8.45% |
| January | 2,281,898 | 587,535 | -74.25% | 822,883 | 40.06% |
| February | 2,285,077 | 453,716 | -80.14% | 862,151 | 90.02% |
| March | 2,172,776 | 424,047 | -80.48% | 922,268 | 117.49% |
| April | 1,988,145 | 460,931 | -76.82% | 973,821 | 111.27% |
| May | 1,803,865 | 504,953 | -72.01% | 1,022,406 | 102.48% |
| June | 1,634,453 | 551,162 | -66.28% | 1,067,012 | 93.59% |
| July | 1,475,196 | 587,849 | -60.15% | 1,097,276 | 86.66% |
| August | 1,322,436 | 621,845 | -52.98% | 1,133,510 | 82.28% |
| September | 1,181,495 | 658,168 | -44.29% | 1,167,097 | 77.33% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|---------------|---------------|---------------|---------------|---------------|
| October | 95,502 | 21,722 | -77.25% | 41,202 | 89.68% |
| November | 94,355 | 21,248 | -77.48% | 42,450 | 99.78% |
| December | 91,213 | 18,162 | -80.09% | 36,968 | 103.54% |
| January | 89,107 | 17,502 | -80.36% | 29,218 | 66.94% |
| February | 88,741 | 17,683 | -80.07% | 36,663 | 107.33% |
| March | 46,417 | 20,392 | -56.07% | 47,680 | 133.82% |
| April | 6,469 | 22,470 | 247.37% | 47,736 | 112.44% |
| May | 6,829 | 26,041 | 281.34% | 49,478 | 90.00% |
| June | 10,065 | 30,182 | 199.88% | 52,039 | 72.42% |
| July | 15,804 | 31,313 | 98.14% | 47,817 | 52.71% |
| August | 15,702 | 29,800 | 89.78% | 46,367 | 55.60% |
| September | 21,195 | 37,068 | 74.89% | 54,556 | 47.18% |

MTA Metro-North Hudson Line

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|------------------|------------------|---------------|------------------|---------------|
| October | 1,618,125 | 421,834 | -73.93% | 762,036 | 80.65% |
| November | 1,385,835 | 325,266 | -76.53% | 731,988 | 125.04% |
| December | 1,430,933 | 300,724 | -78.98% | 649,113 | 115.85% |
| January | 1,346,677 | 290,986 | -78.39% | 476,897 | 63.89% |
| February | 1,250,484 | 272,080 | -78.24% | 563,886 | 107.25% |
| March | 564,119 | 369,388 | -34.52% | 782,021 | 111.71% |
| April | 90,669 | 405,149 | 346.84% | 806,510 | 99.06% |
| May | 108,831 | 484,263 | 344.97% | 843,628 | 74.21% |
| June | 189,227 | 577,791 | 205.34% | 929,489 | 60.87% |
| July | 292,573 | 628,627 | 114.86% | 868,194 | 38.11% |
| August | 314,183 | 623,154 | 98.34% | 908,463 | 45.78% |
| September | 373,730 | 590,561 | 58.02% | 949,810 | 60.83% |
| Year-to-Date | 4,530,493 | 4,241,999 | -6.37% | 7,128,899 | 68.06% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|----------------|----------------|----------------|----------------|---------------|
| October | 1,452,340 | 647,425 | -55.42% | 469,169 | -27.53% |
| November | 1,447,952 | 559,044 | -61.39% | 503,062 | -10.01% |
| December | 1,448,234 | 464,860 | -67.90% | 532,095 | 14.46% |
| January | 1,449,331 | 376,885 | -74.00% | 547,587 | 45.29% |
| February | 1,451,556 | 295,352 | -79.65% | 571,905 | 93.64% |
| March | 1,382,231 | 279,124 | -79.81% | 606,291 | 117.21% |
| April | 1,265,067 | 305,331 | -75.86% | 639,737 | 109.52% |
| May | 1,147,412 | 336,617 | -70.66% | 669,684 | 98.95% |
| June | 1,040,015 | 368,997 | -64.52% | 698,993 | 89.43% |
| July | 936,714 | 397,002 | -57.62% | 718,956 | 81.10% |
| August | 837,588 | 422,749 | -49.53% | 742,732 | 75.69% |
| September | 747,116 | 440,819 | -41.00% | 772,670 | 75.28% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|---------------|---------------|---------------|---------------|---------------|
| October | 60,759 | 14,803 | -75.64% | 27,071 | 82.87% |
| November | 58,187 | 12,327 | -78.81% | 27,185 | 120.53% |
| December | 56,118 | 10,847 | -80.67% | 23,057 | 112.57% |
| January | 53,669 | 11,076 | -79.36% | 17,886 | 61.49% |
| February | 53,841 | 11,104 | -79.38% | 22,687 | 104.31% |
| March | 28,717 | 13,074 | -54.47% | 28,662 | 119.23% |
| April | 3,578 | 14,759 | 312.46% | 30,807 | 108.74% |
| May | 4,113 | 17,479 | 324.98% | 31,699 | 81.36% |
| June | 6,835 | 20,700 | 202.84% | 34,689 | 67.57% |
| July | 10,518 | 22,107 | 110.19% | 32,596 | 47.44% |
| August | 11,275 | 21,861 | 93.89% | 32,529 | 48.80% |
| September | 13,779 | 21,746 | 57.82% | 36,160 | 66.28% |

MTA Metro-North New Haven Line

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|-------------------|------------------|---------------|-------------------|---------------|
| October | 3,604,229 | 803,444 | -77.71% | 1,652,684 | 105.70% |
| November | 3,229,718 | 675,575 | -79.08% | 1,700,827 | 151.76% |
| December | 3,409,484 | 640,566 | -81.21% | 1,512,769 | 136.16% |
| January | 3,181,077 | 615,698 | -80.64% | 1,066,563 | 73.23% |
| February | 2,915,570 | 573,754 | -80.32% | 1,301,944 | 126.92% |
| March | 1,297,614 | 770,624 | -40.61% | 1,870,174 | 142.68% |
| April | 182,018 | 843,662 | 363.50% | 1,816,615 | 115.32% |
| May | 214,805 | 1,040,690 | 384.48% | 1,937,057 | 86.13% |
| June | 363,369 | 1,290,616 | 255.18% | 2,108,192 | 63.35% |
| July | 578,630 | 1,384,612 | 139.29% | 1,970,205 | 42.29% |
| August | 596,229 | 1,315,845 | 120.69% | 2,027,026 | 54.05% |
| September | 737,360 | 1,458,817 | 97.84% | 2,191,716 | 50.24% |
| Year-to-Date | 10,066,672 | 9,294,317 | -7.67% | 16,289,493 | 75.26% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|------------------|----------------|----------------|------------------|---------------|
| October | 3,363,673 | 1,459,110 | -56.62% | 1,021,928 | -29.96% |
| November | 3,352,705 | 1,246,265 | -62.83% | 1,107,366 | -11.15% |
| December | 3,352,876 | 1,015,521 | -69.71% | 1,180,050 | 16.20% |
| January | 3,352,330 | 801,740 | -76.08% | 1,217,622 | 51.87% |
| February | 3,355,206 | 606,588 | -81.92% | 1,278,304 | 110.74% |
| March | 3,190,357 | 562,673 | -82.36% | 1,369,933 | 143.47% |
| April | 2,918,414 | 617,810 | -78.83% | 1,451,013 | 134.86% |
| May | 2,643,484 | 686,633 | -74.03% | 1,525,710 | 122.20% |
| June | 2,384,841 | 763,904 | -67.97% | 1,593,842 | 108.64% |
| July | 2,140,935 | 831,069 | -61.18% | 1,642,641 | 97.65% |
| August | 1,906,109 | 891,037 | -53.25% | 1,701,906 | 91.00% |
| September | 1,692,509 | 951,158 | -43.80% | 1,762,981 | 85.35% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|---------------|---------------|---------------|---------------|---------------|
| October | 136,076 | 28,598 | -78.98% | 58,856 | 105.80% |
| November | 135,334 | 26,243 | -80.61% | 63,055 | 140.28% |
| December | 132,717 | 23,040 | -82.64% | 53,491 | 132.17% |
| January | 126,138 | 23,364 | -81.48% | 39,846 | 70.54% |
| February | 124,851 | 23,328 | -81.32% | 52,172 | 123.65% |
| March | 66,422 | 27,259 | -58.96% | 68,210 | 150.22% |
| April | 7,187 | 30,702 | 327.21% | 69,439 | 126.17% |
| May | 8,239 | 37,726 | 357.91% | 73,019 | 93.55% |
| June | 13,021 | 46,270 | 255.36% | 79,055 | 70.85% |
| July | 20,745 | 48,745 | 134.98% | 74,364 | 52.56% |
| August | 21,478 | 46,204 | 115.13% | 72,828 | 57.62% |
| September | 27,246 | 53,507 | 96.38% | 83,752 | 56.53% |

MTA Metro-North West-of-Hudson

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|----------------|----------------|----------------|----------------|----------------|
| October | 147,612 | 40,896 | -72.29% | 79,357 | 94.05% |
| November | 129,096 | 33,799 | -73.82% | 61,483 | 81.91% |
| December | 131,981 | 33,819 | -74.38% | 60,581 | 79.13% |
| January | 130,300 | 32,397 | -75.14% | 55,707 | 71.95% |
| February | 117,162 | 30,728 | -73.77% | 30,899 | 0.56% |
| March | 99,602 | 32,869 | -67.00% | 40,238 | 22.42% |
| April | 16,143 | 34,208 | 111.91% | 94,973 | 177.63% |
| May | 11,388 | 34,939 | 206.81% | 48,740 | 39.50% |
| June | 21,445 | 55,894 | 160.64% | 58,471 | 4.61% |
| July | 30,428 | 55,176 | 81.33% | 64,160 | 16.28% |
| August | 32,987 | 73,471 | 122.73% | 72,574 | -1.22% |
| September | 37,060 | 68,825 | 85.71% | 146,259 | 112.51% |
| Year-to-Date | 496,515 | 418,507 | -15.71% | 612,021 | 46.24% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|---------------|---------------|----------------|---------------|---------------|
| October | 136,955 | 66,541 | -51.41% | 47,124 | -29.18% |
| November | 136,447 | 58,599 | -57.05% | 49,431 | -15.65% |
| December | 136,666 | 50,419 | -63.11% | 51,661 | 2.46% |
| January | 136,695 | 42,261 | -69.08% | 53,603 | 26.84% |
| February | 136,612 | 35,058 | -74.34% | 53,617 | 52.94% |
| March | 133,371 | 29,497 | -77.88% | 54,232 | 83.86% |
| April | 122,857 | 31,002 | -74.77% | 59,295 | 91.26% |
| May | 111,731 | 32,965 | -70.50% | 60,445 | 83.36% |
| June | 101,762 | 35,835 | -64.79% | 60,660 | 69.27% |
| July | 92,204 | 37,898 | -58.90% | 61,409 | 62.04% |
| August | 83,468 | 41,271 | -50.55% | 61,334 | 48.61% |
| September | 75,434 | 43,918 | -41.78% | 67,787 | 54.35% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|--------------|--------------|---------------|--------------|----------------|
| October | 6,429 | 1,860 | -71.07% | 3,770 | 102.71% |
| November | 6,789 | 1,777 | -73.83% | 3,078 | 73.20% |
| December | 6,288 | 1,400 | -77.74% | 2,758 | 97.05% |
| January | 6,216 | 1,543 | -75.18% | 2,345 | 52.02% |
| February | 6,151 | 1,412 | -77.04% | 2,850 | 101.85% |
| March | 4,529 | 1,704 | -62.38% | 3,300 | 93.73% |
| April | 734 | 1,861 | 153.53% | 3,459 | 85.89% |
| May | 569 | 2,364 | 315.63% | 3,535 | 49.56% |
| June | 975 | 2,614 | 168.04% | 3,579 | 36.90% |
| July | 1,387 | 3,027 | 118.25% | 3,205 | 5.91% |
| August | 1,569 | 2,702 | 72.22% | 3,162 | 17.02% |
| September | 1,766 | 3,286 | 86.12% | 6,952 | 111.54% |

MTA Metro-North Port Jervis Line

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|----------------|----------------|----------------|----------------|----------------|
| October | 86,807 | 26,753 | -69.18% | 55,159 | 106.18% |
| November | 74,909 | 22,298 | -70.23% | 40,504 | 81.65% |
| December | 76,628 | 21,976 | -71.32% | 40,571 | 84.62% |
| January | 75,406 | 21,415 | -71.60% | 33,150 | 54.80% |
| February | 68,166 | 20,442 | -70.01% | 19,487 | -4.67% |
| March | 58,741 | 21,160 | -63.98% | 25,620 | 21.08% |
| April | 9,689 | 20,955 | 116.28% | 51,912 | 147.73% |
| May | 7,326 | 22,216 | 203.25% | 31,455 | 41.59% |
| June | 14,076 | 35,310 | 150.85% | 36,500 | 3.37% |
| July | 20,169 | 35,426 | 75.65% | 42,394 | 19.67% |
| August | 22,064 | 40,004 | 81.31% | 43,139 | 7.84% |
| September | 24,445 | 40,395 | 65.25% | 82,665 | 104.64% |
| Year-to-Date | 300,082 | 257,323 | -14.25% | 366,322 | 42.36% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|---------------|---------------|----------------|---------------|---------------|
| October | 80,814 | 39,864 | -50.67% | 29,730 | -25.42% |
| November | 80,442 | 35,480 | -55.89% | 31,247 | -11.93% |
| December | 80,487 | 30,926 | -61.58% | 32,796 | 6.05% |
| January | 80,472 | 26,427 | -67.16% | 33,774 | 27.80% |
| February | 80,419 | 22,450 | -72.08% | 33,695 | 50.09% |
| March | 78,828 | 19,318 | -75.49% | 34,066 | 76.35% |
| April | 72,693 | 20,257 | -72.13% | 36,646 | 80.91% |
| May | 66,196 | 21,497 | -67.52% | 37,416 | 74.05% |
| June | 60,516 | 23,267 | -61.55% | 37,515 | 61.24% |
| July | 54,781 | 24,538 | -55.21% | 38,096 | 55.25% |
| August | 49,425 | 26,033 | -47.33% | 38,357 | 47.34% |
| September | 44,869 | 27,363 | -39.02% | 41,880 | 53.05% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|--------------|--------------|---------------|--------------|----------------|
| October | 3,782 | 1,217 | -67.83% | 2,618 | 115.16% |
| November | 3,939 | 1,172 | -70.25% | 2,028 | 73.08% |
| December | 3,651 | 903 | -75.26% | 1,848 | 104.57% |
| January | 3,598 | 994 | -72.39% | 1,359 | 36.75% |
| February | 3,577 | 901 | -74.81% | 1,654 | 83.56% |
| March | 2,671 | 1,089 | -59.22% | 1,874 | 72.08% |
| April | 441 | 1,189 | 169.76% | 1,996 | 67.88% |
| May | 366 | 1,500 | 310.14% | 2,170 | 44.70% |
| June | 640 | 1,620 | 152.96% | 2,186 | 34.92% |
| July | 920 | 1,923 | 109.06% | 2,118 | 10.14% |
| August | 1,049 | 1,628 | 55.23% | 1,880 | 15.47% |
| September | 1,165 | 1,930 | 65.71% | 3,929 | 103.54% |

MTA Metro-North Pascack Valley Line

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|----------------|----------------|----------------|----------------|----------------|
| October | 60,805 | 14,143 | -76.74% | 24,198 | 71.10% |
| November | 54,187 | 11,501 | -78.78% | 20,979 | 82.41% |
| December | 55,353 | 11,843 | -78.60% | 20,010 | 68.96% |
| January | 54,894 | 10,982 | -79.99% | 22,557 | 105.40% |
| February | 48,996 | 10,286 | -79.01% | 11,412 | 10.95% |
| March | 40,861 | 11,709 | -71.34% | 14,618 | 24.84% |
| April | 6,454 | 13,253 | 105.35% | 43,061 | 224.92% |
| May | 4,062 | 12,723 | 213.22% | 17,285 | 35.86% |
| June | 7,369 | 20,584 | 179.33% | 21,971 | 6.74% |
| July | 10,259 | 19,750 | 92.51% | 21,766 | 10.21% |
| August | 10,923 | 33,467 | 206.39% | 29,435 | -12.05% |
| September | 12,615 | 28,430 | 125.37% | 63,594 | 123.69% |
| Year-to-Date | 196,433 | 161,184 | -17.94% | 245,699 | 52.43% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|---------------|---------------|----------------|---------------|---------------|
| October | 56,140 | 26,676 | -52.48% | 17,394 | -34.80% |
| November | 56,005 | 23,119 | -58.72% | 18,184 | -21.35% |
| December | 56,179 | 19,493 | -65.30% | 18,864 | -3.23% |
| January | 56,224 | 15,834 | -71.84% | 19,829 | 25.23% |
| February | 56,193 | 12,608 | -77.56% | 19,923 | 58.01% |
| March | 54,543 | 10,179 | -81.34% | 20,165 | 98.11% |
| April | 50,163 | 10,745 | -78.58% | 22,649 | 110.78% |
| May | 45,535 | 11,467 | -74.82% | 23,029 | 100.83% |
| June | 41,246 | 12,568 | -69.53% | 23,145 | 84.15% |
| July | 37,423 | 13,359 | -64.30% | 23,313 | 74.51% |
| August | 34,043 | 15,238 | -55.24% | 22,977 | 50.79% |
| September | 30,565 | 16,556 | -45.83% | 25,907 | 56.48% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|------------|--------------|----------------|--------------|----------------|
| October | 2,647 | 643 | -75.70% | 1,152 | 79.17% |
| November | 2,850 | 605 | -78.77% | 1,049 | 73.43% |
| December | 2,637 | 497 | -81.17% | 910 | 83.37% |
| January | 2,617 | 549 | -79.02% | 987 | 79.64% |
| February | 2,574 | 511 | -80.15% | 1,196 | 134.11% |
| March | 1,858 | 615 | -66.92% | 1,426 | 132.09% |
| April | 293 | 672 | 129.15% | 1,464 | 117.73% |
| May | 203 | 864 | 325.52% | 1,365 | 58.02% |
| June | 335 | 995 | 196.86% | 1,394 | 40.12% |
| July | 467 | 1,104 | 136.35% | 1,088 | -1.47% |
| August | 520 | 1,074 | 106.51% | 1,282 | 19.37% |
| September | 601 | 1,356 | 125.69% | 3,023 | 122.93% |

MTA Bridges & Tunnels

| Revenue Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|---------------------|--------------------|--------------------|---------------|--------------------|--------------|
| October | 28,109,963 | 24,436,257 | -13.07% | 28,079,713 | 14.91% |
| November | 26,913,543 | 21,889,990 | -18.67% | 26,841,772 | 22.62% |
| December | 26,955,736 | 21,579,179 | -19.95% | 26,015,011 | 20.56% |
| January | 25,368,494 | 21,014,716 | -17.16% | 22,027,403 | 4.82% |
| February | 24,540,667 | 18,255,564 | -25.61% | 23,453,884 | 28.48% |
| March | 18,934,838 | 24,335,629 | 28.52% | 27,361,078 | 12.43% |
| April | 9,730,391 | 24,896,449 | 155.86% | 27,396,543 | 10.04% |
| May | 14,953,991 | 26,848,127 | 79.54% | 28,870,267 | 7.53% |
| June | 20,001,850 | 27,835,062 | 39.16% | 28,850,237 | 3.65% |
| July | 23,322,086 | 28,032,603 | 20.20% | 28,709,351 | 2.41% |
| August | 24,423,978 | 28,090,238 | 15.01% | 29,194,001 | 3.93% |
| September | 24,002,326 | 27,057,244 | 12.73% | 28,143,360 | 4.01% |
| Year-to-Date | 185,278,621 | 226,365,632 | 22.18% | 244,006,124 | 7.79% |

| 12 Month Averages | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|-------------------|-------------------|-------------------|---------------|-------------------|---------------|
| October | 27,421,473 | 21,965,346 | -19.90% | 24,826,210 | 13.02% |
| November | 27,448,881 | 21,546,717 | -21.50% | 25,238,858 | 17.14% |
| December | 27,449,628 | 21,098,671 | -23.14% | 25,608,511 | 21.37% |
| January | 27,479,945 | 20,735,856 | -24.54% | 25,692,901 | 23.91% |
| February | 27,563,954 | 20,212,097 | -26.67% | 26,126,095 | 29.26% |
| March | 26,864,183 | 20,662,163 | -23.09% | 26,378,215 | 27.66% |
| April | 25,390,092 | 21,926,001 | -13.64% | 26,586,557 | 21.26% |
| May | 24,198,802 | 22,917,179 | -5.30% | 26,755,068 | 16.75% |
| June | 23,466,269 | 23,569,947 | 0.44% | 26,839,666 | 13.87% |
| July | 23,004,994 | 23,962,490 | 4.16% | 26,896,062 | 12.24% |
| August | 22,586,764 | 24,268,012 | 7.44% | 26,988,042 | 11.21% |
| September | 22,271,489 | 24,522,588 | 10.11% | 27,078,552 | 10.42% |

| Average Weekday Passengers | 2019-2020 | 2020-2021 | % Change | 2021-2022 | % Change |
|----------------------------|----------------|----------------|--------------|----------------|--------------|
| October | 923,527 | 809,244 | -12.37% | 920,747 | 13.78% |
| November | 925,033 | 770,755 | -16.68% | 916,787 | 18.95% |
| December | 897,981 | 734,181 | -18.24% | 876,946 | 19.45% |
| January | 862,855 | 733,895 | -14.95% | 781,842 | 6.53% |
| February | 879,793 | 674,620 | -23.32% | 862,009 | 27.78% |
| March | 652,651 | 806,159 | 23.52% | 905,293 | 12.30% |
| April | 356,124 | 853,935 | 139.79% | 927,646 | 8.63% |
| May | 514,300 | 891,508 | 73.34% | 952,430 | 6.83% |
| June | 691,531 | 928,054 | 34.20% | 967,505 | 4.25% |
| July | 782,983 | 923,759 | 17.98% | 943,405 | 2.13% |
| August | 817,733 | 928,945 | 13.60% | 943,684 | 1.59% |
| September | 826,609 | 905,971 | 9.60% | 952,494 | 5.14% |

Fuel Hedge Program

Current ULSD Hedges

| Date | Gallons Hedged | Percent of Expected Gallons Purchased* | Weighted Average Hedge Price for Each Month | 2021 Adopted Budget (February Plan) Forecasted Commodity Price | 2022 Adopted Budget (February Plan) Forecasted Commodity Price |
|--------------|----------------|--|---|--|--|
| November-22 | 2,659,407 | 50 | 1.94 | 1.46 | 2.09 |
| December-22 | 2,479,089 | 50 | 2.00 | 1.46 | 2.09 |
| January-23 | 2,756,162 | 50 | 2.06 | 1.54 | 2.03 |
| February-23 | 2,703,685 | 50 | 2.12 | 1.54 | 2.03 |
| March-23 | 2,851,182 | 50 | 2.20 | 1.54 | 2.03 |
| April-23 | 2,763,744 | 50 | 2.28 | 1.54 | 2.03 |
| May-23 | 2,995,075 | 50 | 2.35 | 1.54 | 2.03 |
| June-23 | 2,852,867 | 50 | 2.43 | 1.54 | 2.03 |
| July-23 | 3,141,480 | 50 | 2.50 | 1.54 | 2.03 |
| August-23 | 3,009,763 | 50 | 2.58 | 1.54 | 2.03 |
| September-23 | 2,854,250 | 50 | 2.62 | 1.54 | 2.03 |
| October-23 | 2,854,323 | 50 | 2.66 | 1.54 | 2.03 |
| November-23 | 2,437,772 | 46 | 2.72 | 1.54 | 2.03 |
| December-23 | 2,065,874 | 42 | 2.77 | 1.54 | 2.03 |
| January-24 | 2,067,066 | 37 | 2.82 | 1.59 | 1.99 |
| February-24 | 1,802,385 | 33 | 2.86 | 1.59 | 1.99 |
| March-24 | 1,663,094 | 29 | 2.87 | 1.59 | 1.99 |
| April-24 | 1,381,761 | 25 | 2.87 | 1.59 | 1.99 |
| May-24 | 1,247,808 | 21 | 2.86 | 1.59 | 1.99 |
| June-24 | 950,803 | 17 | 2.82 | 1.59 | 1.99 |
| July-24 | 785,181 | 12 | 2.80 | 1.59 | 1.99 |
| August-24 | 501,426 | 8 | 2.71 | 1.59 | 1.99 |
| September-24 | 237,644 | 4 | 2.74 | 1.59 | 1.99 |

* Expected gallons purchased are based on pre covid consumption.

Annual Impact as of November 4, 2022

| | <u>(\$ in millions)</u> | | |
|--|-------------------------|---------------|--------------|
| | <u>2022</u> | <u>2023</u> | <u>2024</u> |
| <u>Ultra Low Sulfur Diesel</u> | | | |
| Current Prices vs. 2022 Adopted Budget | (\$122.166) | (\$87.047) | (\$61.078) |
| Impact of Hedge | <u>64.998</u> | <u>21.813</u> | <u>0.109</u> |
| Net Impact: Fav/(Unfav) | (\$57.168) | (\$65.234) | (\$60.969) |
| | | | |
| <u>Compressed Natural Gas</u> | | | |
| Current Prices vs. 2022 Adopted Budget | (\$44.393) | (\$40.733) | (\$32.276) |
| Impact of Hedge | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> |
| Net Impact: Fav/(Unfav) | (\$44.393) | (\$40.733) | (\$32.276) |
| | | | |
| <u>Summary</u> | | | |
| Current Prices vs. 2022 Adopted Budget | (\$166.559) | (\$127.780) | (\$93.354) |
| Impact of Hedge | <u>64.998</u> | <u>21.813</u> | <u>0.109</u> |
| Net Impact: Fav/(Unfav) | (\$101.561) | (\$105.967) | (\$93.245) |

NOVEMBER 2022
MTA REAL ESTATE
FINANCE COMMITTEE AGENDA ITEMS

1. ACTION ITEMS

MTA LONG ISLAND RAIL ROAD

- a. Acquisition of property interests for Phase 2 of the Jamaica Capacity Improvement Project, Queens, NY

MTA NEW YORK CITY TRANSIT

- b. Acquisition of property interests for the Jamaica Bus Depot Reconstruction Project – Eminent Domain Procedure Law Determination of Findings, Queens, NY
- c. Lease extension agreement with Raisin Realty Inc. for Warehouse Space, Queens, NY

2. INFORMATION ITEMS

- a. Amendment to the easement agreement with Benjamin Beechwood Retail LLC at 301 Beach 67 Street, Queens, NY
- b. License agreement with Lisa Summa at 579 Lorimer Street, Brooklyn, NY
- c. License agreement with Don Anthony Summa at 581 Lorimer Street, Brooklyn, NY

| <u>Legal Name</u> | <u>Popular Name</u> | <u>Abbreviation</u> |
|---|---|----------------------------|
| <u>New York City Transit Authority</u> | <u>MTA New York City Transit</u> | <u>NYC Transit</u> |
| <u>The Long Island Rail Road Company</u> | <u>MTA Long Island Rail Road</u> | <u>LIRR</u> |
| <u>Metro-North Commuter Railroad Company</u> | <u>MTA Metro-North Railroad</u> | <u>MNR</u> |
| <u>Triborough Bridge and Tunnel Authority</u> | <u>MTA Bridges and Tunnels</u> | <u>MTA B&T</u> |
| <u>MTA Construction and Development Company</u> | <u>MTA Construction and Development</u> | <u>MTA C&D</u> |
| <u>MTA Bus Company</u> | <u>MTA Bus Company</u> | <u>MTA Bus</u> |

Staten Island Rapid Transit Operating Authority is a subsidiary of the Metropolitan Transportation Authority. Its popular name is MTA Staten Island Railway (abbreviated as SIR).

Manhattan and Bronx Surface Transit Operating Authority is a subsidiary of the New York City Transit Authority (abbreviated as MaBSTOA).

MTA LONG ISLAND RAIL ROAD

Staff Summary

| |
|--|
| Subject ACQUISITION OF PROPERTY INTERESTS FOR THE JAMAICA CAPACITY IMPROVEMENT PROJECT PHASE II |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name NEIL MASTROPIETRO |

| |
|---|
| Date NOVEMBER 30, 2022 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|------------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Committee | 11/29/2022 | X | | |
| 2 | Board | 11/30/2022 | X | | |
| | | | | | |
| | | | | | |

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

AGENCY: Metropolitan Transportation Authority (“MTA”) and MTA Long Island Rail Road (“LIRR”)
SELLER: Various sellers, see attached schedule
LOCATION: Various locations, see attached schedule
ACTIVITY: Acquisition of property interests through negotiated agreement or eminent domain
ACTION REQUESTED: Authorization to acquire various property interests through negotiated agreement or eminent domain
COMPENSATION: To be determined separately for each property interest via negotiation or eminent domain

COMMENTS:

The LIRR is advancing the Jamaica Capacity Improvement (JCI) Phase II project. JCI is a transformative project that will increase train throughput and decrease travel times for LIRR passengers traveling through Jamaica, lengthen all existing Jamaica Station platforms, upgrade Jamaica’s rail systems, and implement a state-of-good-repair to all infrastructure within the project limits.

In connection with this project, a number of permanent property acquisitions will be required along the LIRR right-of-way. The properties listed on the attachment to this Staff Summary are identified for acquisition for JCI.

The MTA will endeavor to acquire all property interests for the project through negotiated agreements. But for a project of this magnitude, the MTA may not be able to reach agreements with all property owners and will be compelled to acquire some property interests by eminent domain. Thus, Board approval is being sought for MTA Real Estate to begin taking steps to satisfy the requirements of the Eminent Domain Procedure Law in order to preserve MTA’s rights, lessen the potential for future delays to the project and ensure the timely acquisition of the necessary property interests. If a negotiated agreement to acquire any of the property interests is reached prior to the filing of condemnation papers with the court, the terms of any such agreement will be presented to the Finance Committee and MTA Board for further approval.

Based on the foregoing, MTA Real Estate requests authorization to proceed with the acquisition, by negotiated agreement or condemnation, of the noted property interests, on the above-described terms and conditions.

BOARD RESOLUTION

WHEREAS, the MTA is undertaking the construction of the second phase of the MTA Long Island Rail Road Jamaica Capacity Improvement (JCI) project;

WHEREAS, in connection with the JCI project, a number of permanent acquisitions of real property interests will be required as set forth on the attachment to this Resolution;

WHEREAS, the MTA will endeavor to acquire the property interests through negotiated voluntary agreements with the affected property owners and tenants, but to preserve MTA's rights and lessen the potential for future delays to the project if agreements cannot be negotiated in a timely manner, MTA must take preliminary steps under the Eminent Domain Procedure Law to secure the private property interests needed for the JCI project;

NOW THEREFORE, BE IT RESOLVED that in accordance with the Eminent Domain Procedure Law and Section 1267 of the Public Authorities Law, the Chairman or designated staff member of the Authority is authorized to proceed with the acquisition of permanent interests in the properties described by negotiated agreements or eminent domain and to schedule and undertake such preliminary steps, including holding a public hearing, as may be required under the Eminent Domain Procedure Law, in connection with these acquisitions.

BE IT FURTHER RESOLVED, that the proposed acquisitions will be subject to prior, satisfactory completion of any required environmental reviews.

See attachment for list of properties.

This resolution shall take effect immediately upon its adoption.

Staff Summary

| <u>Borough</u> | <u>Block</u> | <u>Lot</u> | <u>Property Address</u> | <u>Reputed Owner</u> | <u>Type of Interest</u> |
|----------------|--------------|------------|--------------------------------|---|--------------------------|
| Queens | 10152 | 195 | ARCHER AVENUE, QUEENS 11433 | 145-25/26a Liberty Ave, LLC/ NYC Street | Permanent Full Taking |
| Queens | 9998 | 7501 | 147-40 ARCHER AVENUE #4, 11435 | HP JAMSTA Housing Dev. Fund Company Inc. | Permanent Partial Taking |
| Queens | 9998 | 119 | 149-10 ARCHER AVENUE, 11435 | Khans Karworks LLC | Permanent Partial Taking |
| Queens | 10156 | 40 | 166-10 ARCHER AVENUE, 11433 | 166 Archer Ave Co LLC | Permanent Partial Taking |
| Queens | 10155 | 49 | 94-10 MERRICK BOULEVARD, 11433 | Casagrande Realty Corp | Permanent Partial Taking |
| Queens | 10155 | 7501 | 92-61 165 STREET, 11433 | Archer Merrick HDFC | Permanent Partial Taking |
| Queens | 10217 | 138 | 93-20 170 STREET, 11433 | Hossain, MD Z | Permanent Partial Taking |
| Queens | 10217 | 48 | 168-23 DOUGLAS AVENUE, 11433 | AREC 30, LLC | Permanent Partial Taking |
| Queens | 10217 | 45 | 93-30 170 STREET, 11433 | Churchill Investors, LLC | Permanent Partial Taking |

MTA NEW YORK CITY TRANSIT

Staff Summary

| |
|---|
| Subject ACQUISITION OF PROPERTY INTERESTS FOR JAMAICA BUS DEPOT RECONSTRUCTION PROJECT |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name RAYMOND SMYTH / MICHAEL DANIELS |

| |
|---|
| Date NOVEMBER 30, 2022 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|------------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Committee | 11/29/2022 | X | | |
| 2 | Board | 11/30/2022 | X | | |
| | | | | | |
| | | | | | |

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

AGENCY: Metropolitan Transportation Authority (“MTA”)
PROJECT: Jamaica Bus Depot Reconstruction (the “Project”)
ACTIVITY: Acquisition of fee interests and temporary easements in properties listed on the attached Determination of Findings for the Project
ACTION REQUESTED: Approval of Determination of Findings under the New York State Eminent Domain Procedure Law with respect to the acquisition of property needed to facilitate the Project

COMMENTS:

The existing Jamaica Bus Depot (“JBD”) is located a 165-18 Tuskegee Airmen Way in Jamaica Queens. The site is bounded by Tuskegee Airmen Way to the north, Merrick Boulevard to the east, 107th Ave to the south and 165th Street to the west. The JBD has remained in operation since its construction in 1939 and has served as a critical component of the Queens Division bus depot network.

The Project will both reconstruct and expand JBD to manage the operation, maintenance, and on-site storage for up to 272 Standard Bus Equivalents (“SBE”) to serve current bus assignments and allow additional capacity for future surface transit demands in southeastern Queens.

In additional to the 272 SBE capacity, the Project plan includes 15 maintenance bays, 1 chassis wash station, 3 fueling lanes, 3 bus wash lanes, 2 interior bus wash stations, administrative space for Maintenance & Transportation Divisions, adequate storage space for equipment, and infrastructure support for the operation and maintenance of an entirely zero-emissions bus fleet with a minimum of 60 electric buses assigned to the depot immediately upon completion of the Project.

In addition to the larger fleet that will be supported out of the JBD location, where a 200-bus fleet currently operates, the facilities where employees work to operate and maintain the buses will be brought up to current industry standards, including modern relief and support facilities. The depot will also be built to better integrate into the community by placing all bus storage and operations internal to the depot behind sound barrier walls and by creating an improved streetscape along Merrick Boulevard and public art on the exterior wall of the building. Additionally, the Project will benefit the public by providing a LEED certified building with green roof and architectural lightings with landscaping.

Staff Summary

FINANCE COMMITTEE MEETING

ACQUISITION OF PROPERTY INTERESTS FOR JAMAICA BUS DEPOT RECONSTRUCTION PROJECT (Cont'd.)

The MTA was the “lead agency” under the New York State Environmental Quality and Review Act, or “SEQRA”, and was responsible for conducting the environmental review for the Project. As part of the SEQRA process, the MTA fully evaluated alternatives. A Draft Environmental Impact Statement or “DEIS” was published and public comments were received. A Public Hearing covering the DEIS for the Project was held on June 27, 2019 and held open for additional written comments until July 19, 2019. Substantive comments were received on the DEIS. Thereafter, the MTA prepared a Final Environmental Impact Statement or “FEIS”. The FEIS for the Project was published in September 2019. The analysis determined that Alternative A best meets the goals and objectives of the Project.

On September 12, 2022, the MTA held a New York State Eminent Domain Procedure Law (“EDPL”) public hearing to inform the public and to receive the public’s comments on proposed property acquisitions for the Project. The MTA requires various property interests in Queens in support of the Project, which are set forth in a chart on the attached Determination of Findings. Efforts will be made to acquire these property interests by negotiated agreements. In those instances where the MTA cannot reach agreements with the affected property owners, legal proceedings must be commenced under Article 2 of the EDPL. MTA held the public hearing in person and via simultaneous internet streaming to describe the use, benefits, purposes, and location of the work elements covered by the Project, the property interests to be acquired, and the Project’s general impact on the environment. Notices of this public hearing were published in newspapers as required under the EDPL. Property owners, affected tenants, and other interested parties were also given advance notice of the hearing by certified mail. The MTA Construction & Development (“MTA C&D”) personnel attended the public hearing virtually via internet connection. At the public hearing, oral comments were received from the public, and it was stated that written comments would be accepted until the close of business on September 23, 2022.

The following summarizes the comments received:

- Concerns about the effect of construction activities on the structural integrity of certain abutting property as well as the general impacts of construction adjacent to residential property including noise, dust, vibration, and quality of life concerns.
- Questions/concerns about the selected design from the Environmental Impact Statement.
- Questions about the storage of personal property located in impacted sheds/garages during the Project.
- Concerns about pollutants during demolition of the old depot.
- Concerns about the impacts to vehicle access and street parking in the immediate area around the Project.
- Questions/concerns regarding why the offers of compensation to the abutting residential property owners are allegedly low as well as general dissatisfaction with the offers of compensation.
- Concerns about the impact of construction activities on the community services provided by a church in the area.
- Support for the Project to create jobs and a more sustainable future.
- Support for MTA to acquire the properties on 165th Street in fee.
- Concerns about how the Project might impact the health conditions of residences adjacent to the depot.

All comments have been given careful, extensive, and due consideration by MTA.

All oral comments received at the public hearing and all written comments received by the end of the written submission period following the hearing have been reviewed, made part of the record, and given due consideration.

After due consideration of all statements made during the EDPL public hearing and comments period, MTA staff recommends Board approval of the attached Determination and Findings under the EDPL with respect to the acquisition, by eminent domain, if necessary, of the property interests described therein that are needed to facilitate the Project.

A copy of the Determination and Findings under the EDPL is attached for the Board’s consideration and approval. MTA staff hereby requests Board approval of the attached Determination and Findings. This action will authorize MTA staff and the EDPL proceedings to acquire the required property interests described in the Determination and Findings by eminent domain, if necessary.

Staff Summary

FINANCE COMMITTEE MEETING

ACQUISITION OF PROPERTY INTERESTS FOR JAMAICA BUS DEPOT RECONSTRUCTION PROJECT
(Cont'd.)



Page 3 of 7

DETERMINATION AND FINDINGS PURSUANT TO ARTICLE 2 OF THE NEW YORK EMINENT DOMAIN PROCEDURE LAW

JAMAICA BUS DEPOT RECONSTRUCTION PROJECT

In accordance with Section 204 of the New York Eminent Domain Procedure Law ("EDPL"), the Board of the Metropolitan Transportation Authority ("MTA") hereby approves the acquisition of property interests described below by eminent domain, if necessary, and adopts the following statutory findings:

1. EDPL Public Hearing. On September 12, 2022, MTA held an EDPL public hearing to inform the public and to receive the public's comments on proposed property acquisitions for the Jamaica Bus Depot Reconstruction Project (the "Project"). All oral comments received at the hearing and all written comments received by the end of the written submission period following the hearing have been reviewed, made part of the record, and given due consideration.

2. Location of Property Required for the Project. The location and nature of the property interests required for the Project, and hereby approved for acquisition, are as described on the chart below.

At the September 12, 2022 public hearing and in letters and maps mailed to property owners and interested parties prior to the public hearing, MTA provided more detailed descriptions of the required property interests and estimated time frames when the property interests would be needed for the Project, currently scheduled to commence from late 2023 through late 2024.

MTA reserves the right to acquire a lesser interest in any of the properties described below, or to refrain from acquiring any of such property interests, as dictated by the needs of the Project.

3. Public Use, Purpose and Benefits. The existing Jamaica Bus Depot ("JBD") is located at 165-18 Tuskegee Airmen Way in Jamaica Queens. The site is bounded by Tuskegee Airmen Way to the North, Merrick Blvd to the east, 107th Ave to the south and 165th St. to the west. The JBD has remained in operation since its construction in 1939 and has served as a critical component of the Queens Division bus depot network.

The project will both reconstruct and expand JBD for it to manage the operation, maintenance and on-site storage for up to 272 Standard Bus Equivalent ("SBE") to serve current bus assignments and allow additional capacity for future surface transit demands in southeastern Queens.

In addition to the 272 SBE capacity, the Project plan includes 15 maintenance bays, 1 chassis wash station, 3 fueling lanes, 3 bus wash lanes, 2 interior bus wash stations, administrative space for Maintenance & Transportation Divisions, adequate storage space for equipment, and infrastructure support for the operation and maintenance of an entirely zero-emissions bus fleet with a minimum of 60 electric buses assigned to the depot immediately upon completion of the Project.

Staff Summary

FINANCE COMMITTEE MEETING

ACQUISITION OF PROPERTY INTERESTS FOR JAMAICA BUS DEPOT RECONSTRUCTION PROJECT (Cont'd.)

In addition to the larger fleet that will be supported out of the JBD location, where a 200-bus fleet currently operates, the facilities where employees work to operate and maintain the buses will be brought up to current industry standards, including modern relief and support facilities. The depot will also be built to better integrate into the community by placing all bus storage and operations internal to the depot behind sound barrier walls, and creating an improved streetscape along Merrick Blvd and public art on the exterior wall of the building. Additionally, the Project will benefit the public by providing a LEED certified building with green roof and architectural lightings with landscaping.

4. Reasons for Selecting the Project Locations: MTA is the “lead agency” under the New York State Environmental Quality and Review Act, or “SEQRA”, and responsible for conducting the environmental review for the Project. As part of the SEQRA process, MTA fully evaluated alternatives. A Draft Environmental Impact Statement or “DEIS” was published and public comments received. A Public Hearing covering the DEIS for the Project was held on June 27, 2019 and held open for additional written comments until July 19, 2019. Substantive comments were received on the DEIS. Thereafter, MTA prepared a Final Environmental Impact Statement or “FEIS”, The FEIS for the Project was published in September, 2019. The analysis determined that Alternative A best meets the goals and objectives of the Project.

5. General Effect of the Project on the Environment and Residents of the Locality. The environmental impacts of the Project as a whole are thoroughly covered in the FEIS. The Project will take place largely within the existing JBD property, however, some additional property is required for certain Project elements.

The Project will have adverse impacts to only a select number of environmental technical areas during construction. Although these impacts would be temporary/short duration impacts, during the construction phase of the Project, all efforts will be made to minimize to the extent practicable these impacts, through mitigation, and ensuring the contractor abides by the MTA C&D and applicable regulatory requirements. Specifically, the EIS demonstrated construction-related effects/impacts for: traffic, transit, pedestrian, parking, air quality, noise and vibration, socioeconomic conditions, historic and cultural resources, natural resources, and safety and security.

Construction activities for the Project will initially consist of demolition of the existing properties along Merrick Boulevard to make space for the construction of the new depot structure. The existing JBD will continue to operate for bus servicing until the new facility is operational. Once the new JBD is completed, the existing JBD will be demolished.

As mentioned above, the new JBD will better integrate into the community. All bus storage and operations internal to the depot will be placed behind sound barrier walls with improved streetscape along Merrick Blvd and public art on the exterior wall of the building. Additionally, the new JBD will have LEED certification with green roof and architectural lightings with landscaping.

Ambient noise levels may increase intermittently during construction. However, noise increases will be minimized with strict adherence to the NYC Department of Environmental Protection’s (“NYCDEP”) Code regarding noise preventive measures for those elements of the Project identified to be of elevated impact. MTA C&D contract specifications would require the contractor to meet the requirements set forth in the NYCDEP Noise Control Code and develop a Noise Mitigation Plan(s).

Staff Summary

FINANCE COMMITTEE MEETING

ACQUISITION OF PROPERTY INTERESTS FOR JAMAICA BUS DEPOT RECONSTRUCTION PROJECT (Cont'd.)

There is a potential for damage to one structure located on 104-09 165th Street from vibration impacts because it is located within three feet of the construction zone. Also, the small garage structures located along 165th Street and certain properties near the construction activity would require implementation of vibration control measures to minimize vibration to the extent practicable. Prior to construction, vibration would be monitored at all buildings within a 200-foot radius of the Project. MTA NYCT and/or its contractors would be responsible for any vibration damage incurred during construction.

To help minimize potential impacts, MTA will make every reasonable effort to maintain access; control dust, noise and vibration; screen construction activities; control rodents and pests; and minimize other disruptions, where practicable. MTA's goal is to create an active program of construction security and quality of life controls to ensure community safety.

COMMENTS

Staff Summary

FINANCE COMMITTEE MEETING

ACQUISITION OF PROPERTY INTERESTS FOR JAMAICA BUS DEPOT RECONSTRUCTION PROJECT (Cont'd.)

At the public hearing, oral comments were received from the public, and it was stated that written comments would be accepted until the close of business on September 23, 2022.

The following summarizes the comments received:

- Concerns about the effect of construction activities on the structural integrity of certain abutting property as well as the general impacts of construction adjacent to residential property including noise, dust, vibration and quality of life concerns.
- Questions/concerns about the selected design from the Environmental Impact Statement.
- Questions about the storage of personal property located in impacted sheds/garages during the Project.
- Concerns about pollutants during demolition of the old depot.
- Concerns about the impacts to vehicle access and street parking in the immediate area around the Project.
- Questions/concerns regarding why the offers of compensation to the abutting residential property owners are allegedly low as well as general dissatisfaction with the offers of compensation.
- Concerns about the impact of construction activities on the community services provided by a church in the area.
- Support for the Project to create jobs and a more sustainable future.
- Support for MTA to acquire the properties on 165th Street in full.
- Concerns about how the Project might impact the health conditions of residences adjacent to the depot.

All comments have been given careful, extensive and due consideration by MTA.

DETERMINATION

Based on due consideration of the record and the foregoing findings, it is determined that the MTA should exercise its power of eminent domain to acquire the property interests set forth in the chart below in order to promote and permit the purposes of the Project to be achieved.

Copies of this Determination and Findings are available and will be forwarded without cost and upon request, by writing to:

Joseph O'Donnell, Director of Public Affairs
MTA Construction & Development
2 Broadway, D8135,
New York, N.Y. 10004

ANYONE SEEKING JUDICIAL REVIEW OF THE ABOVE DETERMINATION AND FINDINGS MUST COMMENCE A LEGAL PROCEEDING IN ACCORDANCE WITH EDPL § 207 NO LATER THAN 30 DAYS AFTER MTA COMPLETES ITS TWO-DAY PUBLICATION OF THIS DOCUMENT, OR A SYNOPSIS THEREOF. UNDER EDPL § 207 AND § 208, THE EXCLUSIVE VENUE FOR SUCH PROCEEDING IS THE APPELLATE DIVISION, SECOND JUDICIAL DEPARTMENT, 45 MONROE PLACE, BROOKLYN, NEW YORK 11201.

Staff Summary

FINANCE COMMITTEE MEETING

ACQUISITION OF PROPERTY INTERESTS FOR JAMAICA BUS DEPOT RECONSTRUCTION PROJECT (Cont'd.)

Acquisition of fee interests and temporary easements for the Jamaica Bus Depot Reconstruction Project:

| <u>BOROUGH</u> | <u>BLOCK</u> | <u>LOT</u> | <u>PROPERTY ADDRESS</u> | <u>TYPE OF INTEREST</u> |
|----------------|--------------|------------|--------------------------|-------------------------|
| Queens | 10164 | 74 | 104-28 Merrick Boulevard | Permanent Full Taking |
| Queens | 10164 | 76 | 104-32 Merrick Boulevard | Permanent Full Taking |
| Queens | 10164 | 79 | 105-02 Merrick Boulevard | Permanent Full Taking |
| Queens | 10164 | 89 | 105-22 Merrick Boulevard | Permanent Full Taking |
| Queens | 10164 | 90 | 106-04 Merrick Boulevard | Permanent Full Taking |
| Queens | 10164 | 95 | 166-15 Merrick Boulevard | Permanent Full Taking |
| Queens | 10164 | 5 | 104-83 165 STREET | Temporary Easement |
| Queens | 10164 | 6 | 104-81 165 STREET | Temporary Easement |
| Queens | 10164 | 7 | 104-79 165 STREET | Temporary Easement |
| Queens | 10164 | 8 | 104-77 165 STREET | Temporary Easement |
| Queens | 10164 | 9 | 104-73 165 STREET | Temporary Easement |
| Queens | 10164 | 12 | 104-69 165 STREET | Temporary Easement |
| Queens | 10164 | 13 | 104-67 165 STREET | Temporary Easement |
| Queens | 10164 | 14 | 104-65 165 STREET | Temporary Easement |
| Queens | 10164 | 15 | 104-63 165 STREET | Temporary Easement |
| Queens | 10164 | 16 | 104-59 165 STREET | Temporary Easement |
| Queens | 10164 | 17 | 104-57 165 STREET | Temporary Easement |
| Queens | 10164 | 18 | 104-55 165 STREET | Temporary Easement |
| Queens | 10164 | 19 | 104-53 165 STREET | Temporary Easement |
| Queens | 10164 | 20 | 104-51 165 STREET | Temporary Easement |
| Queens | 10164 | 21 | 104-49 165 STREET | Temporary Easement |
| Queens | 10164 | 23 | 104-45 165 STREET | Temporary Easement |
| Queens | 10164 | 24 | 104-43 165 STREET | Temporary Easement |
| Queens | 10164 | 26 | 104-41 165 STREET | Temporary Easement |
| Queens | 10164 | 27 | 104-39 165 STREET | Temporary Easement |
| Queens | 10164 | 28 | 104-35 165 STREET | Temporary Easement |
| Queens | 10164 | 29 | 104-33 165 STREET | Temporary Easement |
| Queens | 10164 | 30 | 104-27 165 STREET | Temporary Easement |
| Queens | 10164 | 31 | 104-25 165 STREET | Temporary Easement |
| Queens | 10164 | 32 | 104-23 165 STREET | Temporary Easement |
| Queens | 10164 | 34 | 104-19 165 STREET | Temporary Easement |
| Queens | 10164 | 38 | 104-15 165 STREET | Temporary Easement |
| Queens | 10164 | 39 | 104-09 165 STREET | Temporary Easement |

Staff Summary

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| Subject LEASE EXTENSION AGREEMENT AT 70-10 74 ST, GLENDALE, NY |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name MICHAEL DANIELS |

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|---|
| Date NOVEMBER 30, 2022 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|------------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Committee | 11/28/022 | X | | |
| 2 | Board | 11/30/2022 | X | | |
| | | | | | |
| | | | | | |

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

AGENCY: MTA New York City Transit ("NYCT")
LESSOR: Raisin Realty
LOCATION: 70-10 74th Street, Glendale, NY 11385
ACTIVITY: Lease extension
ACTION REQUESTED: Approval of a lease extension
EXTENSION TERM: January 12, 2022 to June 30, 2023
SPACE: Approximately 60,000 square feet of warehouse space
COMPENSATION: \$44,166.66 month / \$8.83 per square foot

COMMENTS:

NYCT's Infrastructure Capital Construction (ICC) and Electronic Maintenance Division (EMD) have occupied the Space since September 2001. The current lease term expires on January 10, 2022. The Lessor proposed a 5 ½ month lease extension through June 30, 2023 to allow for additional time to negotiate a long-term lease.

The Lessor has agreed to maintain the current base rent of \$8.83 through the Extension Term. CBRE, the MTA's third-party broker, determined the rent to be below market. The long-term plan is for CBRE and MTA Real Estate to negotiate a long-term agreement of an additional 10-years at a market rate. That extension will be brought to the Finance Committee and Board for approval.

Based on the foregoing, MTA Real Estate requests authorization to enter a lease extension on behalf of NYCT on the terms and conditions described above.

INFORMATION ITEMS

Staff Summary

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| Subject AMENDMENT TO EASEMENT AGREEMENT WITH BENJAMIN BEECHWOOD RETAIL, LLC |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name ARTURO ESPINOZA |

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|---|
| Date NOVEMBER 30, 2022 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Committee | | | x | |
| 2 | Board | | | x | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|------------------------------|-------|----------|
| Order | Approval | Order | Approval |
| 1 | Legal | | |
| 2 | Chief Administrative Officer | | |
| 3 | Chief Financial Officer | | |
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AGENCY: MTA New York City Transit (“NYCT”)
GRANTOR: Benjamin Beechwood Retail, LLC
LOCATION: 301 Beach 67 Street, Queens, New York (the “Location”)
SPACE: Approximately 577 square feet (the “Additional Easement”)
COMPENSATION: Zero (\$0.00) dollars

COMMENTS:

MTA Construction and Development will be undertaking accessibility improvements to NYCT’s Beach 67 Street subway station in Queens by adding elevators connecting the elevated mezzanine to privately-owned property located at 301 Beach 67 Street in Queens. This privately-owned property is both adjacent to and underneath the Beach 67 Street subway station which is elevated at this location.

NYCT has existing operating and access easements at the Location pursuant to an easement agreement with Grantor. dated April 30, 2010. The majority of the proposed accessibility improvements will take place within the existing easement envelope defined in the 2010 agreement with the exception of the Additional Easement measuring approximately 577 square feet. Therefore, the easement agreement will be amended to incorporate the Additional Easement.

MTA Legal prepared the amendment and approved to as form. Compensation to Grantor is zero (\$0.00) dollars; therefore, MTA Real Estate will execute the amendment as authorized by Board-approved Real Estate Policy 34 dated September 21, 2015 which governs the acquisition of property rights where compensation paid by the MTA is less than \$15,000.

Staff Summary

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| Subject LICENSE AGREEMENT WITH LISA SUMMA AT 579 LORIMER STREET, BROOKLYN |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name ARTURO ESPINOZA |

| |
|---|
| Date NOVEMBER 30, 2022 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Committee | | | X | |
| 2 | Board | | | x | |
| | | | | | |
| | | | | | |

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

AGENCY: MTA New York City Transit (“NYCT”)
LICENSOR: Lisa Summa (“Owner”)
LOCATION: 579 Lorimer Street, Brooklyn, New York (the “Property”)
ACTIVITY: Geotechnical monitoring, prism installation, and post-construction survey
TERM: Twelve (12) months
COMPENSATION: \$3,500 per month

COMMENTS:

NYCT is constructing elevators at 8 subway stations across New York City in support of improving accessibility to the stations in compliance with the Americans with Disabilities Act (“ADA”). The elevators are to be installed in the public sidewalk adjacent to various private properties. Their installation involves excavation which will necessitate measures to monitor the condition of the adjacent properties during construction.

The Property is located adjacent to one of the elevators to be installed at the Lorimer Street subway station on the Canarsie Line.

MTA Real Estate entered into an agreement with Licensor pursuant to Policy #11, dated November 15, 1999, as amended February 22, 2010, November 12, 2013, and June 23, 2021, for short-term construction access agreements.

MTA Legal approved the license agreement as to form.

Staff Summary

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| Subject LICENSE AGREEMENT WITH DON ANTHONY SUMMA AT 581 LORIMER STREET, BROOKLYN |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name ARTURO ESPINOZA |

| |
|---|
| Date NOVEMBER 30, 2022 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Committee | | | x | |
| 2 | Board | | | x | |
| | | | | | |
| | | | | | |

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

AGENCY: MTA New York City Transit ("NYCT")
LICENSOR: Don Anthony Summa
LOCATION: 581 Lorimer Street, Brooklyn, New York (the "Property")
ACTIVITY: Geotechnical monitoring, prism installation, and post-construction survey
TERM: Twelve (12) months
COMPENSATION: \$1,500 per month

COMMENTS:

NYCT is constructing elevators at 8 subway stations across New York City in support of improving accessibility to the stations in compliance with the Americans with Disabilities Act ("ADA"). The elevators are to be installed in the public sidewalk adjacent to various private properties. Their installation involves excavation which will necessitate measures to monitor the condition of the adjacent properties during construction.

The Property is located adjacent to one of the elevators to be installed at the Lorimer Street subway station on the Canarsie Line.

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MTA Legal approved the license agreement as to form.