

Exhibit Book
Finance Committee Meeting
2/21/2023

Table of Contents:

2023.02 BudgetWatch - Page 2

MTA 2023 Adopted Budget - February Financial Plan 2023-2026 - Page 24

BudgetWatch

February 2023

Summary of January Results

| | Month of January 2023 (\$ in millions) | | | |
|----------------------------------|----------------------------------------|-------------------|---------------|-------------|
| | Actual | Adopted Budget | Diff | % Diff |
| Operating Revenue ¹ | \$604.3 | \$580.0 | \$24.3 | 4.2% |
| Operating Expenses | \$1,258.8 | \$1,299.8 | \$41.0 | 3.2% |
| Debt Service | \$272.1 | \$270.5 | (\$1.6) | -0.6% |
| Operating Subsidies ² | \$217.8 | \$221.7 | (\$3.8) | -1.7% |
| Surplus/(Deficit) | (\$708.8) | (\$768.6) | \$59.9 | 7.8% |

Overall Latest Condition (January operations and February subsidies compared with Budget):

Net preliminary operating results for the month of January were unfavorable to the Adopted Budget by \$74 million (4%).

Operating revenue in January was \$24 million (4%) favorable, comprised of higher passenger revenue of \$2 million (1%), toll revenue of \$12M (7%) and other operating revenue of \$11 million (18%).

Operating expenses in January were \$41 million (3%) favorable reflecting lower labor expenses of \$28 million (3%) and non-labor expenses of \$13 million (4%). Overtime spending, which is included in labor expenses, was \$3 million (4%) unfavorable primarily due to vacancy/absentee coverage at NYCT and MNR. Debt service in January was unfavorable by \$2 million (1%) primarily due to timing and higher than forecasted variable rates.

Overall February year-to-date cash subsidy receipts dedicated for operating purposes were \$57.4 million (10%) unfavorable, primarily reflecting results for the Payroll Mobility Tax, unfavorable by \$18 million (8%), and the real estate transaction taxes, unfavorable by \$40 million (21%).

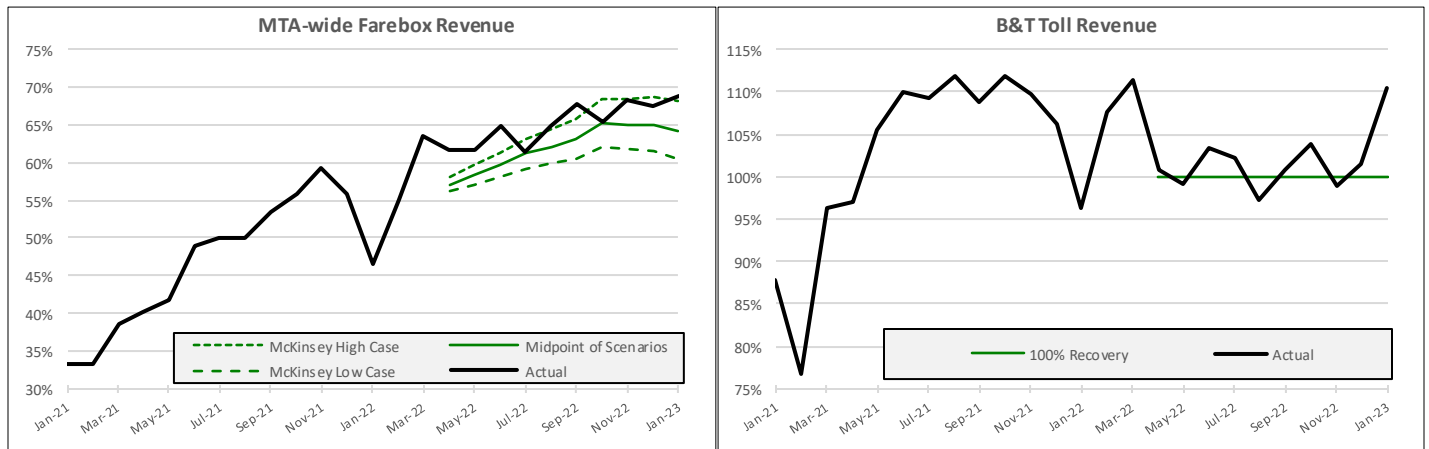
Passenger and Toll Revenues

| | Month of January 2023 (\$ in millions) | | | |
|------------------|----------------------------------------|-------------------|---------------|-------------|
| | Actual | Adopted Budget | Diff | % Diff |
| NYCT: | | | | |
| Subway | \$199.6 | \$198.5 | \$1.1 | 0.6% |
| Bus | 50.2 | 53.5 | (3.3) | -6.2% |
| Other | 3.6 | 3.8 | (0.2) | -5.3% |
| NYCT | \$253.4 | \$255.8 | (\$2.4) | -0.9% |
| SIR | \$0.3 | \$0.4 | (0.1) | -31.4% |
| MTA Bus | 13.3 | 13.9 | (0.6) | -4.3% |
| LIRR | 40.5 | 39.4 | 1.1 | 2.8% |
| MNR | 41.2 | 37.4 | 3.8 | 10.2% |
| Sub-total | \$348.7 | \$346.9 | \$1.8 | 0.5% |
| B&T | 184.6 | 172.9 | 11.7 | 6.8% |
| Total | \$533.3 | \$519.8 | \$13.5 | 2.6% |

Passenger revenues for the month were better than budget primarily due to higher average fare per passenger, with ridership tracking close to projections (less than one-tenth of one percent below forecast). **Toll revenues** for the month were favorable to the budget, reflecting higher than forecasted traffic volume (10% above forecast).

¹ Includes Farebox Revenue, Toll Revenue and Other Operating Revenue.

² Operating Subsidies are for January 2023, while subsidy results provided later in this report are for February 2023. Does not include State and Local Operating Assistance, Station Maintenance, City Subsidies for MTA Bus and Staten Island Railway, CDOT Subsidy for Metro-North Railroad, and Other Subsidy Adjustments.



The 2023 Adopted Budget Forecast is based on the midpoint between the “high case” and “low case” scenarios prepared by McKinsey & Co. this past spring. While exceeding the McKinsey projections, passenger revenues remain significantly below pre-pandemic levels: January passenger revenues were \$137 million (28%) below January 2019. Toll revenue, when adjusted to account for the 2021 toll increase, is higher by \$22 million (14%).

Total Operating Expenses before Non-Cash Liability Adjustments

| Month of January 2023 (\$ in millions) | | | | |
|----------------------------------------|------------------|------------------|---------------|-------------|
| | Adopted | | | |
| | Actual | Budget | Diff | % Diff |
| NYCT | \$794.5 | \$797.0 | \$2.5 | 0.3% |
| SIR | \$5.3 | \$6.2 | 1.0 | 15.3% |
| MTA Bus | 68.0 | 82.6 | 14.6 | 17.7% |
| LIRR | 149.3 | 161.7 | 12.4 | 7.7% |
| MNR | 122.3 | 124.9 | 2.6 | 2.1% |
| GCMCOC | 7.7 | 7.4 | (0.3) | -4.1% |
| B&T | 33.8 | 39.6 | 5.8 | 14.5% |
| MTA HQ | 79.7 | 76.0 | (3.6) | -4.8% |
| MTA C&D | 0.4 | 0.3 | (0.1) | -31.2% |
| FMTAC | (2.0) | 4.0 | 6.0 | 151.0% |
| Total | \$1,259.0 | \$1,299.7 | \$40.8 | 3.1% |

Preliminary expenses for January were favorable by \$41 million (3%). In addition to favorable results stemming from vacancies at the operating agencies and MTA HQ, favorable results reflect lower credit card processing fees and lower professional service contracts at B&T; and lower other fringe benefits and pension budgeted rates at MNR; and lower energy consumption at NYCT. Higher fees and higher MTA PD overtime vacancy coverage at MTA HQ partially offset those favorable results. Variances also reflect favorable due to expense timing: at MTA Bus, the timing of general maintenance material usage, professional services (including the roll-out of bus technologies), and claims expenses; at the LIRR, the timing of project activity; at FMTAC, the timing of insurance policy renewals and the recording of claims expenses; at B&T, the timing of non-labor expenses; at MNR, the timing of maintenance operating contracts and professional services; and at MTA HQ, the timing of expenses for the Rockaway bridges resident toll rebate program and the timing related pension amortization. These were partially offset by unfavorable timing impacts at NYCT in various non-labor expense categories.

Overtime

| | Month of January 2023 (\$ in millions) | | | |
|--------------|----------------------------------------|----------------|----------------|---------------|
| | <u>Actual</u> | <u>Adopted</u> | | <u>% Diff</u> |
| | | <u>Budget</u> | <u>Diff</u> | |
| NYCT | \$46.5 | \$43.8 | (\$2.7) | -6.2% |
| SIR | 0.3 | \$0.4 | 0.1 | 18.8% |
| MTA Bus | 6.3 | 8.8 | 2.5 | 28.0% |
| LIRR | 14.0 | 14.0 | (0.1) | -0.4% |
| MNR | 9.2 | 7.0 | (2.2) | -30.7% |
| B&T | 2.2 | 1.9 | (0.2) | -10.5% |
| MTA HQ | 2.2 | 1.6 | (0.6) | -37.3% |
| MTA C&D | 0.0 | 0.0 | 0.0 | 0.0% |
| FMTAC | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0%</u> |
| Total | \$80.7 | \$77.5 | (\$3.2) | -4.1% |

Overtime expense overruns at NYCT and MNR were primarily due to higher costs for vacancies and absentee coverages. MTA HQ was unfavorable mainly due to increased MTA PD vacancy/absentee coverage, partially offset by lower security needs requiring overtime. Partially offsetting these unfavorable results were favorable variances at the MTA Bus due to lower maintenance, sanitizing and unscheduled service requirements.

Debt Service

Debt Service for January was \$272 million, which was \$2 million (1%) unfavorable due to timing of debt issuance and debt service deposits, as well as higher than budgeted variable rates.

State Dedicated Taxes and Fees

| | YTD February 2023 (\$ in millions) | | | | Month of February 2023 (\$ in millions) | | | |
|----------------------|------------------------------------|----------------|-----------------|---------------|-----------------------------------------|----------------|-----------------|---------------|
| | <u>Actual</u> | <u>Adopted</u> | | <u>% Diff</u> | <u>Actual</u> | <u>Adopted</u> | | <u>% Diff</u> |
| | | <u>Budget</u> | <u>Diff</u> | | | <u>Budget</u> | <u>Diff</u> | |
| MMTOA | \$0.0 | \$0.0 | \$0.0 | 0.0% | \$0.0 | \$0.0 | \$0.0 | 0.0% |
| PBT | 105.7 | 100.8 | 4.9 | 4.8% | 43.8 | 41.3 | 2.5 | 6.1% |
| PMT ³ | 221.0 | 239.2 | (18.2) | -7.6% | 188.3 | 204.5 | (16.3) | -7.9% |
| MTA Aid ⁴ | 0.0 | 0.0 | 0.0 | 0.0% | 0.0 | 0.0 | 0.0 | 0.0% |
| FHV ⁵ | <u>59.5</u> | <u>63.1</u> | <u>(3.6)</u> | <u>-5.7%</u> | <u>29.8</u> | <u>31.6</u> | <u>(1.7)</u> | <u>-5.5%</u> |
| Total | \$386.2 | \$403.2 | (\$16.9) | -4.2% | \$261.9 | \$277.4 | (\$15.5) | -5.6% |

The first MMTOA payment for the year is expected in May and MTA Aid receipts, which are transferred quarterly, are scheduled for initial receipt in March.

Real Estate Transaction Taxes

| | YTD February 2023 (\$ in millions) | | | | Month of February 2023 (\$ in millions) | | | |
|---------------|------------------------------------|----------------|-----------------|---------------|-----------------------------------------|----------------|-----------------|---------------|
| | <u>Actual</u> | <u>Adopted</u> | | <u>% Diff</u> | <u>Actual</u> | <u>Adopted</u> | | <u>% Diff</u> |
| | | <u>Budget</u> | <u>Diff</u> | | | <u>Budget</u> | <u>Diff</u> | |
| MRT | \$70.3 | \$105.5 | (\$35.2) | -33.4% | \$33.0 | \$52.7 | (\$19.7) | -37.4% |
| NYC Urban Tax | <u>78.1</u> | <u>83.3</u> | <u>(5.2)</u> | <u>-6.3%</u> | <u>31.3</u> | <u>41.7</u> | <u>(10.4)</u> | <u>-25.0%</u> |
| Total | \$148.4 | \$188.8 | (\$40.4) | -21.4% | \$64.3 | \$94.4 | (\$30.1) | -31.9% |

³ PMT replacement funds of \$244.3 million are excluded from the results reported in this table.

⁴ MTA Aid includes the License Fee, Vehicle Registration Fee, Taxi Fee and Automobile Rental Fee.

⁵ For-Hire Vehicle Surcharge.

Regional Mortgage Recording Tax⁶ receipts for February were \$19.7 million, or 37.4%, unfavorable; MRT-1 was unfavorable by \$10.7 million (32.1%), and MRT-2 receipts were unfavorable by \$9.0 million (46.4%). YTD MRT receipts were unfavorable by \$35.2 million (33.4%), with MRT-1 receipts \$17.5 million (26.3%) unfavorable and MRT-2 receipts \$17.7 million (45.6%) unfavorable.

New York City Urban Tax⁷ receipts for February were \$10.4 million, or 25.0%, unfavorable, and YTD receipts were \$5.2 million (6.3%) unfavorable. For February, the Real Property Transfer Tax (RPTT) portion of the Urban Tax was unfavorable by \$13.7 million, or 51.8%, while the MRT portion of the Urban Tax was \$3.3 million or 21.4% favorable. YTD, RPTT receipts were \$20.0 million (37.9%) unfavorable, while the MRT portion of the Urban Tax was \$14.8 million (48.4%) favorable.

Capital Lockbox Funding Sources

| | YTD February 2023 (\$ in millions) | | | | Month of February 2023 (\$ in millions) | | | |
|-------------------------------------------|------------------------------------|----------------|----------------|--------------|-----------------------------------------|---------------|----------------|--------------|
| | Adopted | | Diff | % Diff | Adopted | | Diff | % Diff |
| | Actual | Budget | | | Actual | Budget | | |
| Mansion Tax (thru September) ⁸ | \$50.9 | \$51.9 | (\$1.0) | -1.9% | \$24.1 | \$26.0 | (\$1.9) | -7.3% |
| Internet Sales Tax - NYS ⁹ | 25.5 | 25.5 | 0.0 | 0.0% | 12.8 | 12.8 | 0.0 | 0.0% |
| Internet Sales Tax - NYC ⁹ | <u>28.9</u> | <u>28.9</u> | <u>0.0</u> | <u>0.0%</u> | <u>14.5</u> | <u>14.5</u> | <u>0.0</u> | <u>0.0%</u> |
| Total | \$105.3 | \$106.4 | (\$1.0) | -0.9% | \$51.3 | \$53.2 | (\$1.9) | -3.6% |

Funds received from the Mansion Tax and the Internet Sales Tax are deposited into the Capital Lockbox and are only available for capital purposes.

⁶ Mortgage Recording Taxes consist of two separate taxes on mortgages recorded in the twelve-county region: MRT-1 is a tax on all mortgages, while MRT-2 is also imposed on residential real estate structures containing up to six dwelling units.

⁷ New York City Urban Taxes are imposed on commercial property and apartment building transactions within New York City. The MRT component is imposed on mortgages exceeding \$500,000, and the Real Property Transfer Tax component is imposed on transfers exceeding \$500,000.

⁸ The Real Property Transfer Tax Surcharge (the "Mansion Tax") is a supplemental transfer tax, on the sale of residential properties valued at \$2 million or more in New York City; the supplemental tax rate increases as the property valuation increases.

⁹ Internet Marketplace Sales Tax receipts are captured through the elimination of the tax loophole that previously exempted third-party internet marketplace providers from collecting and remitting applicable New York State and New York City sales taxes on transactions conducted on their sites.

Real Estate Transaction Taxes Receipts (\$ in millions)
2023 Receipts vs. 2022 Receipts

| | 2022 Act | | | | | | | | | | | | YTD Feb | |
|----------------------------------|----------------------|---------|---------|---------|---------|--------|---------|---------|---------|---------|--------|--------|---------|---------|
| | 2022 Monthly Actuals | Jan-22 | Feb-22 | Mar-22 | Apr-22 | May-22 | Jun-22 | Jul-22 | Aug-22 | Sep-22 | Oct-22 | Nov-22 | Dec-22 | |
| MRT-1 | \$438.7 | \$41.1 | \$53.1 | \$34.5 | \$44.3 | \$34.7 | \$35.6 | \$42.6 | \$37.2 | \$39.4 | \$27.7 | \$23.4 | \$25.0 | \$94.3 |
| MRT-2 | 209.2 | 19.8 | 21.6 | 19.2 | 21.7 | 18.4 | 17.3 | 19.7 | 18.0 | 19.2 | 11.6 | 11.5 | 11.2 | 41.4 |
| Total MRT | \$648.0 | \$60.9 | \$74.7 | \$53.7 | \$66.0 | \$53.1 | \$52.9 | \$62.3 | \$55.2 | \$58.6 | \$39.3 | \$34.9 | \$36.2 | \$135.6 |
| RPTT | \$472.5 | \$96.1 | \$47.2 | \$44.7 | \$49.1 | \$26.6 | \$36.7 | \$47.8 | \$36.5 | \$22.9 | \$27.3 | \$22.4 | \$15.4 | \$143.3 |
| MRT | 257.0 | 23.6 | 40.0 | 14.2 | 24.5 | 17.4 | 19.4 | 23.3 | 21.5 | 22.2 | 19.5 | 12.8 | 18.5 | 63.5 |
| Total Urban Tax - NYCT 90% share | \$729.5 | \$119.6 | \$87.2 | \$58.9 | \$73.6 | \$44.0 | \$56.1 | \$71.1 | \$58.0 | \$45.1 | \$46.8 | \$35.2 | \$33.9 | \$206.8 |
| Total Real Estate Taxes | \$1,377.4 | \$180.5 | \$162.0 | \$112.6 | \$139.5 | \$97.2 | \$109.0 | \$133.4 | \$113.2 | \$103.7 | \$86.1 | \$70.1 | \$70.1 | \$342.5 |

| | 2023 Monthly Actuals | | | | | | | | | | | | YTD Feb | |
|----------------------------------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|
| | Jan-23 | Feb-23 | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | | |
| MRT-1 | \$26.6 | \$22.6 | | | | | | | | | | | | \$49.2 |
| MRT-2 | 10.7 | 10.4 | | | | | | | | | | | | 21.1 |
| Total MRT | \$37.3 | \$33.0 | | | | | | | | | | | | \$70.3 |
| RPTT | \$20.1 | \$12.7 | | | | | | | | | | | | \$32.8 |
| MRT | 26.8 | 18.5 | | | | | | | | | | | | 45.3 |
| Total Urban Tax - NYCT 90% share | \$46.8 | \$31.3 | | | | | | | | | | | | \$78.1 |
| Total Real Estate Taxes | \$84.1 | \$64.3 | | | | | | | | | | | | \$148.4 |

| | Variances | | | | | | | | | | | | YTD Feb | |
|----------------------------------|-----------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|-----------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | |
| MRT-1 | (\$14.6) | (\$30.5) | | | | | | | | | | | | (\$45.1) |
| MRT-2 | (9.1) | (11.2) | | | | | | | | | | | | (20.3) |
| Total MRT | (\$23.6) | (\$41.7) | | | | | | | | | | | | (\$65.3) |
| RPTT | (\$76.0) | (\$34.5) | | | | | | | | | | | | (\$110.5) |
| MRT | 3.2 | (21.4) | | | | | | | | | | | | (18.2) |
| Total Urban Tax - NYCT 90% share | (\$72.8) | (\$56.0) | | | | | | | | | | | | (\$128.7) |
| Total Real Estate Taxes | (\$96.4) | (\$97.7) | | | | | | | | | | | | (\$194.1) |
| MRT-1 | -35.4% | -57.4% | | | | | | | | | | | | -47.8% |
| MRT-2 | 45.9% | -51.8% | | | | | | | | | | | | -49.0% |
| Total MRT | -38.8% | -55.8% | | | | | | | | | | | | -48.2% |
| RPTT | -79.1% | -73.1% | | | | | | | | | | | | -77.1% |
| MRT | 13.7% | -53.6% | | | | | | | | | | | | -28.6% |
| Total Urban Tax - NYCT 90% share | -60.8% | -64.2% | | | | | | | | | | | | -62.2% |
| Total Real Estate Taxes | -53.4% | -60.3% | | | | | | | | | | | | -56.7% |

BUDGETWATCH

Regional Economy Report

New York City Employment

Year-over-Year Changes:

Increases

- Construction, Mining, Natural Resources
- Education & Health Services
- Financial Activities
- Government
- Information
- Leisure & Hospitality
- Manufacturing
- Other Service
- Professional & Business Services
- Trade
- Transportation, Utilities

Decreases

None

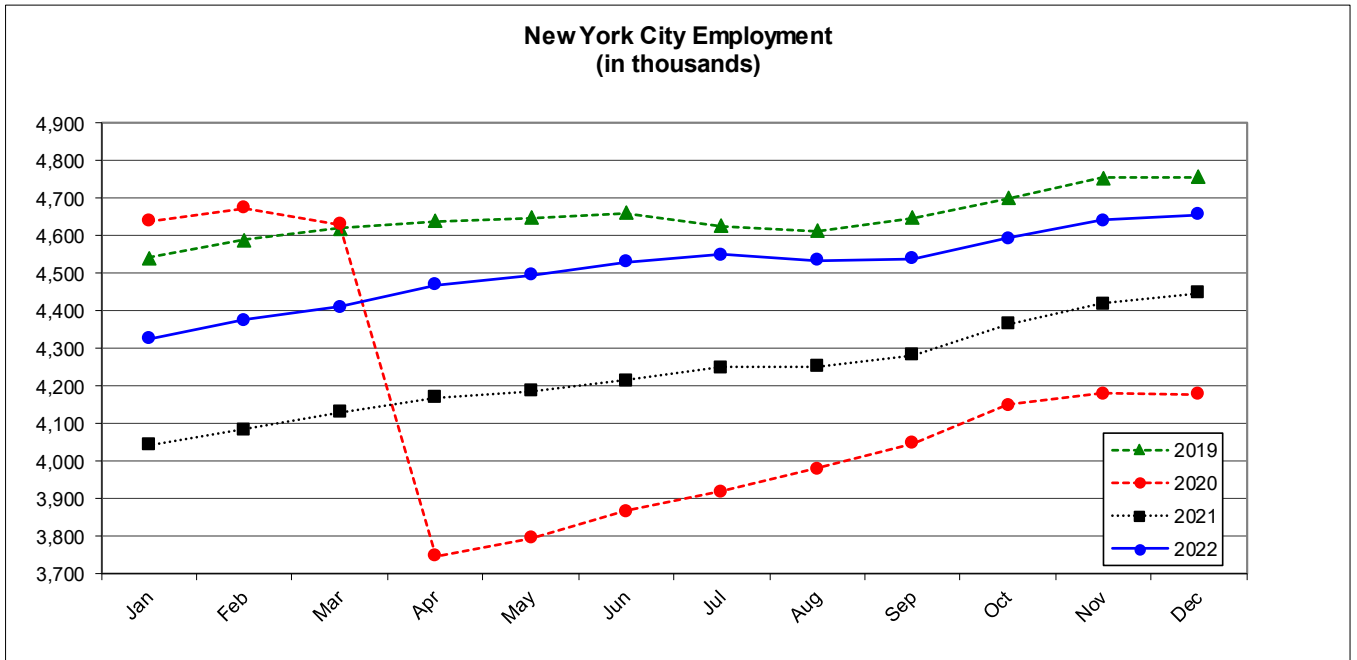
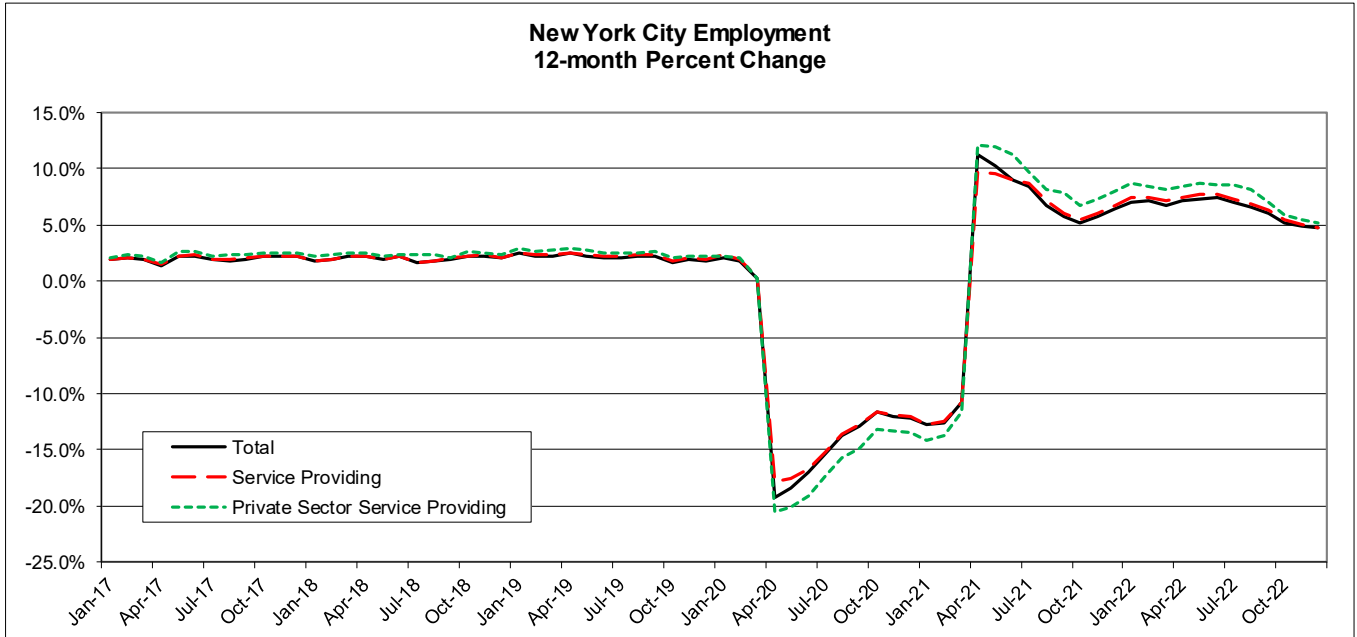
| New York City Employment (in thousands) | | | | Dec-22 versus | | | |
|-----------------------------------------|------------------|-------------------|----------------|---------------|--------------|--------------|-------------|
| | Prelim Dec-22 | Revised Nov-22 | Dec-21 | Nov-22 | | Dec-21 | |
| | | | | Net | Pct | Net | Pct |
| Total Employment | 4,658.1 | 4,640.9 | 4,448.8 | 17.2 | 0.4% | 209.3 | 4.7% |
| Goods Producing | 202.3 | 203.4 | 195.6 | (1.1) | -0.5% | 6.7 | 3.4% |
| Construction, Mining, Nat Res | 143.1 | 144.0 | 138.9 | (0.9) | -0.6% | 4.2 | 3.0% |
| Manufacturing | 59.2 | 59.4 | 56.7 | (0.2) | -0.3% | 2.5 | 4.4% |
| Service Providing | 4,455.8 | 4,437.5 | 4,253.2 | 18.3 | 0.4% | 202.6 | 4.8% |
| Transportation, Utilities | 157.4 | 152.8 | 154.6 | 4.6 | 3.0% | 2.8 | 1.8% |
| Trade | 445.2 | 441.7 | 442.7 | 3.5 | 0.8% | 2.5 | 0.6% |
| Information | 243.0 | 246.0 | 233.7 | (3.0) | -1.2% | 9.3 | 4.0% |
| Financial Activities | 479.6 | 477.9 | 468.8 | 1.7 | 0.4% | 10.8 | 2.3% |
| Professional & Business Svcs | 808.3 | 803.7 | 765.5 | 4.6 | 0.6% | 42.8 | 5.6% |
| Education & Health Svcs | 1,136.2 | 1,125.2 | 1,072.9 | 11.0 | 1.0% | 63.3 | 5.9% |
| Leisure & Hospitality | 410.5 | 409.9 | 362.6 | 0.6 | 0.1% | 47.9 | 13.2% |
| Other Services | 185.0 | 183.8 | 171.9 | 1.2 | 0.7% | 13.1 | 7.6% |
| Government | 590.6 | 596.5 | 580.5 | (5.9) | -1.0% | 10.1 | 1.7% |

Preliminary December 2022 employment in New York City marks the 210st consecutive month of employment recovery, compared with one year earlier, since the COVID pandemic began, with an increase of 209,300 jobs (4.7%) when compared to last December's employment level. Increases occurred in all sectors. Sectors experiencing the greatest increases were Education & Health Services, up 63,300 jobs (5.9%), Leisure & Hospitality, up 47,900 jobs (13.2%), and Professional & Business Services, up 42,800 jobs (5.6%). December, however, remains below pre-pandemic employment, down 98,600 jobs (2.1%) when compared with December 2019.

Employment in New York City's service-providing sectors increased by 202,600 jobs (4.8%) over the December 2021 level, and service-providing employment excluding the Government sector increased by 192,500 jobs (5.2%).

BUDGETWATCH

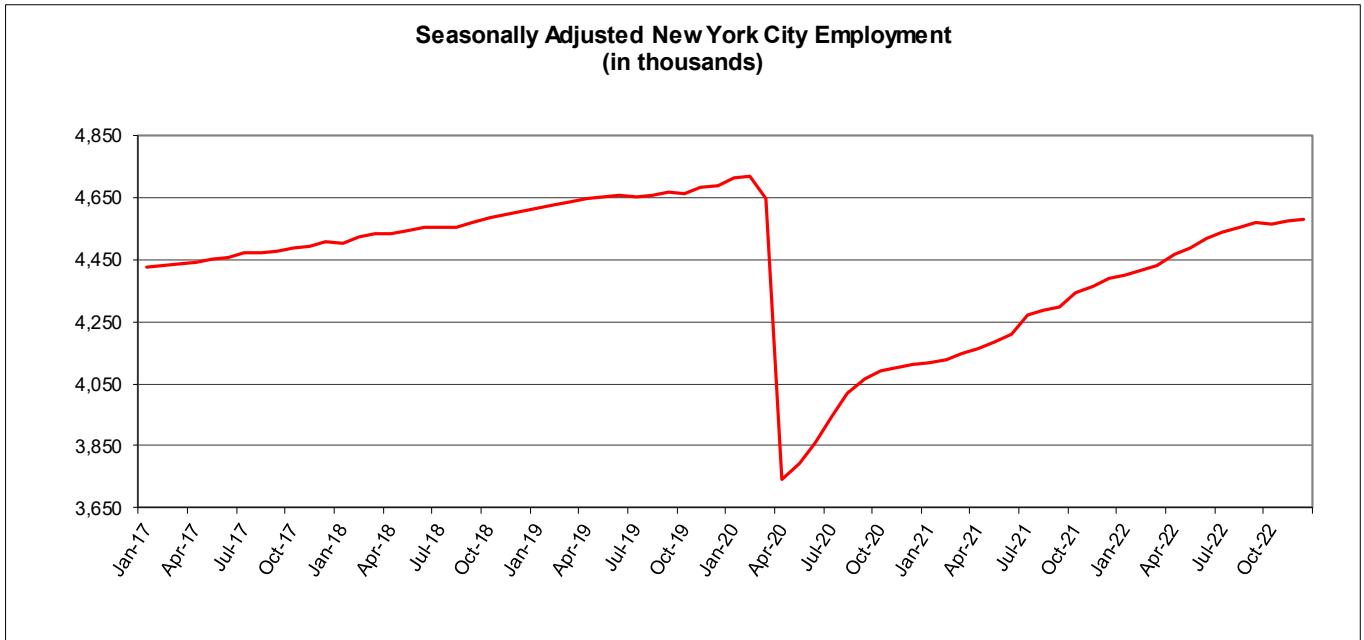
Regional Economy Report



BUDGETWATCH

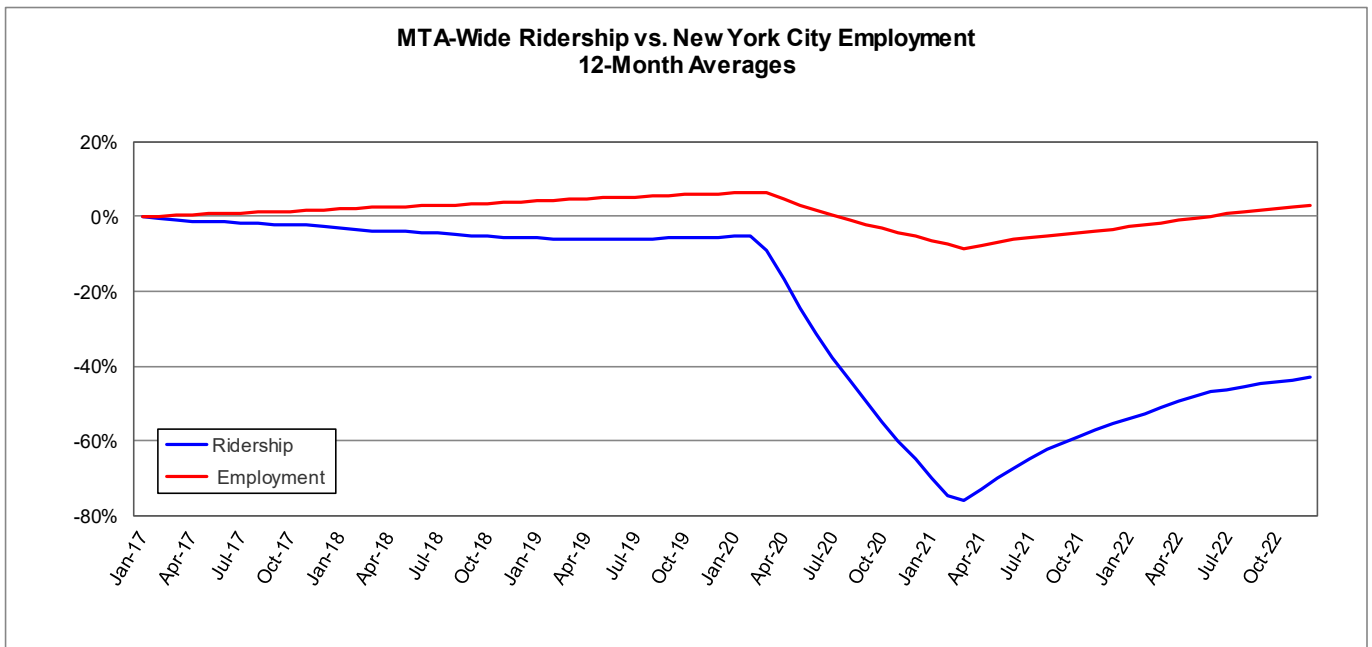
Regional Economy Report

In December 2022, seasonally adjusted New York City employment of 4.582 million was higher than in December 2021 by 190,100 jobs (4.33%), although it remains 105,700 jobs (2.3%) below the pre-pandemic December 2019 level. December seasonally adjusted employment was 6,600 jobs above last month, a 0.1% increase, and has increased in thirty-one of the thirty-two months since employment bottomed in April 2020; the only decline over this span occurred in October 2022, when it declined 0.04%, a reduction of 1,900 jobs.



Ridership and Employment

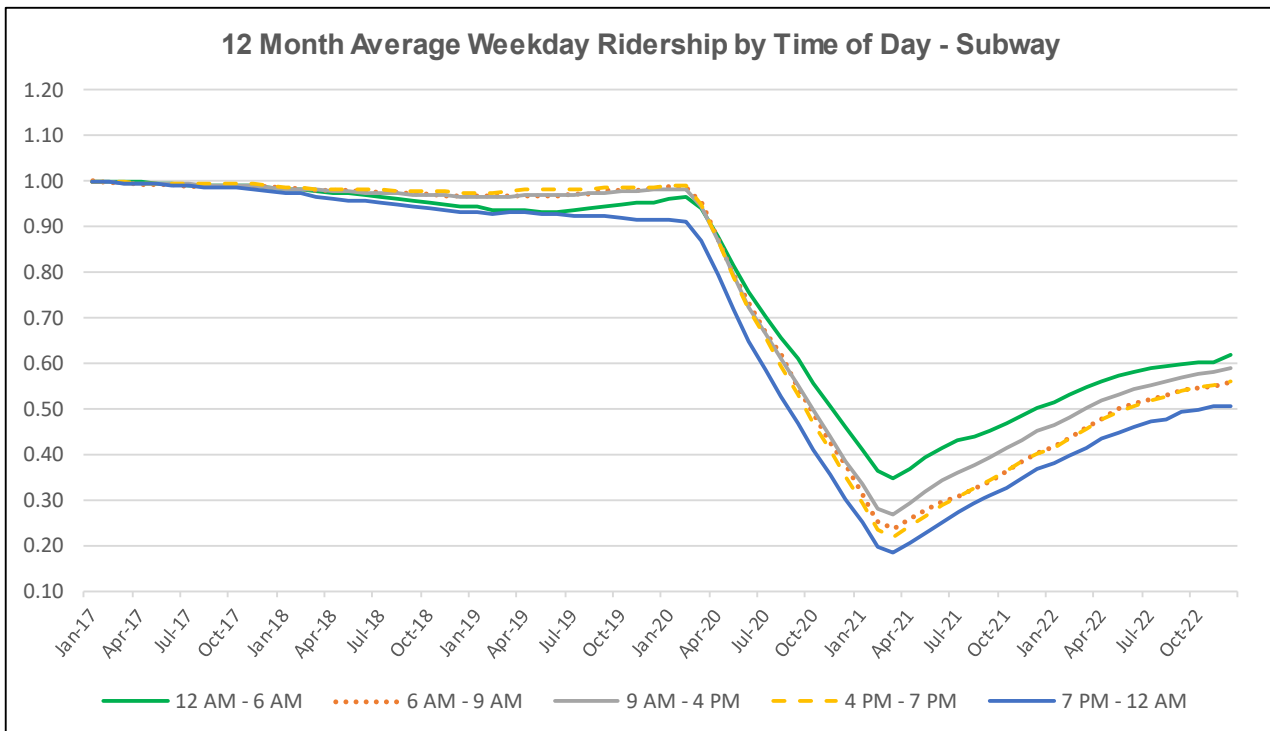
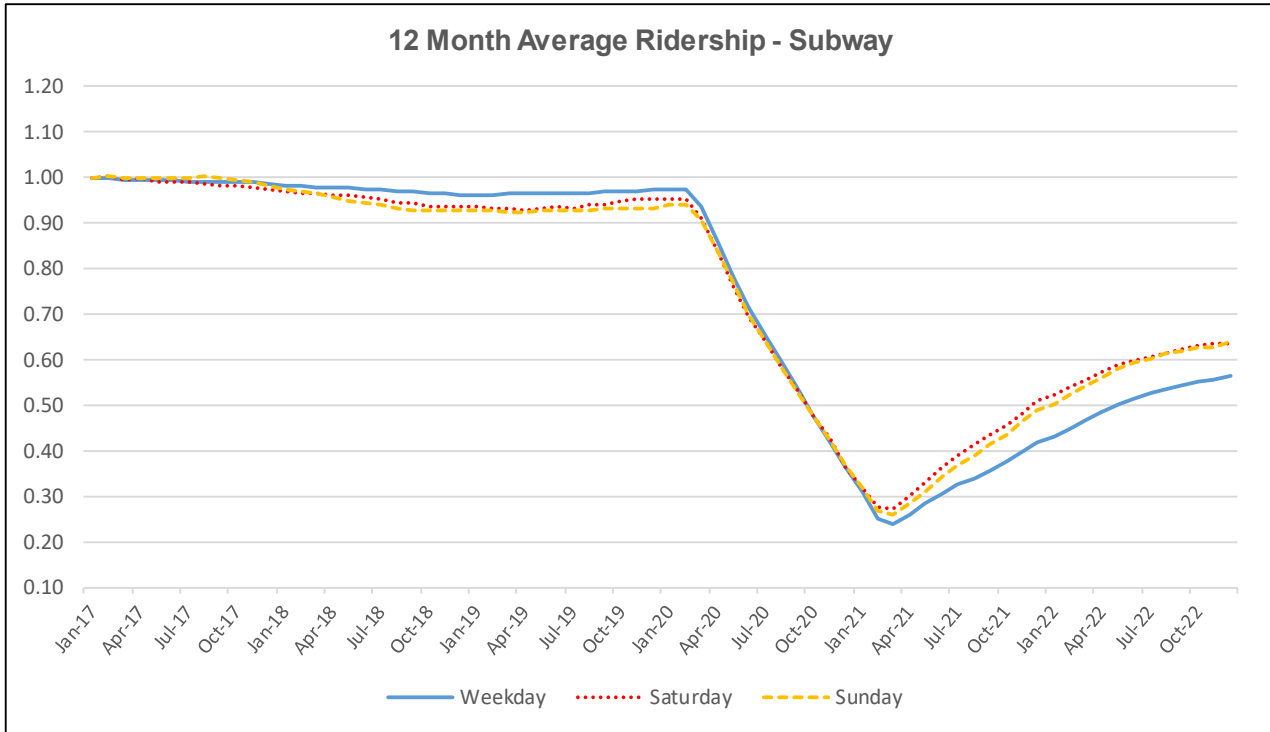
From January 2011 through February 2020, the twelve-month employment average increased 24.1%, while the 12-month MTA-wide ridership average fell 0.7%. The COVID pandemic has altered these trajectories: compared with January 2017, December employment is 2.9% higher, while MTA-wide ridership is 43.0% lower.



BUDGETWATCH

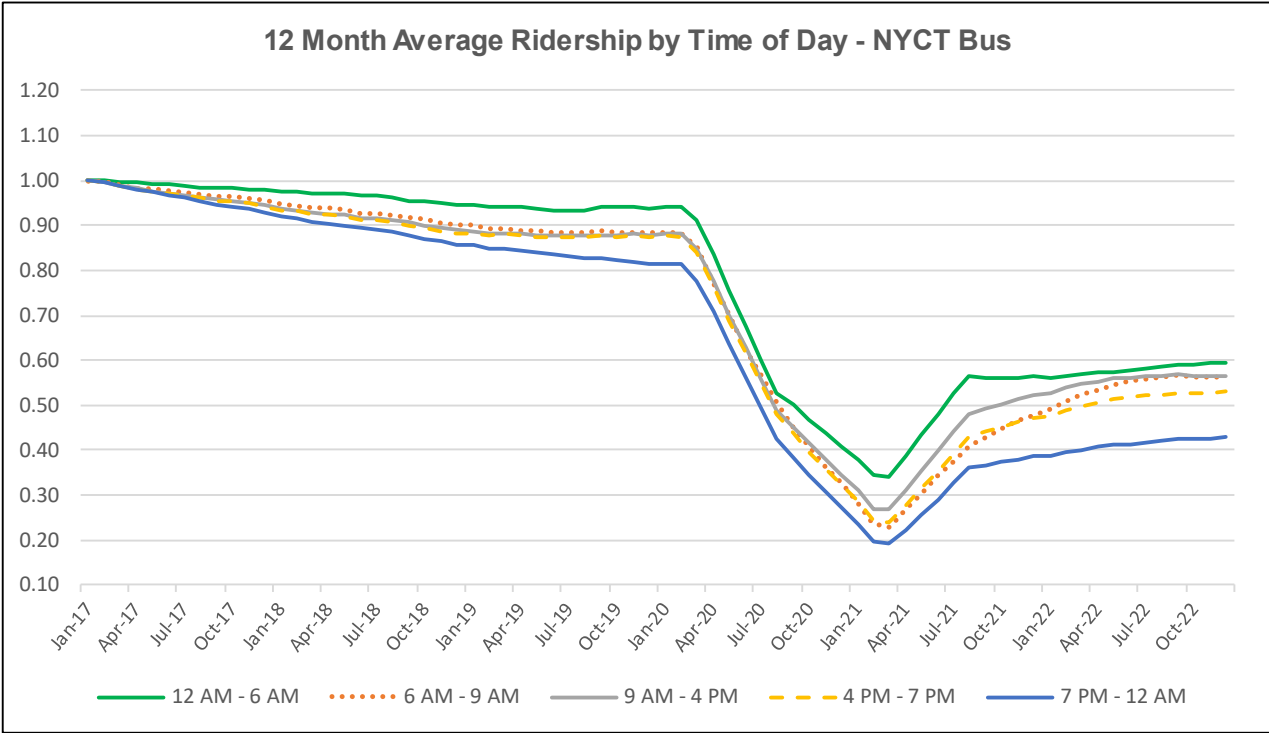
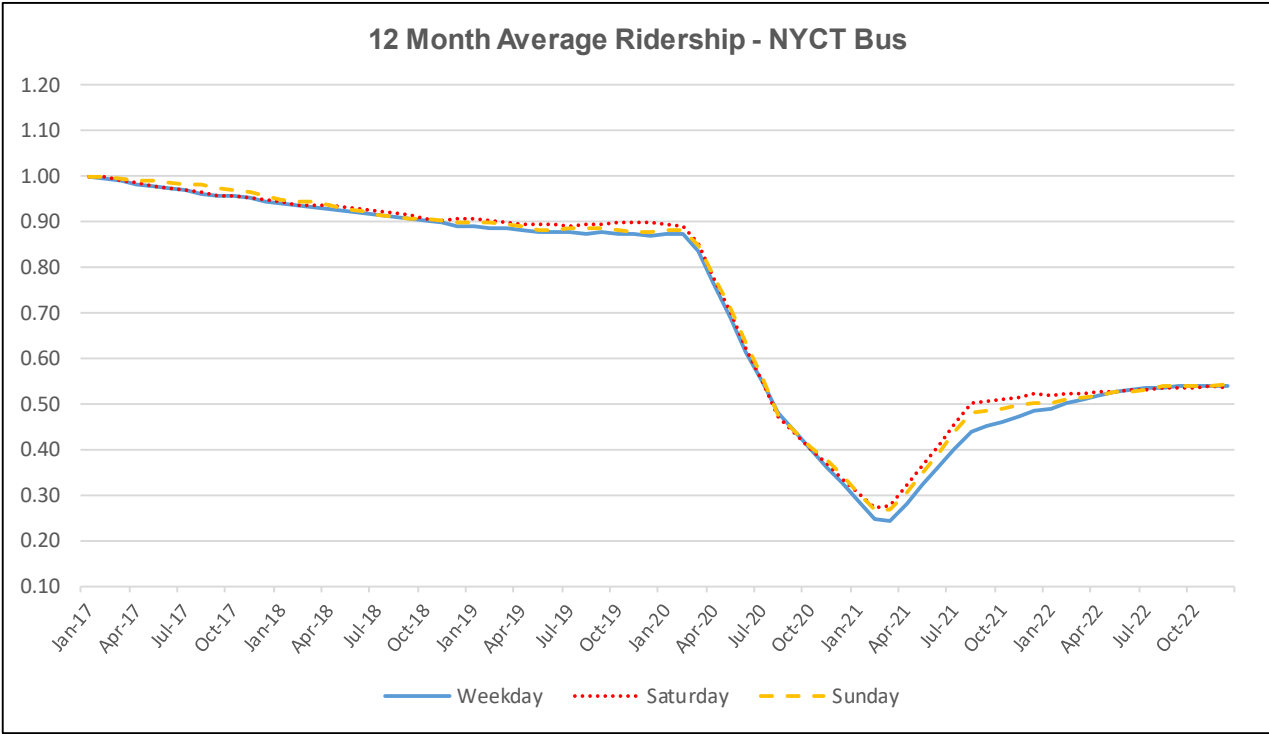
Regional Economy Report

The following ridership and vehicular traffic trend graphs depict 12-month averages; for example, the January 2017 data point is the average of February 2016 to January 2017, and the February 2017 data point is the average of March 2016 to February 2017, providing a visual representation of trends over time. Further, data have been standardized to 1.0, allowing for an easier comparison of trends on a single graph.



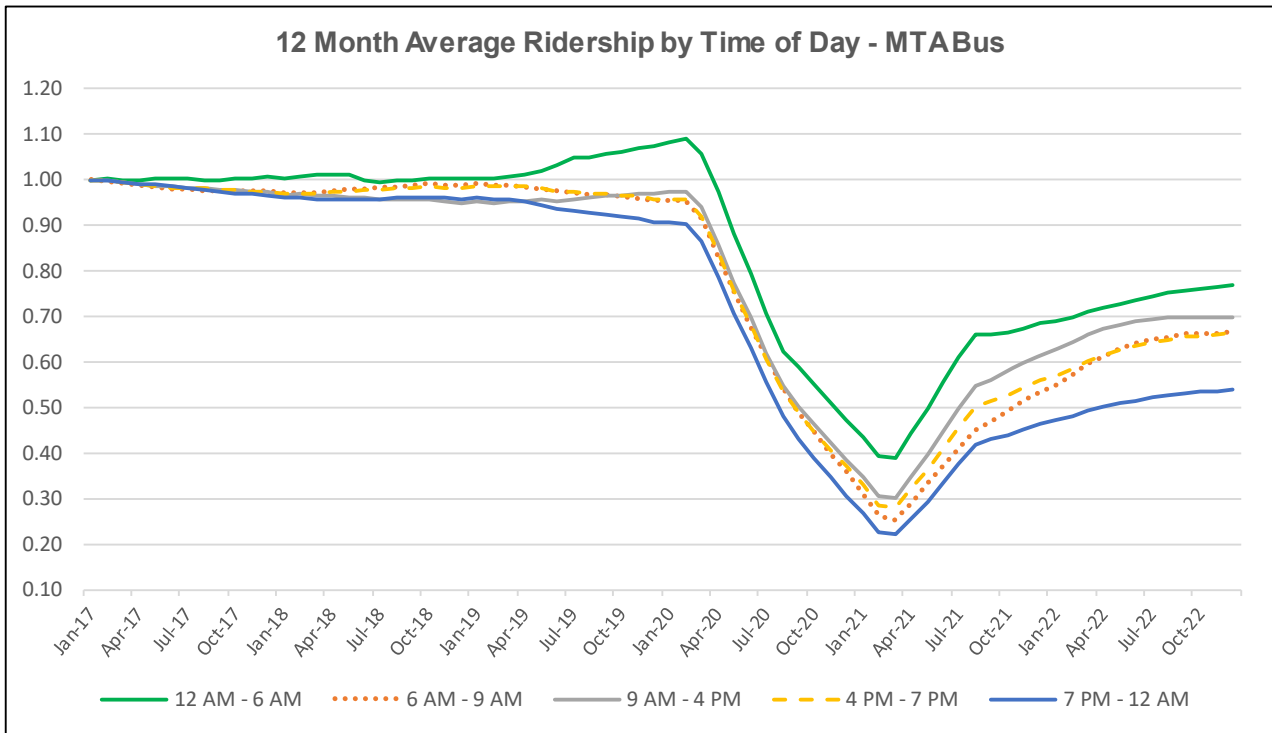
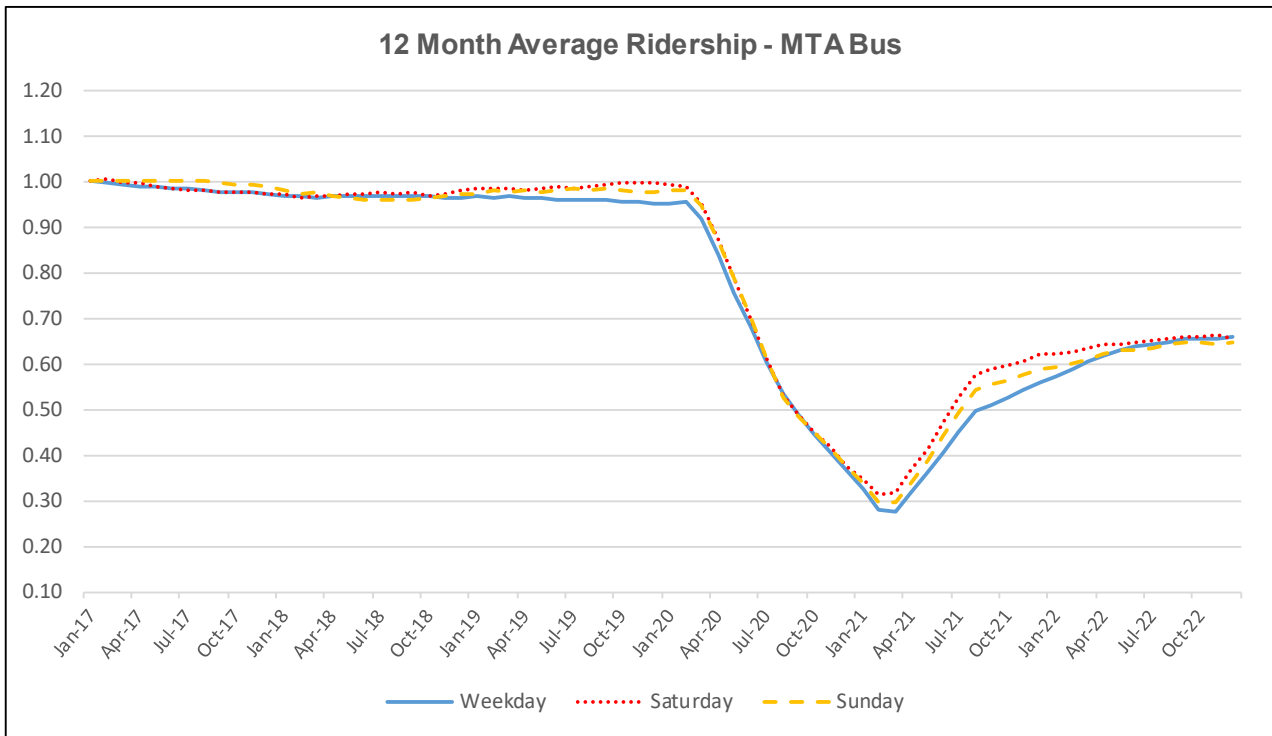
BUDGETWATCH

Regional Economy Report



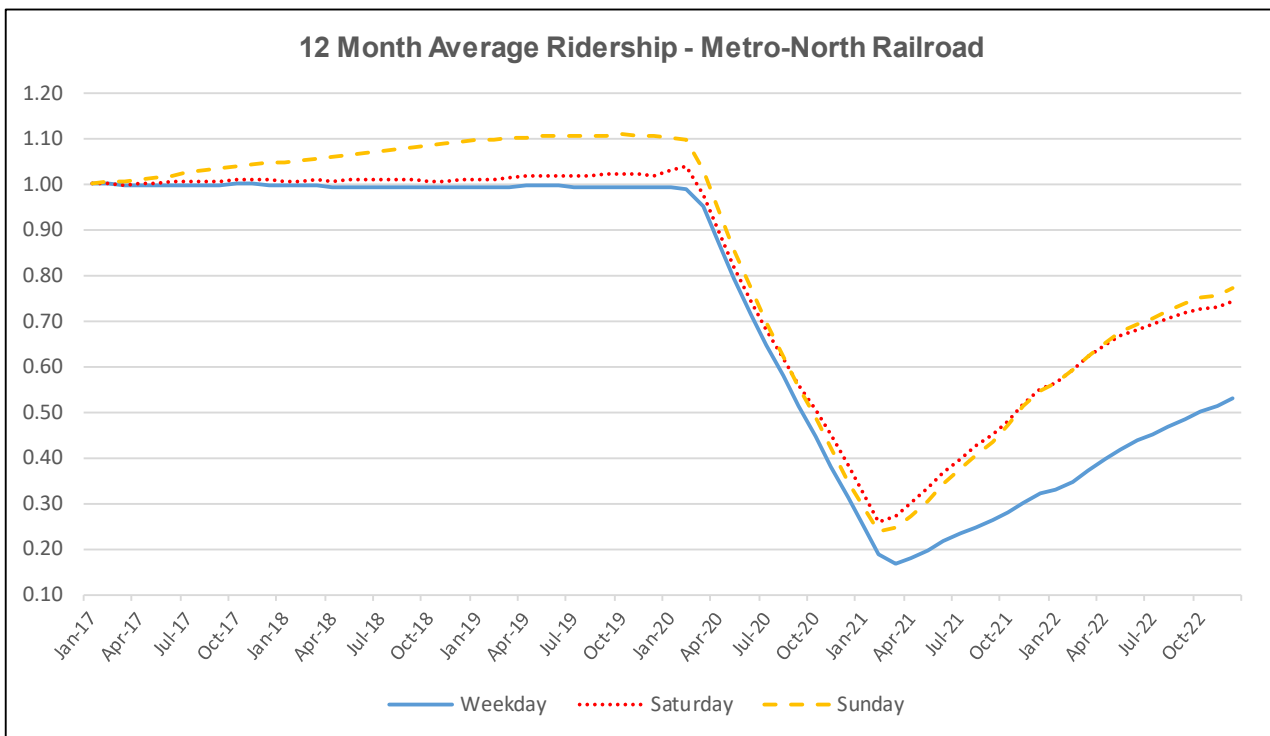
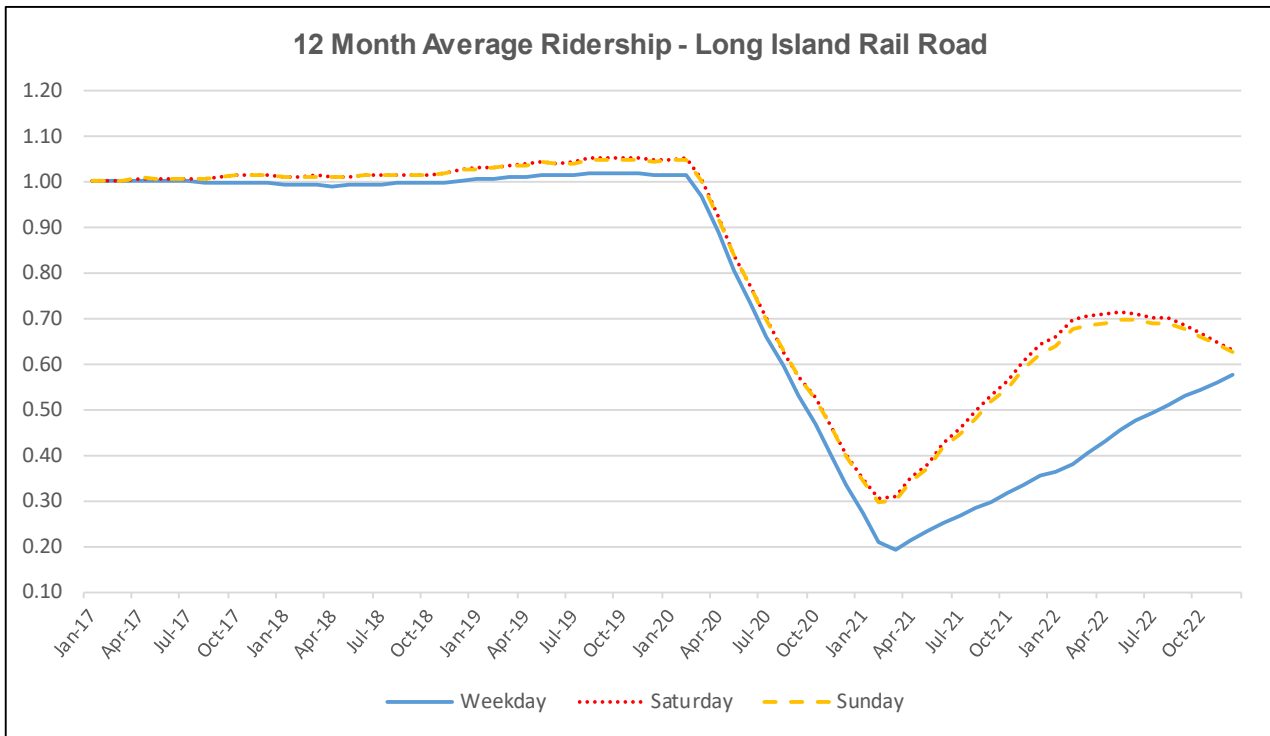
BUDGETWATCH

Regional Economy Report



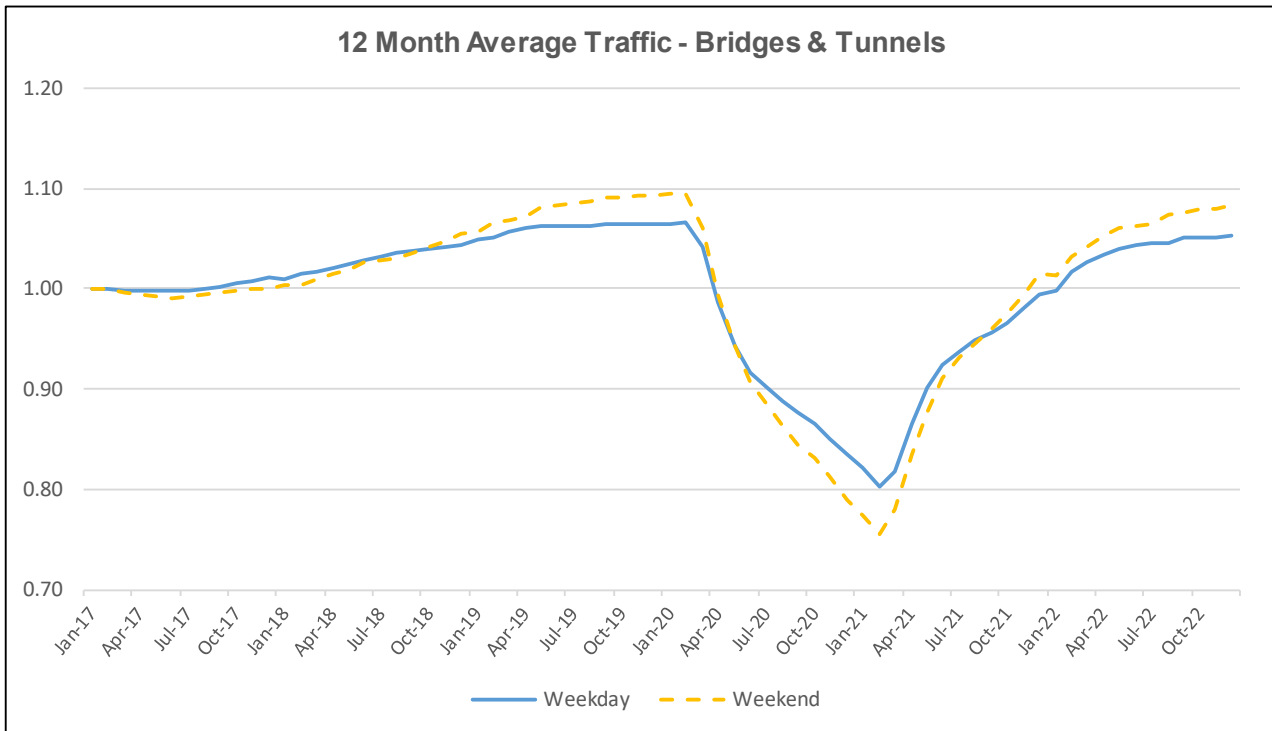
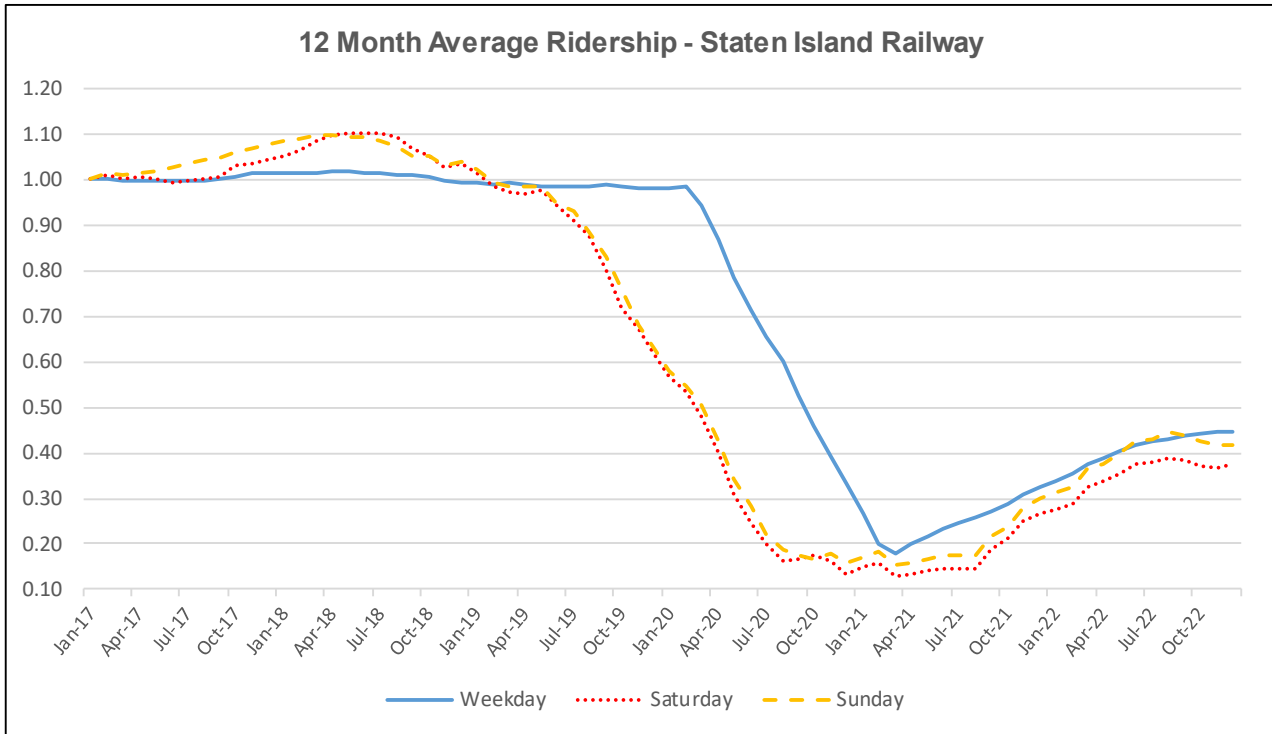
BUDGETWATCH

Regional Economy Report



BUDGETWATCH

Regional Economy Report



BUDGETWATCH

Regional Economy Report

Consumer Price Index

Month-over-Month Changes:

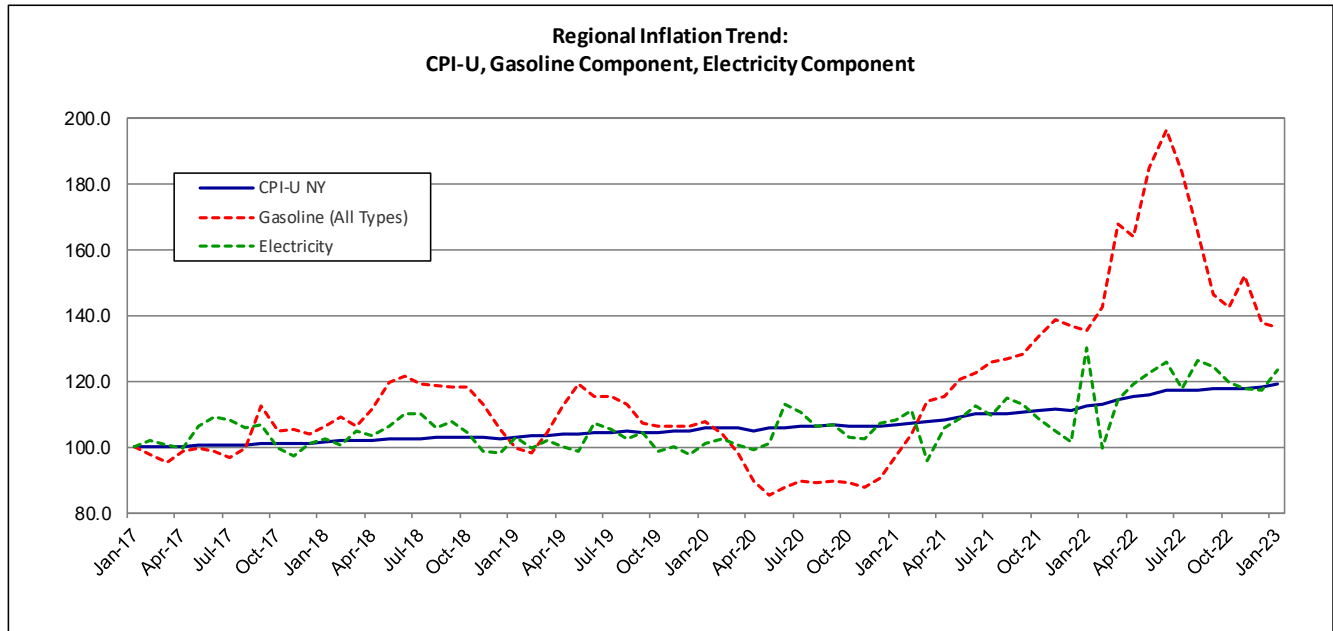
Increases

- Electric
- Food

Decreases

- Apparel
- Gasoline
- Medical Care
- Transportation

| | | | | Jan-23 versus | | | |
|---------------------------------|---------------|---------------|---------------|---------------|-------|---------|-------|
| | Jan-23 | Dec-22 | Jan-22 | Dec-22 | | Jan-22 | |
| | | | | Net | Pct | Net | Pct |
| Regional CPI-U | 318.15 | 315.66 | 300.16 | 2.50 | 0.8% | 17.99 | 6.0% |
| Medical Care Component | 572.08 | 574.13 | 552.11 | (2.05) | -0.4% | 19.98 | 3.6% |
| Electricity Component | 215.64 | 205.29 | 227.37 | 10.35 | 5.0% | (11.72) | -5.2% |
| Gasoline (all grades) Component | 271.29 | 274.27 | 270.02 | (2.98) | -1.1% | 1.27 | 0.5% |
| National CPI-U | 299.17 | 296.80 | 281.15 | 2.37 | 0.8% | 18.02 | 6.4% |

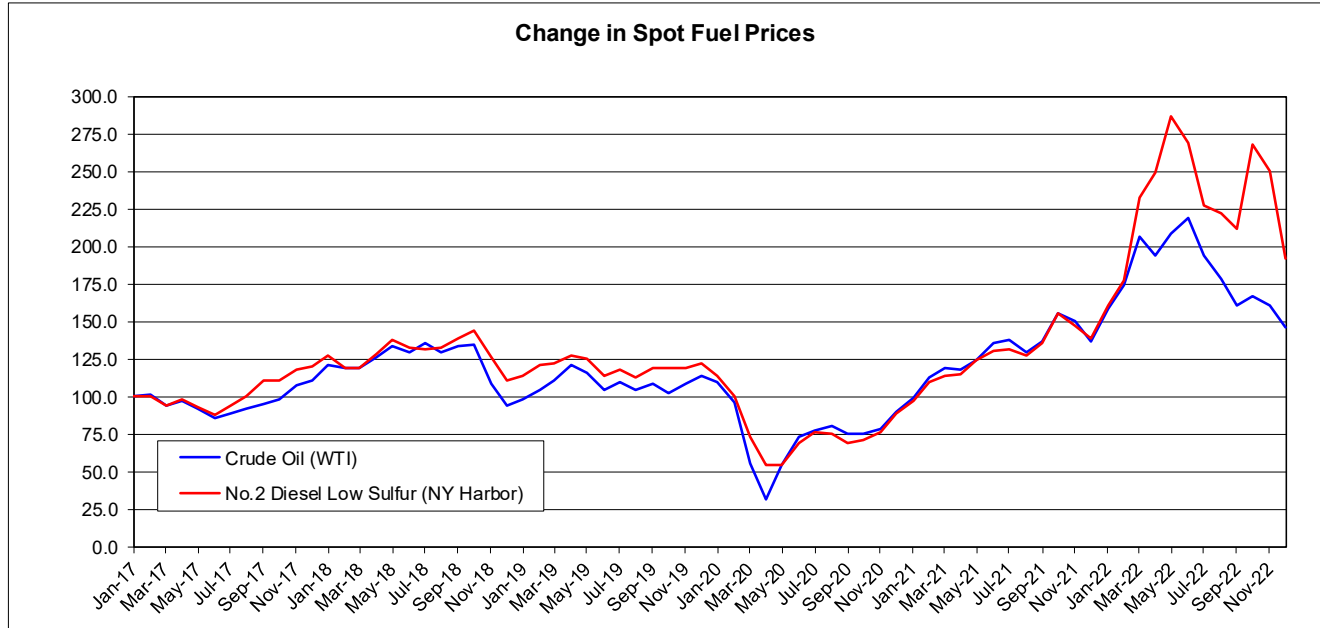


BUDGETWATCH

Regional Economy Report

Fuel Prices

| Fuel - Spot Prices <i>NY Harbor, except Crude Oil (WTI)</i> | Latest Price: | | | Jan-23 versus | | |
|----------------------------------------------------------------|---------------|--------|--------|---------------|--------|--------|
| | 2/6/23 | Jan-23 | Dec-22 | Jan-22 | Dec-22 | Jan-22 |
| Crude Oil (\$/bbl) | 74.11 | 78.12 | 76.44 | 83.22 | 2.2% | -6.1% |
| Conventional Regular Gasoline (\$/gal) | 2.52 | 2.59 | 2.37 | 2.45 | 9.6% | 5.9% |
| Low Sulfur No.2 Diesel Fuel (\$/gal) | 2.80 | 3.27 | 3.12 | 2.62 | 4.8% | 24.9% |
| No.2 Heating Oil (\$/gal) | 2.62 | 3.09 | 2.94 | 2.48 | 5.0% | 24.3% |



BUDGETWATCH

Regional Economy Report

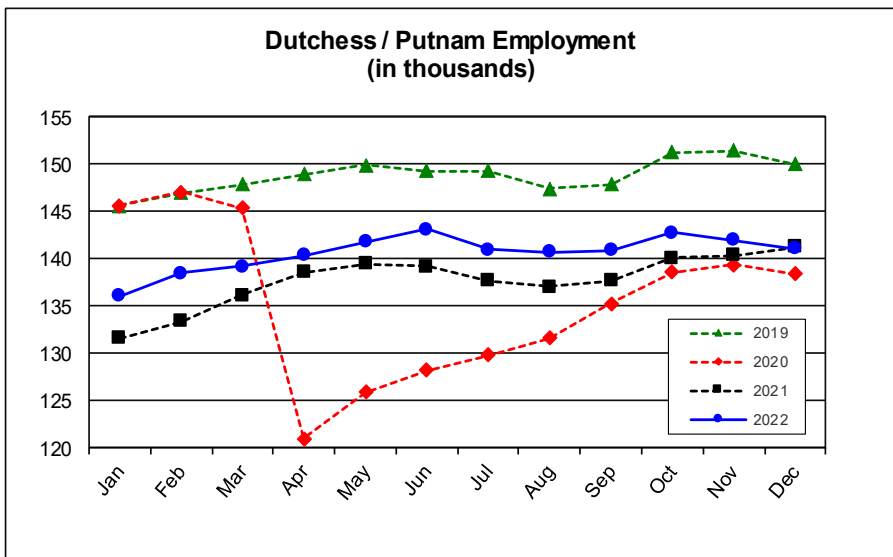
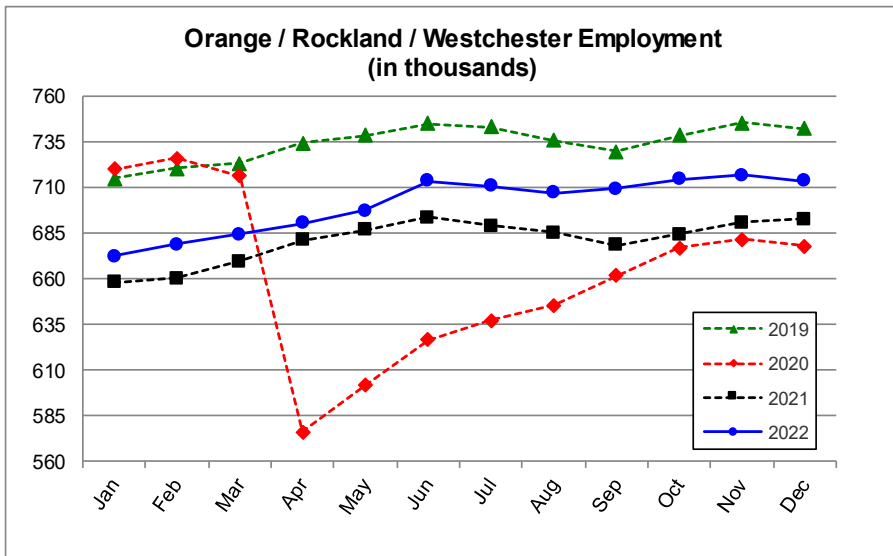
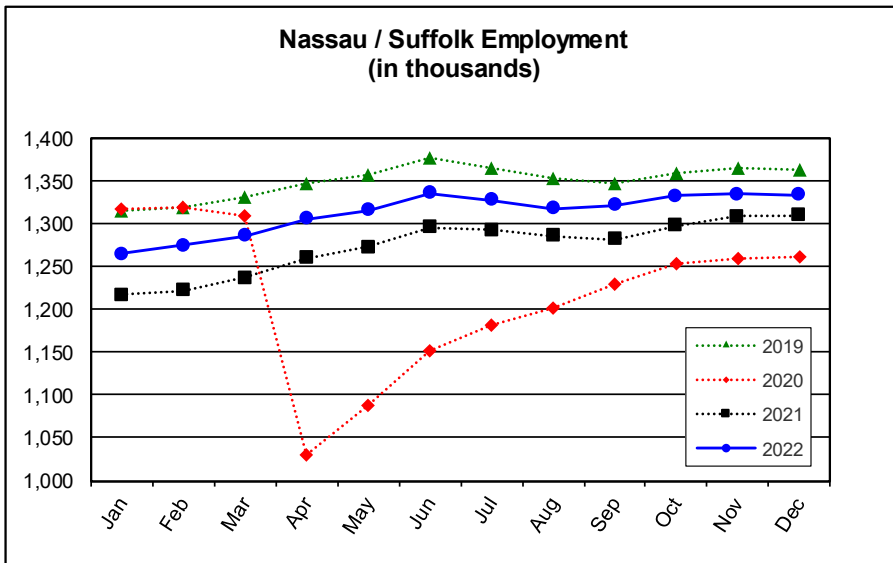
| Nassau, Suffolk Employment (in thousands) | | | | Dec-22 versus | | | |
|-------------------------------------------|----------------|----------------|----------------|---------------|--------------|-------------|-------------|
| | Prelim | Revised | Dec-21 | Nov-22 | | Dec-21 | |
| | Dec-22 | Nov-22 | | Net | Percent | Net | Percent |
| Total Employment | 1,334.1 | 1,335.1 | 1,310.0 | (1.0) | -0.1% | 24.1 | 1.8% |
| Goods Producing | 147.7 | 149.7 | 147.3 | (2.0) | -1.3% | 0.4 | 0.3% |
| Construction, Mining, Nat Res | 79.6 | 81.3 | 78.9 | (1.7) | -2.1% | 0.7 | 0.9% |
| Manufacturing | 68.1 | 68.4 | 68.4 | (0.3) | -0.4% | (0.3) | -0.4% |
| Service Providing | 1,186.4 | 1,185.4 | 1,162.7 | 1.0 | 0.1% | 23.7 | 2.0% |
| Transportation, Utilities | 49.1 | 47.6 | 48.0 | 1.5 | 3.2% | 1.1 | 2.3% |
| Trade | 213.7 | 211.5 | 214.6 | 2.2 | 1.0% | (0.9) | -0.4% |
| Information | 14.1 | 14.3 | 14.3 | (0.2) | -1.4% | (0.2) | -1.4% |
| Financial Activities | 67.4 | 67.9 | 70.9 | (0.5) | -0.7% | (3.5) | -4.9% |
| Professional & Business Svcs | 176.2 | 177.0 | 172.2 | (0.8) | -0.5% | 4.0 | 2.3% |
| Education & Health Svcs | 271.8 | 273.4 | 269.0 | (1.6) | -0.6% | 2.8 | 1.0% |
| Leisure & Hospitality | 128.3 | 129.8 | 119.3 | (1.5) | -1.2% | 9.0 | 7.5% |
| Other Services | 56.9 | 56.3 | 54.4 | 0.6 | 1.1% | 2.5 | 4.6% |
| Government | 208.9 | 207.6 | 200.0 | 1.3 | 0.6% | 8.9 | 4.5% |

| Orange, Rockland, Westchester Employment (in thousands) | | | | Dec-22 versus | | | |
|---------------------------------------------------------|--------------|--------------|--------------|---------------|--------------|-------------|-------------|
| | Prelim | Revised | Dec-21 | Nov-22 | | Dec-21 | |
| | Dec-22 | Nov-22 | | Net | Percent | Net | Percent |
| Total Employment | 713.2 | 716.4 | 692.5 | (3.2) | -0.4% | 20.7 | 3.0% |
| Goods Producing | 74.8 | 76.0 | 72.0 | (1.2) | -1.6% | 2.8 | 3.9% |
| Construction, Mining, Nat Res | 46.3 | 47.4 | 43.1 | (1.1) | -2.3% | 3.2 | 7.4% |
| Manufacturing | 28.5 | 28.6 | 28.9 | (0.1) | -0.3% | (0.4) | -1.4% |
| Service Providing | 638.4 | 640.4 | 620.5 | (2.0) | -0.3% | 17.9 | 2.9% |
| Transportation, Utilities | 28.2 | 28.0 | 26.6 | 0.2 | 0.7% | 1.6 | 6.0% |
| Trade | 108.9 | 107.5 | 111.3 | 1.4 | 1.3% | (2.4) | -2.2% |
| Information | 11.0 | 11.1 | 11.3 | (0.1) | -0.9% | (0.3) | -2.7% |
| Financial Activities | 35.5 | 35.4 | 36.3 | 0.1 | 0.3% | (0.8) | -2.2% |
| Professional & Business Svcs | 98.4 | 100.1 | 94.9 | (1.7) | -1.7% | 3.5 | 3.7% |
| Education & Health Svcs | 163.3 | 162.9 | 154.4 | 0.4 | 0.2% | 8.9 | 5.8% |
| Leisure & Hospitality | 60.3 | 61.1 | 55.0 | (0.8) | -1.3% | 5.3 | 9.6% |
| Other Services | 32.0 | 32.1 | 29.9 | (0.1) | -0.3% | 2.1 | 7.0% |
| Government | 100.8 | 102.2 | 100.8 | (1.4) | -1.4% | 0.0 | 0.0% |

| Dutchess, Putnam Employment (in thousands) | | | | Dec-22 versus | | | |
|--------------------------------------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|
| | Prelim | Revised | Dec-21 | Nov-22 | | Dec-21 | |
| | Dec-22 | Nov-22 | | Net | Percent | Net | Percent |
| Total Employment | 141.1 | 142.0 | 141.3 | (0.9) | -0.6% | (0.2) | -0.1% |
| Goods Producing | 16.7 | 16.7 | 16.5 | 0.0 | 0.0% | 0.2 | 1.2% |
| Construction, Mining, Nat Res | 8.4 | 8.4 | 8.1 | 0.0 | 0.0% | 0.3 | 3.7% |
| Manufacturing | 8.3 | 8.3 | 8.4 | 0.0 | 0.0% | (0.1) | -1.2% |
| Service Providing | 124.4 | 125.3 | 124.8 | (0.9) | -0.7% | (0.4) | -0.3% |
| Transportation, Utilities | 4.3 | 4.4 | 4.7 | (0.1) | -2.3% | (0.4) | -8.5% |
| Trade | 19.6 | 19.6 | 19.8 | 0.0 | 0.0% | (0.2) | -1.0% |
| Information | 1.6 | 1.6 | 1.6 | 0.0 | 0.0% | 0.0 | 0.0% |
| Financial Activities | 5.0 | 5.0 | 5.0 | 0.0 | 0.0% | 0.0 | 0.0% |
| Professional & Business Svcs | 13.2 | 13.4 | 13.3 | (0.2) | -1.5% | (0.1) | -0.8% |
| Education & Health Svcs | 36.5 | 36.6 | 35.7 | (0.1) | -0.3% | 0.8 | 2.2% |
| Leisure & Hospitality | 13.2 | 13.5 | 13.6 | (0.3) | -2.2% | (0.4) | -2.9% |
| Other Services | 6.4 | 6.4 | 6.2 | 0.0 | 0.0% | 0.2 | 3.2% |
| Government | 24.6 | 24.8 | 24.9 | (0.2) | -0.8% | (0.3) | -1.2% |

BUDGETWATCH

Regional Economy Report





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 December, 2022

Comparison with 2019

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

Wednesday, February 1, 2023

Revenue Passengers in December

| | 2019 | 2020 | 2021 | 2022 | 2022 v 2021 | 2022 v 2019 |
|-----------------------------------------|--------------------|-------------------|--------------------|--------------------|---------------|----------------|
| MTA New York City Transit | 183,058,046 | 65,247,880 | 106,152,436 | 119,672,981 | 12.74% | -34.63% |
| MTA New York City Subway | 139,837,187 | 43,658,492 | 78,633,267 | 92,148,577 | 17.19% | -34.10% |
| MTA New York City Bus | 43,220,859 | 21,589,388 | 27,519,169 | 27,524,404 | 0.02% | -36.32% |
| MTA Staten Island Railway | 336,326 | 78,744 | 164,787 | 174,579 | 5.94% | -48.09% |
| MTA Long Island Rail Road | 7,667,200 | 1,860,130 | 3,668,045 | 4,741,100 | 29.25% | -38.16% |
| MTA Metro-North Railroad | 7,262,961 | 1,468,620 | 3,247,340 | 4,614,889 | 42.11% | -36.46% |
| <i>East of Hudson</i> | 7,130,980 | 1,434,801 | 3,186,759 | 4,526,614 | 42.04% | -36.52% |
| Harlem Line | 2,290,563 | 493,511 | 1,024,878 | 1,407,252 | 37.31% | -38.56% |
| Hudson Line | 1,430,933 | 300,724 | 649,113 | 905,574 | 39.51% | -36.71% |
| New Haven Line | 3,409,484 | 640,566 | 1,512,769 | 2,213,788 | 46.34% | -35.07% |
| <i>West of Hudson</i> | 131,981 | 33,819 | 60,581 | 88,275 | 45.71% | -33.12% |
| Port Jervis Line | 76,628 | 21,976 | 40,571 | 51,884 | 27.88% | -32.29% |
| Pascack Valley Line | 55,353 | 11,843 | 20,010 | 36,391 | 81.86% | -34.26% |
| MTA Bus Company | 9,386,745 | 4,717,722 | 6,655,299 | 6,802,786 | 2.22% | -27.53% |
| MTA Bridges & Tunnels | 26,955,736 | 21,579,179 | 26,015,011 | 27,056,085 | 4.00% | 0.37% |
| Total All Agencies | 207,711,277 | 73,373,096 | 119,887,907 | 136,006,335 | 13.44% | -34.52% |
| <i>(Excludes Bridges & Tunnels)</i> | | | | | | |
| Weekdays: | 21 | 22 | 23 | 22 | | |
| Holidays: | 1 | 1 | 0 | 0 | | |
| Weekend Days: | 9 | 8 | 8 | 9 | | |
| Days | 31 | 31 | 31 | 31 | | |

Revenue Passengers Year-to-Date Through December

| | 2019 | 2020 | 2021 | 2022 | 2022 v 2021 | 2022 v 2019 |
|-------------------------------------------------|----------------------|--------------------|----------------------|----------------------|---------------|----------------|
| MTA New York City Transit | | | | | | |
| MTA New York City Subway | 2,254,704,411 | 848,388,077 | 1,071,870,311 | 1,356,492,806 | 26.55% | -39.84% |
| MTA New York City Bus | 1,697,727,329 | 639,541,029 | 759,976,721 | 1,013,414,159 | 33.35% | -40.31% |
| | 556,977,082 | 208,847,048 | 311,893,590 | 343,078,647 | 10.00% | -38.40% |
| MTA Staten Island Railway | 4,300,489 | 1,425,632 | 1,467,733 | 2,009,148 | 36.89% | -53.28% |
| MTA Long Island Rail Road | 91,105,137 | 30,310,190 | 35,020,766 | 52,521,657 | 49.97% | -42.35% |
| MTA Metro-North Railroad | | | | | | |
| <i>East of Hudson</i> | 86,620,370 | 27,181,570 | 30,722,008 | 48,853,278 | 59.02% | -43.60% |
| Harlem Line | 84,980,376 | 26,576,541 | 30,102,080 | 47,959,449 | 59.32% | -43.56% |
| Hudson Line | 27,367,056 | 8,811,967 | 9,556,349 | 14,991,709 | 56.88% | -45.22% |
| New Haven Line | 17,378,808 | 5,578,317 | 6,385,136 | 10,013,812 | 56.83% | -42.38% |
| <i>West of Hudson</i> | 40,234,512 | 12,186,257 | 14,160,595 | 22,953,928 | 62.10% | -42.95% |
| Port Jervis Line | 1,639,994 | 605,029 | 619,928 | 893,829 | 44.18% | -45.50% |
| Pascack Valley Line | 965,845 | 371,109 | 393,557 | 530,077 | 34.69% | -45.12% |
| | 674,149 | 233,920 | 226,371 | 363,752 | 60.69% | -46.04% |
| MTA Bus Company | 120,431,976 | 45,920,799 | 71,431,466 | 82,601,099 | 15.64% | -31.41% |
| MTA Bridges & Tunnels | 329,395,533 | 253,184,047 | 307,302,128 | 326,303,819 | 6.18% | -0.94% |
| Total All Agencies | 2,557,162,382 | 953,226,269 | 1,210,512,285 | 1,542,477,988 | 27.42% | -39.68% |
| <small>(Excludes Bridges & Tunnels)</small> | | | | | | |
| Weekdays: | 251 | 253 | 253 | 252 | | |
| Holidays: | 10 | 9 | 8 | 8 | | |
| Weekend Days: | 104 | 104 | 104 | 105 | | |
| Days | 365 | 366 | 365 | 365 | | |

12 Month Average Revenue Passengers in December

| | 2019 | 2020 | 2021 | 2022 | 2022 v 2021 | 2022 v 2019 |
|------------------------------------------------------------------------------|--------------------|-------------------|--------------------|--------------------|---------------|----------------|
| MTA New York City Transit | 187,892,034 | 70,699,006 | 89,322,526 | 113,041,067 | 26.55% | -39.84% |
| MTA New York City Subway | 141,477,277 | 53,295,086 | 63,331,393 | 84,451,180 | 33.35% | -40.31% |
| MTA New York City Bus | 46,414,757 | 17,403,921 | 25,991,133 | 28,589,887 | 10.00% | -38.40% |
| MTA Staten Island Railway | 358,374 | 118,803 | 122,311 | 167,429 | 36.89% | -53.28% |
| MTA Long Island Rail Road | 7,592,095 | 2,525,849 | 2,918,397 | 4,376,805 | 49.97% | -42.35% |
| MTA Metro-North Railroad | 7,218,364 | 2,265,131 | 2,560,167 | 4,071,107 | 59.02% | -43.60% |
| <i>East of Hudson</i> | 7,081,698 | 2,214,712 | 2,508,507 | 3,996,621 | 59.32% | -43.56% |
| Harlem Line | 2,280,588 | 734,331 | 796,362 | 1,249,309 | 56.88% | -45.22% |
| Hudson Line | 1,448,234 | 464,860 | 532,095 | 834,484 | 56.83% | -42.38% |
| New Haven Line | 3,352,876 | 1,015,521 | 1,180,050 | 1,912,827 | 62.10% | -42.95% |
| <i>West of Hudson</i> | 136,666 | 50,419 | 51,661 | 74,486 | 44.18% | -45.50% |
| Port Jervis Line | 80,487 | 30,926 | 32,796 | 44,173 | 34.69% | -45.12% |
| Pascack Valley Line | 56,179 | 19,493 | 18,864 | 30,313 | 60.69% | -46.04% |
| MTA Bus Company | 10,035,998 | 3,826,733 | 5,952,622 | 6,883,425 | 15.64% | -31.41% |
| MTA Bridges & Tunnels | 27,449,628 | 21,098,671 | 25,608,511 | 27,191,985 | 6.18% | -0.94% |
| Total All Agencies <small>(Excludes Bridges & Tunnels)</small> | 213,096,865 | 79,435,522 | 100,876,024 | 128,539,832 | 27.42% | -39.68% |
| Weekdays: | 21 | 22 | 23 | 22 | | |
| Holidays: | 1 | 1 | 0 | 0 | | |
| Weekend Days: | 9 | 8 | 8 | 9 | | |
| Days | 31 | 31 | 31 | 31 | | |

MTA 2023 Adopted Budget

February Financial Plan 2023 – 2026



February 2023



Metropolitan Transportation Authority

TABLE OF CONTENTS

| | | |
|------|------------------------------------------------------------------|--------|
| I. | <u>Overview</u> | I-1 |
| II. | <u>MTA Consolidated Financial Plan</u> | |
| | Where the Dollars Come From and Where the Dollars Go..... | II-1 |
| | Financial Plan: Statement of Operations..... | II-2 |
| | Reconciliation to Prior Plan..... | II-7 |
| | Farebox Recovery and Operating Ratios..... | II-8 |
| III. | <u>Major Assumptions</u> | |
| | Utilization..... | III-1 |
| | Subsidies..... | III-2 |
| | Debt Service..... | III-21 |
| | Debt Service Affordability Statement..... | III-28 |
| | Positions (Headcount)..... | III-31 |
| IV. | <u>Other MTA Consolidated Materials</u> | |
| | Consolidated Statements of Operations by Category: | |
| | Accrued, Cash, and Cash Conversion Detail..... | IV-1 |
| | Year-to-Year Changes by Category..... | IV-6 |
| | Non-Recurring Revenues and Savings, and MTA Reserves..... | IV-7 |
| | Consolidated 12-Month Allocation – Financials and Positions..... | IV-9 |
| V. | <u>MTA Capital Program Information</u> | |
| | Commitment Goals by Agency..... | V-1 |
| | Completions by Agency..... | V-12 |
| | Operating Impacts Exceeding \$1 Million..... | V-25 |

VI. Agency Financial Plans and 12-Month Allocations

| | |
|----------------------------------------------------------------|--------|
| Bridges and Tunnels..... | VI-1 |
| Construction & Development..... | VI-19 |
| Long Island Rail Road..... | VI-37 |
| MTA Grand Central Madison Concourse Operating Company (GCMCOC) | VI-57 |
| Metro-North Railroad..... | VI-71 |
| MTA Headquarters and Inspector General..... | VI-91 |
| First Mutual Transportation Assurance Co. (FMTAC)..... | VI-115 |
| New York City Transit..... | VI-127 |
| MTA Bus Company..... | VI-147 |
| Staten Island Railway..... | VI-167 |

VII. Appendix

| | |
|--------------------------------------------------------------------------------------------------|-------|
| Staff Summary – MTA 2023 Budget and 2023-2026 Financial Plan as Adopted in December 2022..... | VII-1 |
| Chairman and Chief Executive Officer Certification..... | VII-9 |

VIII. Other

| | |
|-----------------------------|--------|
| The MTA Budget Process..... | VIII-1 |
|-----------------------------|--------|

I. Overview

OVERVIEW

This document includes the 2023 Adopted Budget, the 2023-2026 Financial Plan, and all relevant financial tables and reconciliations to the 2022 November Plan.

The purpose of the February Financial Plan (the “February Plan” or the “Plan”) is to incorporate certain Board-approved MTA Adjustments that were captured “below-the-line” and on a consolidated basis in the November Financial Plan into Agencies’ Financial Plan baseline budgets and forecasts. It also establishes a 12-month allocation of the Adopted Budget for financials, utilization, and positions, which will be compared with actual results. Variances will be analyzed and reported monthly to Board Committees. The February Plan, unlike the July and November Plans, typically does not include new proposals or programs. The detailed explanation of the programs and assumptions supporting this Plan can be found in the November Financial Plan.¹ For more information on the MTA Budget Process, see Section VIII.

Section VI provides revised Agency submissions, capturing certain MTA Plan Adjustments on a non-reimbursable, reimbursable and cash basis (including reconciliation tables to the November Plan).

The November Plan

The November Plan, which the Board approved in December 2022, projected a continued balanced budget in 2023 assuming \$600 million of additional government funding or MTA actions, which could include further expense reduction, additional revenues, or acceleration of federal COVID aid to achieve balance for 2023 that would have otherwise been used to reduce deficits in the years after 2023. Annual deficits of \$1.2 billion in 2024 and 2025, and a deficit of \$1.6 billion in 2026 remain. MTA operating efficiencies, applying the financial resources stemming from federal COVID aid to reduce debt and operating costs throughout the Plan period, and the cash repayment (rather than long-term bonding) of the Federal Reserve loan are reflected in these deficits, which otherwise would have been significantly higher.

Update on Additional Funding

As noted, the November Plan included an assumption of \$600 million of additional government funding, and if that could not be fully or partially realized, additional cost savings actions, revenue generation, or a rescheduling of the financial benefit from federal COVID aid over the financial plan period would be required. On February 1, 2023, Governor Hochul released her State Fiscal Year 2024 Executive Budget which addressed the \$600 million need for 2023 as well as the deficits projected to start in 2024. Among the Governor’s proposals to address the MTA fiscal imbalance are: increases in the top rate of the Payroll Mobility Tax which is anticipated to generate \$800 million annually; nearly \$500 million annually from New York City through increased City payments for paratransit costs and student fares, as well as a City-funded increase in PMT Offset payments to MTA related to the foregone tax revenue of PMT exemptions for small businesses and K-12 schools at the higher rate; \$300 million in one-time State aid in SFY 2023 to address the extraordinary pandemic impact on MTA operating revenues; and, a share of licensing fees for

¹ The 2022 November Financial Plan was approved by the MTA Board at its December 2022 meeting and can be found at <https://new.mta.info/transparency/financial-information/financial-and-budget-statements> under **2022: MTA 2023 Budget and 2023-2026 Financial Plan Adoption Materials**. Additional information can be found in the 2022 November Financial Plan under **2022: MTA 2023 Final Proposed Budget - November Financial Plan 2023-2026** (volumes 1 and 2).

up to three downstate casinos as well as a share of annual tax revenues generated from these casinos expected to provide revenues to MTA no earlier than 2026. The additional and recurring governmental support in Governor Hochul's Executive Budget, combined with MTA operating efficiencies, proposed fare and toll increases and other MTA actions set forth in the November Plan, is projected to be sufficient to balance MTA's financial plan through the financial plan period and potentially beyond 2026.

Changes to the November Plan

The February Plan incorporates into the MTA baseline several Board-approved actions that were captured below-the-line in the November Plan:

MTA Operating Efficiencies Phase 1. Remaining Operating Efficiencies Phase 1, totaling \$44 million in 2023, \$48 million in 2024, and \$46 million thereafter, have been incorporated "above-the-line" into the baseline financial plan.

Provision for Increased Pension Costs. To conform with the increase in pension costs for NYCERS in New York City's November Financial Plan, the MTA included a provision below-the-line totaling \$83 million in 2023, \$176 million in 2024, \$263 million in 2025 and \$344 million in 2026. These amounts have been incorporated "above-the-line" into Agency baseline financial plans.

Savings from Deficit Note Repayment. This action, approved by the Board, repays from the unspent proceeds of the borrowing, and not from long-term bond, the Federal Reserve Municipal Liquidity Facility Bond Anticipation Note at maturity. This proposed action eliminates debt service costs of \$111 million in 2023, \$178 million in 2024, and \$190 million in each of 2025 and 2026, which is unchanged from the November Plan.

Financial Resources Stemming from Federal COVID Aid for Operating and Debt Costs. MTA is proposing to use the resources made available from federal COVID aid for direct deficit funding, debt payments, pension payments and retiree health deposits over the financial plan period. The November Plan anticipated using remaining financial resources made available from CRSSA aid (\$1,166 million) and ARPA aid (\$776 million) to offset the 2022 deficit. Through the remainder of the November Plan period, \$598 million of financial benefit from ARPA aid will be applied against MTA Bus and SIR deficits, reducing New York City subsidies by the same amount and therefore not available to offset MTA deficits. This leaves \$5,620 million of remaining resources stemming from ARPA aid available, with \$4,365 million utilized through 2026 and \$1,255 million to offset liabilities beyond the financial plan period to moderate the potential growth of deficits beyond the plan period. The financial benefit from federal COVID aid have been moved from below-the-line and are incorporated in the consolidated subsidy tables in the February Plan, with the impact on the bottom line unchanged from the November Plan.

Minor technical changes to the 2023 Adopted Budget and 2023-2026 Financial Plan are included in the February Plan and result in a minor favorable change totaling \$4 million over the Plan period.

Additionally, the February Plan assumes a later start of revenue collection for the Central Business District Tolling Program (CBDTP), from the beginning of 2024 to the start of the second

quarter of 2024. This change will reduce anticipated CBDTP revenue for the Capital Lockbox from \$1 billion to \$750 million in 2024. The operating budget is not impacted by this adjustment.

Several items remain below-the-line in this Plan:

MTA Operating Efficiencies Phase 2. MTA operating agencies are engaged in an ambitious effort to identify innovative ways of doing business more efficiently and, as a result, reduce expenses and improve service to customers. Operating Agency and Headquarters leadership have identified concrete initiatives to generate sizeable savings and help shrink the outyear deficits. The operating efficiency initiatives will generate \$100 million in 2023, increasing to \$400 million in 2024, \$408 million in 2025 and \$416 million in 2026. This is unchanged from the November Plan.

Fare and Toll Increase in 2023. The February Plan includes a 5.5% fare and toll increase beginning in June 2023 which still requires future Board approval. This increase is projected to generate for MTA, after factoring in subsidy impacts for MTA Bus, SIR and B&T, \$201 million in 2023, \$362 million in 2024, \$369 million in 2025, and \$375 million in 2026. This is unchanged from the November Plan when factoring in the \$100 million in annualized additional fare and toll revenue from the “Additional Fare/Toll Revenue Above Base Assumptions” which were also included in the November Plan.

Fare and Toll Increase in 2025. An increase in fares and tolls, yielding a 4% overall increase in farebox and toll revenues, is assumed for implementation in April 2025 which still requires future Board approval. This increase is projected to generate for MTA, after factoring in subsidy impacts for MTA Bus, SIR and B&T, \$210 million in 2025 and \$283 million in 2026. This is unchanged from the November Plan.

FEMA COVID Reimbursement. Reimbursement of direct COVID-related expenses through the Federal Emergency Management Agency (FEMA) are expected to increase by \$44 million to \$749 million in the Plan, reflecting reimbursable expenses incurred through July 2022. Claims and supporting documentation were submitted to FEMA through the State in October of 2022. The February Plan assumes MTA will receive reimbursements of \$250 million in 2023, \$100 million in 2024, \$250 million in 2025 and \$149 million in 2026, although timing remains uncertain. This assumption is unchanged from the November Plan.

New Government Funding or Additional MTA Actions. The 2023 budget assumes \$600 million in additional government funding and/or additional MTA actions, both of which have not yet been specified. If no additional government funding is made available, MTA actions could include further expense reduction, additional revenues, or acceleration in the use of the financial benefit from federal COVID aid to achieve balance for 2023 that would have otherwise been used to reduce deficits in the years after 2023. As noted earlier, the State Fiscal Year 2024 Executive Budget includes actions to address the \$600 million need for 2023, as well as providing additional resources to direct towards the deficits in the out-years of the Plan period. As the State Budget process proceeds, MTA will monitor these proposals and will adjust the July Plan accordingly.

The Bottom Line

Consistent with the November Plan, the February Plan presents a balanced budget for 2023 assuming the \$600 million of additional governmental funding in 2023. Annual deficits of \$1.2 billion in 2024 and 2025, and a deficit of \$1.6 billion in 2026 remain but would be addressed by the additional funding proposed in the Executive Budget. The 2023 balanced budget and out-year forecasts reflect, as contemplated in the approved 2023 Budget and November Plan, MTA operating efficiencies, the use of the financial resources stemming from federal COVID aid to reduce debt and operating costs throughout the Plan period, and the cash repayment (rather than long-term bonding) of the Federal Reserve loan. The MTA Board will be updated in April once there is a State Adopted Budget and the impacts on MTA finances are known.

Risks to MTA's Financial Future

There are numerous challenges facing the MTA over the course of the February Plan:

New government funding does not materialize. The Plan anticipates \$600 million in new government funding to balance the 2023 budget, but if that does not materialize the MTA will need to take actions to replace this assumed funding in order to achieve budget balance in 2023.

Ridership improvements can fall short of projections. Should ridership be lower than the midpoint forecast between the "high case" and "low case" McKinsey scenarios, loss of projected revenue could have significant fiscal impacts.

Economy slows or falls into recession. The dedicated taxes MTA relies on to cover its operating budget are sensitive to economic downturns, and a significant and sustained decline in economic activity could reduce dedicated tax receipts.

Inflation remains stubbornly high. The Plan assumes inflation subsides to just under 5 percent in 2023 and reverts to about two percent annually in 2024 from current levels.

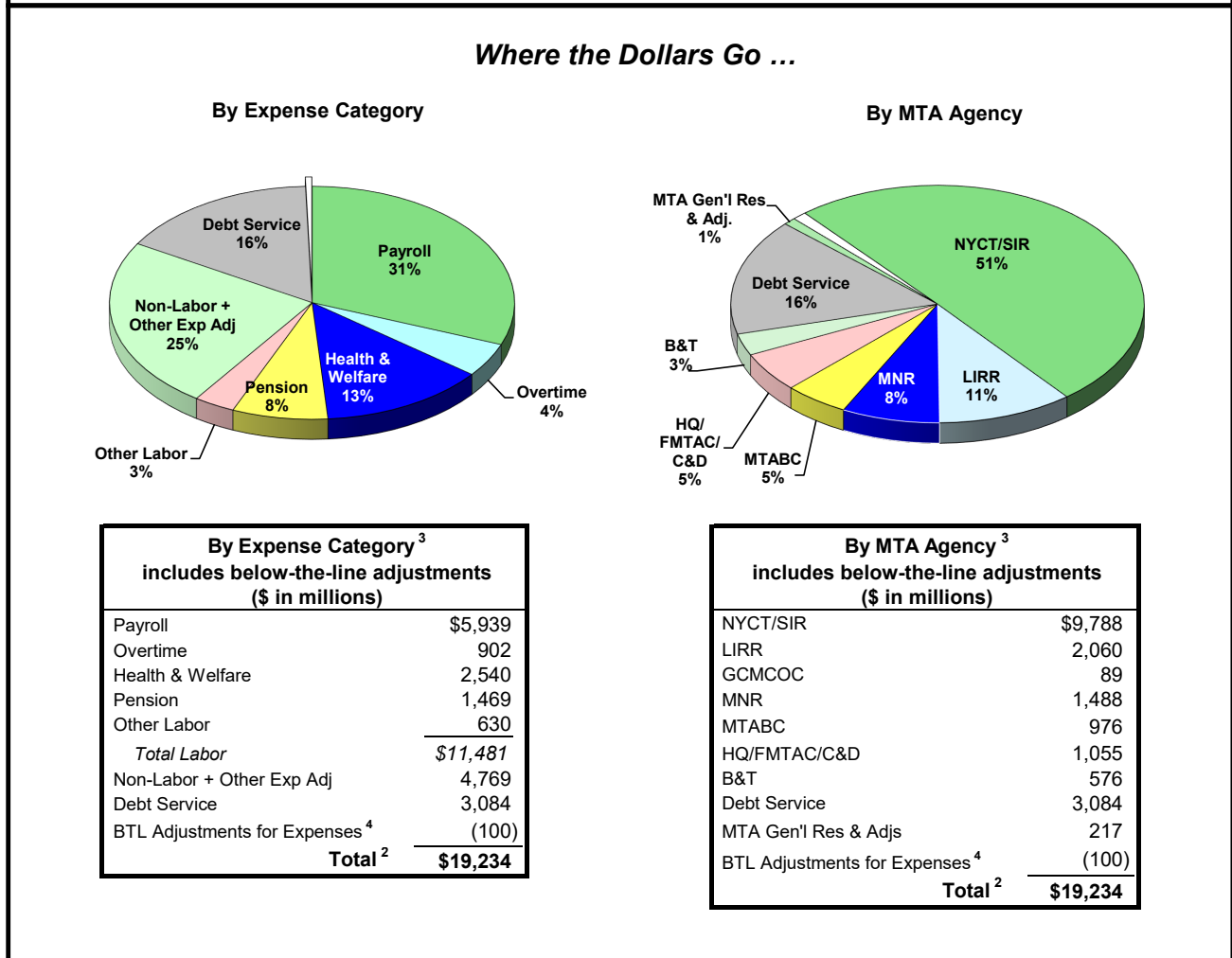
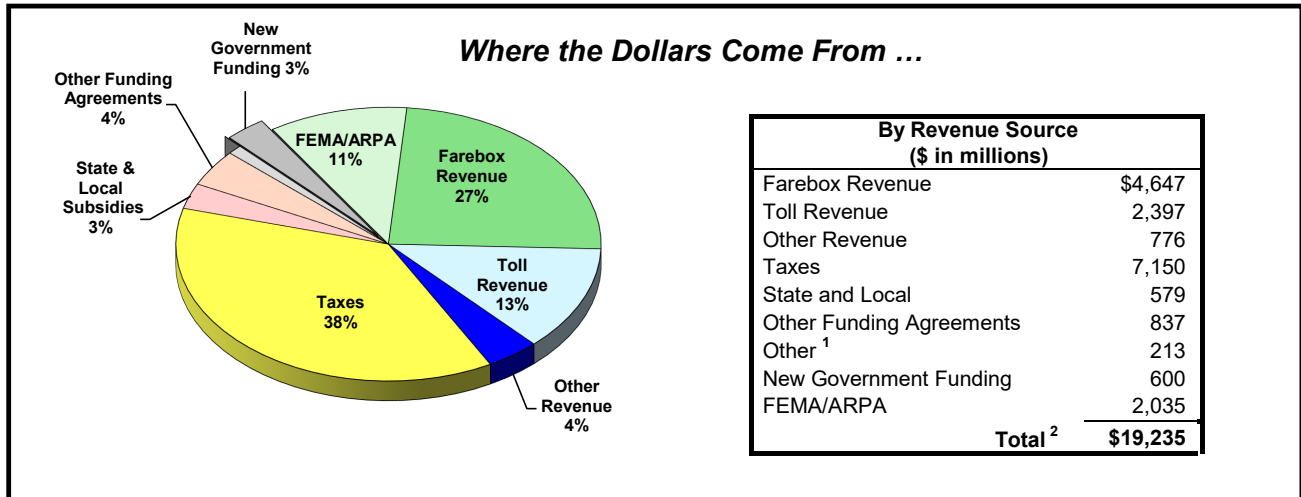
Achieving affordable wage settlements. The MTA is committed to honoring the terms of its existing contracts and is committed to negotiating affordable wage settlements with its unions. At the conclusion of existing labor contracts, the Plan assumes annual wage increases of two percent.

Implementation of biennial fare and toll increases in 2023 and 2025. Through 2026, the Plan assumes a combined \$1.8 billion in additional fare and toll revenue from the projected 2023 and 2025 fare and toll increases, including an approximate 5.5% fare and toll increase in 2023, followed by a 4% fare and toll increase in 2025.

Finding and implementing innovative operational efficiencies. The MTA must remain focused on existing cost control efforts, not only to avoid "backsliding" but also address the expectation of achieving operational efficiencies.

II. MTA Consolidated Financial Plan

MTA 2023 Adopted Budget
Baseline Revenues and Expenses After Below-the-Line (BTL) Adjustments
Non-Reimbursable



¹ Includes cash adjustments and prior-year carryover.
² Totals may not add due to rounding.
³ Expenses exclude Depreciation, GASB 68 Pension Adjustment, GASB 75 OPEB Adjustment, GASB 87 Lease Adjustment and Environmental Remediation.
⁴ The "BTL Adjustments for Expenses" cannot be segmented by expense category or by Agency.

Note: The revenues and expenses reflected in these charts are on an accrued basis.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
MTA Consolidated Accrued Statement of Operations By Category
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|-----------------|---------------------------|---------------------------|------------------|------------------|------------------|
| <u>Non-Reimbursable</u> | | | | | | |
| Operating Revenues | | | | | | |
| Farebox Revenue | \$3,048 | \$3,989 | \$4,513 | \$4,653 | \$4,773 | \$4,913 |
| Toll Revenue | 2,170 | 2,323 | 2,323 | 2,332 | 2,335 | 2,338 |
| Other Revenue | 4,706 | 7,611 | 776 | 789 | 799 | 822 |
| Capital and Other Reimbursements | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Revenues | \$9,924 | \$13,923 | \$7,612 | \$7,774 | \$7,907 | \$8,073 |
| Operating Expenses | | | | | | |
| <u>Labor:</u> | | | | | | |
| Payroll | \$5,214 | \$5,516 | \$5,939 | \$6,102 | \$6,236 | \$6,391 |
| Overtime | 965 | 1,129 | 902 | 876 | 906 | 926 |
| Health and Welfare | 1,405 | 1,479 | 1,694 | 1,807 | 1,922 | 2,049 |
| OPEB Current Payments | 722 | 764 | 846 | 918 | 995 | 1,079 |
| Pension | 1,410 | 1,368 | 1,469 | 1,489 | 1,519 | 1,538 |
| Other Fringe Benefits | 816 | 1,051 | 1,070 | 1,118 | 1,173 | 1,227 |
| Reimbursable Overhead | (372) | (399) | (440) | (443) | (432) | (437) |
| Total Labor Expenses | \$10,160 | \$10,909 | \$11,481 | \$11,866 | \$12,320 | \$12,774 |
| <u>Non-Labor:</u> | | | | | | |
| Electric Power | \$430 | \$587 | \$655 | \$619 | \$622 | \$634 |
| Fuel | 163 | 287 | 260 | 231 | 219 | 221 |
| Insurance | 26 | 43 | 68 | 101 | 124 | 157 |
| Claims | 426 | 433 | 449 | 458 | 469 | 483 |
| Paratransit Service Contracts | 346 | 407 | 475 | 505 | 527 | 561 |
| Maintenance and Other Operating Contracts | 765 | 903 | 1,017 | 937 | 981 | 956 |
| Professional Services Contracts | 499 | 706 | 622 | 620 | 606 | 615 |
| Materials and Supplies | 486 | 610 | 747 | 822 | 860 | 855 |
| Other Business Expenses | 200 | 251 | 260 | 252 | 264 | 265 |
| Total Non-Labor Expenses | \$3,341 | \$4,228 | \$4,551 | \$4,544 | \$4,672 | \$4,745 |
| <u>Other Expense Adjustments:</u> | | | | | | |
| Other | \$21 | \$17 | \$27 | \$22 | \$23 | \$24 |
| General Reserve | (335) | 185 | 190 | 195 | 200 | 205 |
| Total Other Expense Adjustments | (\$314) | \$202 | \$217 | \$217 | \$223 | \$229 |
| Total Expenses Before Non-Cash Liability Adjs. | \$13,187 | \$15,338 | \$16,249 | \$16,628 | \$17,215 | \$17,748 |
| Depreciation | \$3,159 | \$3,176 | \$3,203 | \$3,249 | \$3,299 | \$3,349 |
| GASB 68 Pension Expense Adjustment | (917) | (69) | (53) | (147) | (73) | (124) |
| GASB 75 OPEB Expense Adjustment | 1,075 | 1,405 | 1,456 | 1,455 | 1,451 | 1,445 |
| GASB 87 Lease Adjustment | 0 | 14 | 14 | 14 | 14 | 14 |
| Environmental Remediation | 37 | 6 | 6 | 6 | 6 | 6 |
| Total Expenses After Non-Cash Liability Adjs. | \$16,541 | \$19,870 | \$20,874 | \$21,205 | \$21,911 | \$22,438 |
| Conversion to Cash Basis: Non-Cash Liability Adjs. | (\$3,354) | (\$4,531) | (\$4,625) | (\$4,577) | (\$4,696) | (\$4,689) |
| Debt Service | 2,787 | 3,145 | 3,084 | 3,302 | 3,445 | 3,320 |
| Total Expenses with Debt Service | \$15,974 | \$18,483 | \$19,334 | \$19,930 | \$20,660 | \$21,069 |
| Dedicated Taxes & State and Local Subsidies | \$7,679 | \$8,690 | \$8,574 | \$8,689 | \$9,079 | \$9,218 |
| Net Surplus/(Deficit) After Subsidies and Debt Service | \$1,628 | \$4,129 | (\$3,148) | (\$3,466) | (\$3,674) | (\$3,778) |
| Conversion to Cash Basis: GASB Account | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Conversion to Cash Basis: All Other | (961) | (5,292) | 1,995 | 1,415 | 1,195 | 932 |
| Cash Balance Before Prior-Year Carryover | \$668 | (\$1,163) | (\$1,153) | (\$2,051) | (\$2,480) | (\$2,846) |
| Below the Line Adjustments | \$0 | \$0 | \$1,151 | \$862 | \$1,237 | \$1,223 |
| Prior Year Carryover Balance | 499 | 1,166 | 3 | 1 | 0 | 0 |
| Net Cash Balance | \$1,166 | \$3 | \$1 | (\$1,188) | (\$1,242) | (\$1,623) |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Plan Adjustments
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|----------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Cash Balance Before Prior-Year Carryover | \$668 | (\$1,163) | (\$1,153) | (\$2,051) | (\$2,480) | (\$2,846) |
| Fare and Toll Increases: | | | | | | |
| <i>Fare/Toll Increase, June 2023 (4% Yield)</i> | | \$0 | \$159 | \$271 | \$277 | \$283 |
| <i>Subsidy Impacts - Fare/Toll Increase, June 2023</i> | | 0 | (8) | (9) | (7) | (7) |
| <i>Fare/Toll Increase, April 2025 (4% Yield)</i> | | 0 | 0 | 0 | 220 | 292 |
| <i>Subsidy Impacts- Fare/Toll Increase, April 2025</i> | | <u>0</u> | <u>0</u> | <u>0</u> | <u>(10)</u> | <u>(9)</u> |
| Subtotal: | | \$0 | \$151 | \$262 | \$479 | \$558 |
| MTA Initiatives: | | | | | | |
| <i>Fiscal Baseline Reset 2</i> | | <u>0</u> | <u>100</u> | <u>400</u> | <u>408</u> | <u>416</u> |
| Subtotal: | | \$0 | \$100 | \$400 | \$408 | \$416 |
| Management and Policy Actions: | | | | | | |
| <i>Additional Fare Increases</i> | | 0 | 50 | 100 | 100 | 100 |
| Subtotal: | | \$0 | \$50 | \$100 | \$100 | \$100 |
| Other: | | | | | | |
| <i>FEMA COVID Reimbursement</i> | | \$0 | \$250 | \$100 | \$250 | \$149 |
| <i>New Government Funding for Additional MTA Actions</i> | | <u>0</u> | <u>600</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Subtotal: | | \$0 | \$850 | \$100 | \$250 | \$149 |
| TOTAL ADJUSTMENTS | | \$0 | \$1,151 | \$862 | \$1,237 | \$1,223 |
| <i>Prior Year Carryover Balance</i> | \$499 | \$1,166 | \$3 | \$1 | \$0 | \$0 |
| Net Cash Surplus/(Deficit) | \$1,166 | \$3 | \$1 | (\$1,188) | (\$1,242) | (\$1,623) |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Accrued Statement of Operations by Agency
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------|------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Non-Reimbursable | | | | | | |
| Total Revenues | | | | | | |
| New York City Transit | \$5,611 | \$8,318 | \$3,848 | \$3,975 | \$4,073 | \$4,196 |
| Long Island Rail Road | 945 | 1,437 | 569 | 606 | 632 | 656 |
| Grand Central Madison | 0 | 0 | 0 | 0 | 2 | 2 |
| Metro-North Railroad | 646 | 1,021 | 576 | 559 | 567 | 576 |
| MTA Headquarters | 1 | 67 | 70 | 73 | 63 | 63 |
| First Mutual Transportation Assurance Company | (8) | (50) | 10 | 10 | 10 | 10 |
| MTA Bus Company | 455 | 724 | 191 | 194 | 201 | 207 |
| Staten Island Railway | 35 | 61 | 7 | 7 | 7 | 7 |
| Construction and Development | 44 | 0 | 0 | 0 | 0 | 0 |
| Bridges and Tunnels | 2,194 | 2,344 | 2,342 | 2,351 | 2,354 | 2,357 |
| Total | \$9,924 | \$13,923 | \$7,612 | \$7,774 | \$7,907 | \$8,073 |
| Total Expenses before Non-Cash Liability Adjs.* | | | | | | |
| New York City Transit | \$8,562 | \$9,329 | \$9,709 | \$9,924 | \$10,314 | \$10,691 |
| Long Island Rail Road | 1,482 | 1,679 | 2,060 | 2,112 | 2,181 | 2,219 |
| Grand Central Madison | 0 | 20 | 89 | 92 | 95 | 97 |
| Metro-North Railroad | 1,294 | 1,414 | 1,488 | 1,543 | 1,611 | 1,655 |
| MTA Headquarters | 722 | 1,063 | 1,002 | 1,029 | 1,038 | 1,069 |
| First Mutual Transportation Assurance Company | 54 | 42 | 48 | 49 | 48 | 48 |
| MTA Bus Company | 804 | 965 | 976 | 993 | 1,013 | 1,032 |
| Staten Island Railway | 62 | 74 | 79 | 74 | 77 | 77 |
| Construction and Development | 74 | 13 | 4 | 7 | 7 | 7 |
| Bridges and Tunnels | 447 | 537 | 576 | 589 | 610 | 625 |
| Other | (314) | 202 | 217 | 217 | 223 | 229 |
| Total | \$13,187 | \$15,338 | \$16,249 | \$16,628 | \$17,215 | \$17,748 |
| Depreciation | | | | | | |
| New York City Transit | \$2,099 | \$2,096 | \$2,138 | \$2,181 | \$2,225 | \$2,269 |
| Long Island Rail Road | 459 | 473 | 444 | 448 | 452 | 457 |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 316 | 302 | 299 | 297 | 299 | 301 |
| MTA Headquarters | 18 | 35 | 47 | 46 | 46 | 46 |
| First Mutual Transportation Assurance Company | 0 | 0 | 0 | 0 | 0 | 0 |
| MTA Bus Company | 47 | 56 | 56 | 56 | 56 | 56 |
| Staten Island Railway | 11 | 12 | 18 | 18 | 18 | 18 |
| Construction and Development | 8 | 0 | 0 | 0 | 0 | 0 |
| Bridges and Tunnels | 201 | 202 | 202 | 202 | 202 | 202 |
| Total | \$3,159 | \$3,176 | \$3,203 | \$3,249 | \$3,299 | \$3,349 |
| GASB 68 Pension Expense Adjustment | | | | | | |
| New York City Transit | (\$860) | (\$63) | (\$65) | (\$66) | (\$67) | (\$68) |
| Long Island Rail Road | (7) | (4) | (14) | (64) | (31) | (59) |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 10 | 2 | 12 | (13) | 6 | (12) |
| MTA Headquarters | (5) | (5) | 3 | (5) | 4 | (2) |
| First Mutual Transportation Assurance Company | 0 | 0 | 0 | 0 | 0 | 0 |
| MTA Bus Company | (10) | 46 | 54 | 40 | 50 | 49 |
| Staten Island Railway | 1 | 1 | 1 | (1) | 1 | 0 |
| Bridges and Tunnels | (46) | (45) | (44) | (39) | (35) | (32) |
| Total | (\$917) | (\$69) | (\$53) | (\$147) | (\$73) | (\$124) |
| GASB 75 OPEB Expense Adjustment | | | | | | |
| New York City Transit | \$669 | \$973 | \$1,001 | \$989 | \$973 | \$954 |
| Long Island Rail Road | 123 | 180 | 184 | 187 | 191 | 195 |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 120 | 70 | 70 | 72 | 75 | 77 |
| MTA Headquarters | 58 | 61 | 71 | 73 | 75 | 77 |
| MTA Bus Company | 40 | 80 | 90 | 92 | 95 | 99 |
| Staten Island Railway | 3 | 2 | 2 | 2 | 2 | 2 |
| Bridges and Tunnels | 61 | 39 | 39 | 39 | 40 | 41 |
| Total | \$1,075 | \$1,405 | \$1,456 | \$1,455 | \$1,451 | \$1,445 |
| GASB 87 Lease Adjustment | | | | | | |
| New York City Transit | \$0 | \$8 | \$8 | \$8 | \$8 | \$8 |
| Long Island Rail Road | 0 | (1) | (1) | (1) | (1) | (1) |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 0 | 2 | 2 | 2 | 2 | 2 |
| MTA Headquarters | 0 | 2 | 2 | 2 | 2 | 2 |
| MTA Bus Company | 0 | 0 | 0 | 0 | 0 | 0 |
| Staten Island Railway | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridges and Tunnels | 0 | 2 | 2 | 2 | 2 | 2 |
| Total | \$0 | \$14 | \$14 | \$14 | \$14 | \$14 |
| Environmental Remediation | | | | | | |
| New York City Transit | \$35 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Island Rail Road | 1 | 2 | 2 | 2 | 2 | 2 |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 0 | 4 | 4 | 4 | 4 | 4 |
| MTA Bus Company | 0 | 0 | 0 | 0 | 0 | 0 |
| Staten Island Railway | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | \$37 | \$6 | \$6 | \$6 | \$6 | \$6 |
| Net Surplus/(Deficit) | | | | | | |
| New York City Transit | (\$4,894) | (\$4,025) | (\$8,943) | (\$9,061) | (\$9,380) | (\$9,656) |
| Long Island Rail Road | (1,112) | (892) | (2,106) | (2,078) | (2,164) | (2,157) |
| Grand Central Madison | 0 | (20) | (89) | (92) | (93) | (96) |
| Metro-North Railroad | (1,093) | (773) | (1,298) | (1,347) | (1,430) | (1,452) |
| MTA Headquarters | (791) | (1,090) | (1,055) | (1,073) | (1,103) | (1,130) |
| First Mutual Transportation Assurance Company | (63) | (92) | (38) | (39) | (38) | (38) |
| MTA Bus Company | (426) | (423) | (986) | (987) | (1,013) | (1,029) |
| Staten Island Railway | (44) | (27) | (92) | (85) | (90) | (89) |
| Construction and Development | (38) | (13) | (4) | (7) | (7) | (7) |
| Bridges and Tunnels | 1,531 | 1,610 | 1,566 | 1,557 | 1,535 | 1,518 |
| Other | 314 | (202) | (217) | (217) | (223) | (229) |
| Total | (\$6,617) | (\$5,947) | (\$13,263) | (\$13,430) | (\$14,004) | (\$14,365) |

Note: * Excludes Debt Service

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-----------------------------------------------------------|------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Receipts and Expenditures | | | | | | |
| Receipts | | | | | | |
| Farebox Revenue | \$3,079 | \$3,981 | \$4,509 | \$4,649 | \$4,768 | \$4,908 |
| Other Revenue | 4,048 | 1,422 | 986 | 1,080 | 866 | 845 |
| Capital and Other Reimbursements | 1,831 | 2,282 | 2,147 | 2,145 | 2,126 | 2,144 |
| Total Receipts | \$8,958 | \$7,684 | \$7,642 | \$7,874 | \$7,760 | \$7,896 |
| Expenditures | | | | | | |
| Labor: | | | | | | |
| Payroll | \$5,651 | \$6,011 | \$6,576 | \$6,664 | \$6,942 | \$6,956 |
| Overtime | 1,132 | 1,331 | 1,093 | 1,058 | 1,092 | 1,121 |
| Health and Welfare | 1,451 | 1,527 | 1,743 | 1,857 | 1,972 | 2,098 |
| OPEB Current Payments | 701 | 754 | 835 | 906 | 983 | 1,066 |
| Pension | 1,486 | 1,483 | 1,533 | 1,551 | 1,578 | 1,595 |
| Other Fringe Benefits | 1,178 | 1,156 | 1,086 | 1,107 | 1,154 | 1,185 |
| Contribution to GASB Fund | 0 | 0 | 0 | 0 | 0 | 0 |
| Reimbursable Overhead | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Labor Expenditures | \$11,599 | \$12,262 | \$12,865 | \$13,143 | \$13,721 | \$14,020 |
| Non-Labor: | | | | | | |
| Electric Power | \$433 | \$593 | \$661 | \$625 | \$629 | \$638 |
| Fuel | 152 | 280 | 254 | 226 | 214 | 216 |
| Insurance | 5 | 59 | 68 | 95 | 128 | 152 |
| Claims | 239 | 315 | 309 | 316 | 326 | 338 |
| Paratransit Service Contracts | 344 | 405 | 473 | 503 | 525 | 559 |
| Maintenance and Other Operating Contracts | 689 | 883 | 969 | 870 | 880 | 854 |
| Professional Services Contracts | 544 | 854 | 709 | 650 | 642 | 653 |
| Materials and Supplies | 639 | 701 | 892 | 950 | 982 | 974 |
| Other Business Expenses | 177 | 230 | 240 | 237 | 256 | 265 |
| Total Non-Labor Expenditures | \$3,222 | \$4,321 | \$4,575 | \$4,471 | \$4,582 | \$4,649 |
| Other Expenditure Adjustments: | | | | | | |
| Other | \$12 | \$53 | \$110 | \$70 | \$74 | \$83 |
| General Reserve | (335) | 185 | 190 | 195 | 200 | 205 |
| Total Other Expenditure Adjustments | (\$323) | \$238 | \$300 | \$265 | \$274 | \$288 |
| Total Expenditures | \$14,498 | \$16,821 | \$17,740 | \$17,878 | \$18,577 | \$18,957 |
| Net Cash Balance before Subsidies and Debt Service | (\$5,539) | (\$9,137) | (\$10,099) | (\$10,005) | (\$10,817) | (\$11,061) |
| Dedicated Taxes & State and Local Subsidies | \$8,295 | \$10,408 | \$11,195 | \$10,427 | \$10,886 | \$10,609 |
| Debt Service | (2,089) | (2,434) | (2,249) | (2,473) | (2,549) | (2,395) |
| Cash Balance Before Prior-Year Carryover | \$668 | (\$1,163) | (\$1,153) | (\$2,051) | (\$2,480) | (\$2,846) |
| Adjustments | \$0 | \$0 | \$1,151 | \$862 | \$1,237 | \$1,223 |
| Prior-Year Carryover Balance | 499 | 1,166 | 3 | 1 | 0 | 0 |
| Net Cash Balance | \$1,166 | \$3 | \$1 | (\$1,188) | (\$1,242) | (\$1,623) |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Consolidated Cash Statement of Operations By Agency
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-----------------------------------------------|------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash | | | | | | |
| Total Receipts | | | | | | |
| New York City Transit | \$6,063 | \$5,130 | \$4,898 | \$5,088 | \$5,167 | \$5,288 |
| Long Island Rail Road | 1,274 | 1,022 | 927 | 978 | 1,009 | 1,039 |
| Grand Central Madison | 0 | 0 | 0 | 0 | 2 | 2 |
| Metro-North Railroad | 865 | 830 | 899 | 888 | 872 | 888 |
| MTA Headquarters | 226 | 373 | 355 | 348 | 343 | 350 |
| Construction & Development | 95 | 91 | 91 | 77 | 92 | 93 |
| First Mutual Transportation Assurance Company | (8) | (50) | 10 | 10 | 10 | 10 |
| MTA Bus Company | 411 | 246 | 428 | 453 | 254 | 214 |
| Staten Island Railway | 32 | 42 | 33 | 32 | 11 | 11 |
| Total | \$8,958 | \$7,684 | \$7,642 | \$7,874 | \$7,760 | \$7,896 |
| Total Expenditures | | | | | | |
| New York City Transit | \$9,380 | \$10,242 | \$10,707 | \$10,840 | \$11,364 | \$11,562 |
| Long Island Rail Road | 1,993 | 2,131 | 2,438 | 2,491 | 2,567 | 2,612 |
| Grand Central Madison | 0 | 20 | 89 | 92 | 95 | 97 |
| Metro-North Railroad | 1,615 | 1,805 | 1,954 | 1,927 | 1,967 | 2,033 |
| MTA Headquarters | 876 | 1,302 | 1,192 | 1,171 | 1,183 | 1,229 |
| Construction & Development | 143 | 104 | 95 | 84 | 99 | 101 |
| First Mutual Transportation Assurance Company | (8) | (50) | 10 | 10 | 10 | 10 |
| MTA Bus Company | 768 | 965 | 927 | 942 | 961 | 981 |
| Staten Island Railway | 62 | 95 | 85 | 78 | 80 | 79 |
| Other | (332) | 207 | 243 | 243 | 251 | 253 |
| Total | \$14,498 | \$16,821 | \$17,740 | \$17,878 | \$18,577 | \$18,957 |
| Net Operating Surplus/(Deficit) | | | | | | |
| New York City Transit | (\$3,317) | (\$5,112) | (\$5,809) | (\$5,753) | (\$6,197) | (\$6,273) |
| Long Island Rail Road | (718) | (1,109) | (1,511) | (1,512) | (1,558) | (1,573) |
| Grand Central Madison | 0 | (20) | (89) | (92) | (93) | (96) |
| Metro-North Railroad | (751) | (975) | (1,055) | (1,040) | (1,095) | (1,145) |
| MTA Headquarters | (650) | (929) | (837) | (823) | (840) | (878) |
| Construction & Development | (49) | (13) | (4) | (7) | (7) | (7) |
| First Mutual Transportation Assurance Company | 0 | 0 | 0 | 0 | 0 | 0 |
| MTA Bus Company | (357) | (719) | (499) | (489) | (707) | (767) |
| Staten Island Railway | (30) | (53) | (52) | (46) | (69) | (68) |
| Other | 332 | (207) | (243) | (243) | (251) | (253) |
| Total | (\$5,539) | (\$9,137) | (\$10,099) | (\$10,005) | (\$10,817) | (\$11,061) |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
MTA Consolidated February Financial Plan Compared with November Financial Plan
Cash Reconciliation after Below-the-Line Adjustments
(\$ in millions)

| | Favorable/(Unfavorable) | | | | |
|----------------------------------------------------------------------------|-------------------------|------------------|------------------|------------------|------------------|
| | 2022 | 2023 | 2024 | 2025 | 2026 |
| NOVEMBER FINANCIAL PLAN 2023-2026 | | | | | |
| NET CASH SURPLUS/(DEFICIT) | \$0 | \$0 | (\$1,190) | (\$1,239) | (\$1,622) |
| Technical Adjustments | \$4 | (\$3) | \$1 | \$1 | \$1 |
| Plan Adjustments | \$0 | (\$54) | (\$147) | (\$236) | (\$317) |
| Provision for Increased Pension Costs | - | (83) | (176) | (263) | (344) |
| All Other | - | 30 | 29 | 27 | 27 |
| B&T Adjustments | \$0 | \$9 | \$16 | \$22 | \$27 |
| B&T Net Baseline Impacts ¹ | 0 | 9 | 16 | 22 | 27 |
| Debt Service (Cash) | \$0 | \$126 | \$18 | \$18 | \$18 |
| Subsidies (Cash) | \$775 | \$1,777 | \$886 | \$1,002 | \$621 |
| Other Funding Agreements (City, CDOT) | (1) | 0 | (0) | (5) | (3) |
| B&T Surplus Transfer | - | (9) | (16) | (21) | (27) |
| Local Subsidy Available Due to Federal COVID Funding | 776 | 1,785 | 902 | 1,028 | 650 |
| Below-the-Line (BTL) Adjustments | (\$776) | (\$1,857) | (\$773) | (\$810) | (\$352) |
| MTA Operating Efficiencies Phase 1 (incorporated in Plan Adjustments) | - | (44) | (48) | (46) | (46) |
| Provision for Increased Pension Costs (incorporated in Plan Adjustments) | - | 83 | 176 | 263 | 344 |
| Debt Service from Long-Term Deficit Bonding (incorporated in Debt Service) | - | - | 178 | 190 | 190 |
| MTA Actions to Close Deficit: | | | | | |
| Savings from Deficit Note Repayment* (incorporated in Debt Service) | - | (111) | (178) | (190) | (190) |
| Federal COVID Funds for Operating/Debt Costs (incorporated in Subsidies) | (776) | (1,785) | (902) | (1,028) | (650) |
| Prior Year Carryover | \$0 | \$3 | \$1 | \$0 | \$0 |
| FEBRUARY FINANCIAL PLAN 2023-2026 | | | | | |
| NET CASH SURPLUS/(DEFICIT) | \$3 | \$1 | (\$1,188) | (\$1,242) | (\$1,623) |

¹ While B&T Operating Surplus Transfer is captured as a subsidy, B&T's baseline impacts are captured in the Technical and Plan Adjustments shown above. To avoid duplication, B&T's baseline impacts are eliminated within this line and reflected in the subsidies section below.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Farebox Recovery and Operating Ratios

FAREBOX RECOVERY RATIOS

| | Final Estimate 2022 | Adopted Budget 2023 | Plan 2024 | Plan 2025 | Plan 2026 |
|----------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| New York City Transit | 21.9% | 23.7% | 24.0% | 23.9% | 24.0% |
| Staten Island Railway | 4.3% | 4.6% | 5.1% | 5.1% | 5.2% |
| Long Island Rail Road (3,4) | 14.8% | 15.4% | 16.4% | 16.6% | 17.2% |
| Metro-North Railroad (3) | 20.7% | 23.3% | 22.7% | 22.1% | 22.1% |
| MTA Bus Company | 14.2% | 15.9% | 15.0% | 15.0% | 14.1% |
| MTA-Wide Farebox Recovery Ratio | 20.2% | 21.7% | 22.0% | 21.9% | 22.1% |

FAREBOX OPERATING RATIOS

| | Final Estimate 2022 | Adopted Budget 2023 | Plan 2024 | Plan 2025 | Plan 2026 |
|-----------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| New York City Transit | 32.5% | 34.7% | 35.1% | 34.5% | 34.3% |
| Staten Island Railway | 6.4% | 7.6% | 8.7% | 8.5% | 8.7% |
| Long Island Rail Road (3,4) | 26.4% | 24.9% | 26.1% | 26.4% | 26.9% |
| Metro-North Railroad (3) | 30.9% | 33.5% | 32.8% | 32.1% | 31.7% |
| MTA Bus Company | 17.8% | 20.4% | 18.9% | 19.1% | 17.8% |
| MTA-Wide Farebox Operating Ratio | 30.4% | 32.0% | 32.2% | 31.9% | 31.7% |

(1) 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.

(2) 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 MTA.

(3) In the meeting 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.

(4) Long Island Rail Road farebox operating and recovery ratios include expenses associated with the Grand Central Madison Concourse Operating Company (GCMCOC), which is responsible for the LIRR-operated portion of Grand Central Terminal

III. Major Assumptions

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Fare & Toll Revenue and Ridership Projections (1)
(in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| <u>Fare Revenue</u> | | | | | |
| New York City Transit (2) | \$2,946.875 | \$3,288.699 | \$3,395.012 | \$3,476.762 | \$3,579.693 |
| Long Island Rail Road | 451.398 | 540.661 | 577.547 | 603.136 | 627.002 |
| Metro-North Railroad (3) | 430.898 | 508.372 | 503.468 | 509.968 | 517.287 |
| MTA Bus Company | 156.300 | 170.684 | 172.348 | 177.954 | 184.099 |
| Staten Island Railway | 3.508 | 4.510 | 4.864 | 5.011 | 5.165 |
| Total Farebox Revenue | \$3,988.979 | \$4,512.925 | \$4,653.238 | \$4,772.831 | \$4,913.245 |
| <u>Toll Revenue</u> | | | | | |
| Bridges & Tunnels | 2,322.776 | 2,322.793 | 2,332.317 | 2,335.350 | 2,337.687 |
| Total Fare & Toll Revenue | \$6,311.755 | \$6,835.718 | \$6,985.555 | \$7,108.181 | \$7,250.932 |

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| <u>Ridership</u> | | | | | |
| New York City Transit (2) | 1,361.883 | 1,532.197 | 1,660.505 | 1,711.570 | 1,765.903 |
| Long Island Rail Road | 52.320 | 62.160 | 70.103 | 72.987 | 75.832 |
| Metro-North Railroad (3) | 46.986 | 54.774 | 59.871 | 60.641 | 61.509 |
| MTA Bus Company | 80.768 | 85.081 | 91.588 | 94.595 | 97.822 |
| Staten Island Railway | 2.194 | 2.667 | 3.103 | 3.212 | 3.311 |
| Total Ridership | 1,544.152 | 1,736.879 | 1,885.170 | 1,943.004 | 2,004.375 |

| | | | | | |
|-----------------------|----------------|----------------|----------------|----------------|----------------|
| <u>Traffic</u> | | | | | |
| Bridges & Tunnels | 326.535 | 327.037 | 328.378 | 328.805 | 329.134 |

(1) Does not include impacts from proposed fare and toll increases.

(2) New York City Transit figures include Paratransit and Fare Media Liability.

(3) Metro-North Railroad utilization figures include both East of Hudson and West of Hudson services.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Consolidated Subsidies
Accrual Basis
(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|------------------|---------------------------|---------------------------|------------------|------------------|-------------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$2,247.5 | \$2,601.0 | \$2,763.4 | \$2,763.4 | \$2,763.4 | \$2,763.4 |
| Petroleum Business Tax (PBT) | 525.7 | 590.4 | 610.8 | 611.6 | 611.6 | 611.6 |
| Mortgage Recording Tax (MRT) | 657.5 | 656.7 | 634.3 | 651.1 | 675.5 | 685.6 |
| MRT Transfer to Suburban Counties | (20.9) | (11.6) | (12.0) | (12.4) | (12.4) | (12.4) |
| Interest on MRT Receipts | 0.3 | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 |
| Urban Tax | <u>512.7</u> | <u>659.5</u> | <u>503.1</u> | <u>540.4</u> | <u>578.1</u> | <u>593.9</u> |
| | \$3,922.7 | \$4,502.3 | \$4,505.9 | \$4,560.3 | \$4,622.5 | \$4,648.3 |
| PMT and MTA Aid | | | | | | |
| Payroll Mobility Tax (PMT) | \$1,715.3 | \$1,781.6 | \$1,785.9 | \$1,829.8 | \$1,874.3 | \$1,916.6 |
| Payroll Mobility Tax Replacement Funds | 293.1 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 |
| MTA Aid | <u>263.9</u> | <u>258.9</u> | <u>282.7</u> | <u>282.9</u> | <u>283.1</u> | <u>283.3</u> |
| | \$2,272.3 | \$2,284.8 | \$2,312.8 | \$2,357.0 | \$2,401.7 | \$2,444.2 |
| For-Hire Vehicle (FHV) Surcharge | | | | | | |
| Subway Action Plan Account | 248.3 | 300.0 | 300.0 | 300.0 | 300.0 | 300.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 41.4 | 50.0 | 50.0 | 50.0 | 50.0 |
| Less: OBTA Projects | 0.0 | (41.4) | (50.0) | (50.0) | (50.0) | (50.0) |
| General Transportation Account | <u>0.0</u> | <u>0.0</u> | <u>28.7</u> | <u>47.6</u> | <u>67.5</u> | <u>69.6</u> |
| | \$248.3 | \$300.0 | \$328.7 | \$347.6 | \$367.5 | \$369.6 |
| Bus Lane Violations (General Transportation Account) | \$4.4 | \$2.9 | \$2.9 | \$2.9 | \$2.9 | \$2.9 |
| Capital Program Funding from Lockbox Revenues | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | \$0.0 | \$750.0 | \$1,000.0 | \$1,000.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 374.5 | 495.2 | 311.7 | 320.6 | 332.8 | 335.7 |
| Internet Marketplace Tax - NYS | 173.6 | 152.6 | 154.2 | 155.7 | 157.3 | 158.8 |
| Internet Marketplace Tax - NYC | <u>171.3</u> | <u>173.0</u> | <u>174.7</u> | <u>176.5</u> | <u>178.2</u> | <u>180.0</u> |
| Subtotal: | 719.4 | 820.8 | 640.6 | 1,402.8 | 1,668.3 | 1,674.5 |
| Less: Debt Service on Lockbox Bonds | (2.3) | (13.4) | (130.6) | (175.6) | (440.7) | (816.4) |
| Less: Lockbox Allocated to PAYGO | <u>(714.7)</u> | <u>(809.7)</u> | <u>(509.9)</u> | <u>(1,227.2)</u> | <u>(1,227.5)</u> | <u>(858.1)</u> |
| | \$2.3 | (\$2.3) | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | | |
| State Operating Assistance | \$187.9 | \$187.9 | \$187.9 | \$187.9 | \$187.9 | \$187.9 |
| Local Operating Assistance | 187.9 | 187.9 | 187.9 | 187.9 | 187.9 | 187.9 |
| Station Maintenance | <u>177.6</u> | <u>197.6</u> | <u>202.7</u> | <u>206.6</u> | <u>211.1</u> | <u>215.7</u> |
| | \$553.5 | \$573.4 | \$578.6 | \$582.5 | \$586.9 | \$591.6 |
| Investment Income | \$0.3 | \$0.3 | \$0.3 | \$0.3 | \$0.3 | \$0.3 |
| Subtotal: Taxes & State and Local Subsidies | \$7,003.9 | \$7,661.4 | \$7,729.1 | \$7,850.6 | \$7,981.8 | \$8,056.8 |
| Other Funding Agreements | | | | | | |
| City Subsidy for MTA Bus Company | \$358.7 | \$721.5 | \$518.2 | \$503.4 | \$723.0 | \$780.4 |
| City Subsidy for Staten Island Railway | 24.4 | 52.7 | 59.5 | 53.7 | 77.9 | 76.0 |
| CDOT Subsidy for Metro-North Railroad | <u>291.8</u> | <u>254.4</u> | <u>267.0</u> | <u>281.7</u> | <u>296.2</u> | <u>304.6</u> |
| | \$674.9 | \$1,028.6 | \$844.7 | \$838.8 | \$1,097.1 | \$1,161.0 |
| Subtotal, including Other Funding Agreements | \$7,678.8 | \$8,689.9 | \$8,573.9 | \$8,689.4 | \$9,078.9 | \$9,217.8 |
| Inter-agency Subsidy Transactions | | | | | | |
| B&T Operating Surplus Transfer | <u>\$1,037.0</u> | <u>\$1,101.3</u> | <u>\$955.9</u> | <u>\$958.4</u> | <u>\$875.6</u> | <u>\$830.8</u> |
| | \$1,037.0 | \$1,101.3 | \$955.9 | \$958.4 | \$875.6 | \$830.8 |
| GROSS SUBSIDIES | \$8,715.8 | \$9,791.2 | \$9,529.8 | \$9,647.8 | \$9,954.4 | \$10,048.6 |

METROPOLITAN TRANSPORTATION AUTHORITY
Summary of Changes Between February and November Financial Plans
Consolidated Subsidies
Accrual Basis
(\$ in Millions)

| | 2022 | 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|--------------|----------------|-----------------|-----------------|-----------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Petroleum Business Tax (PBT) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Mortgage Recording Tax (MRT) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MRT Transfer to Suburban Counties | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reimburse Agency Security Costs | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest on MRT Receipts | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Urban Tax | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| PMT and MTA Aid | | | | | |
| Payroll Mobility Tax (PMT) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MTA Aid | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| For-Hire Vehicle (FHV) Surcharge | | | | | |
| Subway Action Plan Account | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Less: OBTA Projects | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| General Transportation Account | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Bus Lane Violations (General Transportation Account) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Capital Program Funding from Lockbox Revenues | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | (\$250.0) | \$0.0 | \$0.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Internet Marketplace Tax - NYS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Internet Marketplace Tax - NYC | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| Subtotal: | 0.0 | 0.0 | (250.0) | 0.0 | 0.0 |
| Less: Debt Service on Lockbox Bonds | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Less: Lockbox Allocated to PAYGO | <u>0.0</u> | <u>0.0</u> | <u>250.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | |
| State Operating Assistance | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Local Operating Assistance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Station Maintenance | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Subtotal: Taxes & State and Local Subsidies | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Other Funding Agreements | | | | | |
| City Subsidy for MTA Bus Company | \$2.2 | (\$4.6) | (\$4.6) | (\$4.7) | (\$4.7) |
| City Subsidy for Staten Island Railway | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CDOT Subsidy for Metro-North Railroad | <u>(1.2)</u> | <u>17.0</u> | <u>13.8</u> | <u>11.8</u> | <u>12.1</u> |
| | \$1.1 | \$12.4 | \$9.2 | \$7.2 | \$7.4 |
| Subtotal, including Other Funding Agreements | \$1.1 | \$12.4 | \$9.2 | \$7.2 | \$7.4 |
| Inter-agency Subsidy Transactions | | | | | |
| B&T Operating Surplus Transfer | <u>\$0.0</u> | <u>(\$9.5)</u> | <u>(\$16.3)</u> | <u>(\$21.7)</u> | <u>(\$27.2)</u> |
| | \$0.0 | (\$9.5) | (\$16.3) | (\$21.7) | (\$27.2) |
| Other Investment Income | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GROSS SUBSIDIES | \$1.1 | \$2.9 | (\$7.1) | (\$14.6) | (\$19.8) |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Consolidated Subsidies
Cash Basis
(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$2,247.5 | \$2,601.0 | \$2,763.4 | \$2,763.4 | \$2,763.4 | \$2,763.4 |
| Petroleum Business Tax (PBT) | 584.6 | 588.5 | 610.8 | 611.6 | 611.6 | 611.6 |
| Mortgage Recording Tax (MRT) | 647.6 | 669.5 | 633.0 | 649.0 | 674.7 | 684.8 |
| <i>MRT Transfer to Suburban Counties</i> | <i>(13.3)</i> | <i>(20.9)</i> | <i>(11.6)</i> | <i>(12.0)</i> | <i>(12.4)</i> | <i>(12.4)</i> |
| <i>MTA Bus Debt Service</i> | <i>(12.3)</i> | <i>(12.3)</i> | <i>(12.3)</i> | <i>(12.3)</i> | <i>(12.6)</i> | <i>(14.5)</i> |
| <i>Interest on MRT Receipts</i> | <i>0.3</i> | <i>6.2</i> | <i>6.2</i> | <i>6.2</i> | <i>6.2</i> | <i>6.2</i> |
| Urban Tax | 429.3 | 729.1 | 500.1 | 537.1 | 576.8 | 592.6 |
| | \$3,883.6 | \$4,561.4 | \$4,489.5 | \$4,543.0 | \$4,607.7 | \$4,631.8 |
| PMT and MTA Aid | | | | | | |
| Payroll Mobility Tax (PMT) | \$1,713.2 | \$1,781.6 | \$1,785.9 | \$1,829.8 | \$1,874.3 | \$1,916.6 |
| Payroll Mobility Tax Replacement Funds | 293.1 | 244.3 | 244.3 | 244.3 | 244.3 | 244.3 |
| MTA Aid | 263.3 | 258.9 | 282.7 | 282.9 | 283.1 | 283.3 |
| | \$2,269.7 | \$2,284.8 | \$2,312.8 | \$2,357.0 | \$2,401.7 | \$2,444.2 |
| For-Hire Vehicle (FHV) Surcharge | | | | | | |
| Subway Action Plan Account | \$235.8 | \$300.0 | \$300.0 | \$300.0 | \$300.0 | \$300.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 41.4 | 50.0 | 50.0 | 50.0 | 50.0 |
| Less: OBTA Projects | 0.0 | (41.4) | (50.0) | (50.0) | (50.0) | (50.0) |
| General Transportation Account | 0.0 | 0.0 | 28.7 | 47.6 | 67.5 | 69.6 |
| | \$235.8 | \$300.0 | \$328.7 | \$347.6 | \$367.5 | \$369.6 |
| Bus Lane Violations (General Transportation Account) | | | | | | |
| | \$4.4 | \$2.9 | \$2.9 | \$2.9 | \$2.9 | \$2.9 |
| Capital Program Funding from Lockbox Revenues | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | \$0.0 | \$750.0 | \$1,000.0 | \$1,000.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 374.5 | 495.2 | 311.7 | 320.6 | 332.8 | 335.7 |
| Internet Marketplace Tax -NYS | 173.6 | 152.6 | 154.2 | 155.7 | 157.3 | 158.8 |
| Internet Marketplace Tax - NYC | 171.3 | 173.0 | 174.7 | 176.5 | 178.2 | 180.0 |
| Subtotal: | 719.4 | 820.8 | 640.6 | 1,402.8 | 1,668.3 | 1,674.5 |
| Less: Debt Service on Lockbox Bonds | (2.3) | (13.4) | (130.6) | (175.6) | (440.7) | (816.4) |
| Less: Lockbox Allocated to PAYGO | (714.7) | (809.7) | (509.9) | (1,227.2) | (1,227.5) | (858.1) |
| | \$2.3 | (\$2.3) | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | | |
| State Operating Assistance | \$225.5 | \$187.9 | \$187.9 | \$187.9 | \$187.9 | \$187.9 |
| Local Operating Assistance | 184.9 | 193.4 | 187.9 | 187.9 | 187.9 | 187.9 |
| Station Maintenance | 178.5 | 190.7 | 199.9 | 203.7 | 207.6 | 212.2 |
| | \$588.9 | \$572.0 | \$575.8 | \$579.5 | \$583.5 | \$588.1 |
| Other Subsidy Adjustments | | | | | | |
| NYCT Charge Back of MTA Bus Debt Service | (\$11.5) | (\$11.5) | (\$11.5) | (\$11.5) | (\$11.5) | (\$11.5) |
| Forward Energy Contracts Program - Gain/(Loss) | 14.4 | 62.3 | 18.9 | 0.0 | 0.0 | 0.0 |
| Fuel Hedge Collateral | (40.0) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Committed to Capital Program Contributions | (367.3) | (120.2) | (114.1) | (108.8) | (103.8) | (99.0) |
| Local Subsidy Available Due to Federal COVID Funding | 0.0 | 776.4 | 1,785.5 | 901.5 | 1,028.0 | 650.0 |
| | (\$404.4) | \$707.0 | \$1,678.7 | \$781.2 | \$912.7 | \$539.5 |
| Other Investment Income | | | | | | |
| | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| Subtotal: Taxes & State and Local Subsidies | \$6,580.6 | \$8,426.1 | \$9,388.7 | \$8,611.5 | \$8,876.3 | \$8,576.3 |
| Other Funding Agreements | | | | | | |
| City Subsidy for MTA Bus Company | \$455.3 | \$521.5 | \$516.0 | \$516.0 | \$775.5 | \$814.9 |
| City Subsidy for Staten Island Railway | 18.6 | 24.4 | 52.7 | 59.5 | 53.7 | 77.9 |
| CDOT Subsidy for Metro-North Railroad | 312.8 | 254.4 | 267.0 | 281.7 | 296.2 | 304.6 |
| | \$786.7 | \$800.4 | \$835.6 | \$857.3 | \$1,125.5 | \$1,197.4 |
| Subtotal, including Other Funding Agreements | \$7,367.3 | \$9,226.5 | \$10,224.3 | \$9,468.8 | \$10,001.8 | \$9,773.7 |
| Inter-agency Subsidy Transactions | | | | | | |
| B&T Operating Surplus Transfer | \$928.0 | \$1,181.7 | \$970.4 | \$958.1 | \$883.8 | \$835.3 |
| | \$928.0 | \$1,181.7 | \$970.4 | \$958.1 | \$883.8 | \$835.3 |
| TOTAL SUBSIDIES | \$8,295.3 | \$10,408.2 | \$11,194.7 | \$10,426.9 | \$10,885.6 | \$10,609.0 |

METROPOLITAN TRANSPORTATION AUTHORITY
Summary of Changes Between February and November Financial Plans
Consolidated Subsidies
Cash Basis
(\$ in Millions)

| | 2022 | 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|----------------|------------------|-----------------|------------------|-----------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Petroleum Business Tax (PBT) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Mortgage Recording Tax (MRT) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MRT Transfer to Suburban Counties | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest on MRT Receipts | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Urban Tax | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| PMT and MTA Aid | | | | | |
| Payroll Mobility Tax (PMT) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MTA Aid | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| For-Hire Vehicle (FHV) Surcharge | | | | | |
| Subway Action Plan Account | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Less: OBTA Projects | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| General Transportation Account | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Bus Lane Violations (General Transportation Account) | | | | | |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Capital Program Funding from Lockbox Revenues | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | (\$250.0) | \$0.0 | \$0.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Internet Marketplace Tax - NYS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Internet Marketplace Tax - NYC | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| Subtotal: | 0.0 | 0.0 | (250.0) | 0.0 | 0.0 |
| Less: Debt Service on Lockbox Bonds | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Less: Lockbox Allocated to PAYGO | <u>0.0</u> | <u>0.0</u> | <u>250.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | |
| State Operating Assistance | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Local Operating Assistance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Station Maintenance | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Other Subsidy Adjustments | | | | | |
| NYCT Charge Back of MTA Bus Debt Service | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Forward Energy Contracts Program - Gain/(Loss) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Committed to Capital Program Contributions | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Local Subsidy Available Due to Federal COVID Funding | <u>776.4</u> | <u>1,785.5</u> | <u>901.5</u> | <u>1,028.0</u> | <u>650.0</u> |
| | \$776.4 | \$1,785.5 | \$901.5 | \$1,028.0 | \$650.0 |
| Other Investment Income | | | | | |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Subtotal: Taxes & State and Local Subsidies | | | | | |
| | \$776.4 | \$1,785.5 | \$901.5 | \$1,028.0 | \$650.0 |
| Other Funding Agreements | | | | | |
| City Subsidy for MTA Bus Company | \$0.0 | \$0.0 | \$0.0 | (\$4.6) | (\$2.3) |
| City Subsidy for Staten Island Railway | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CDOT Subsidy for Metro-North Railroad | <u>(1.2)</u> | <u>0.5</u> | <u>(0.4)</u> | <u>(0.4)</u> | <u>(0.4)</u> |
| | (\$1.2) | \$0.5 | (\$0.4) | (\$5.0) | (\$2.7) |
| Subtotal, including Other Funding Agreements | | | | | |
| | \$775.3 | \$1,785.9 | \$901.1 | \$1,023.0 | \$647.3 |
| Inter-agency Subsidy Transactions | | | | | |
| B&T Operating Surplus Transfer | <u>\$0.0</u> | <u>(\$8.5)</u> | <u>(\$15.6)</u> | <u>(\$21.2)</u> | <u>(\$26.6)</u> |
| | \$0.0 | (\$8.5) | (\$15.6) | (\$21.2) | (\$26.6) |
| TOTAL SUBSIDIES | | | | | |
| | \$775.3 | \$1,777.4 | \$885.5 | \$1,001.7 | \$620.7 |

MMTOA STATE DEDICATED TAXES
February Financial Plan 2023-2026
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | Plan 2024 | Plan 2025 | Plan 2026 |
|-------------------------------------------------------|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| <u>Forecast of MMTOA Gross Receipts (SFY):</u> | | | | | | |
| Sales Tax | \$958.0 | \$1,282.9 | \$1,357.5 | \$1,357.5 | \$1,357.5 | \$1,357.5 |
| PBT | \$122.7 | \$162.2 | \$171.6 | \$171.6 | \$171.6 | \$171.6 |
| Corporate Franchise | \$40.5 | \$74.8 | \$79.1 | \$79.1 | \$79.1 | \$79.1 |
| Corporate Surcharge | \$1,288.3 | \$1,760.3 | \$1,862.6 | \$1,862.6 | \$1,862.6 | \$1,862.6 |
| Investment Income | \$17.5 | \$25.1 | \$26.6 | \$26.6 | \$26.6 | \$26.6 |
| Total Gross Receipts Available for Allocation | \$2,427.0 | \$3,305.2 | \$3,497.4 | \$3,497.4 | \$3,497.4 | \$3,497.4 |

Allocation of Total Gross Receipts to Downstate:

| | | | | | | |
|-----------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Total Gross Receipts | \$2,427.0 | \$3,305.2 | \$3,497.4 | \$3,497.4 | \$3,497.4 | \$3,497.4 |
| Less: Upstate Share of PBT | (55.2) | (73.0) | (77.2) | (77.2) | (77.2) | (77.2) |
| Less: Upstate Share of Transmission | (19.8) | (18.2) | (18.2) | (18.2) | (18.2) | (18.2) |
| Less: NYS GF Transfer - Hold Harmless | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Upstate Percent Share of Investment Income | 2.29% | 2.22% | 2.22% | 2.22% | 2.22% | 2.22% |
| Less: Upstate Share of Investment Income | (0.4) | (0.6) | (0.6) | (0.6) | (0.6) | (0.6) |
| Total Net Downstate Share Available for Allocation | \$2,351.6 | \$3,213.5 | \$3,401.4 | \$3,401.4 | \$3,401.4 | \$3,401.4 |
| Less: 18-B Adjustment | (189.5) | (189.5) | (189.5) | (189.5) | (189.5) | (189.5) |
| Adjusted Total Net Downstate Share for Allocation | \$2,162.1 | \$3,024.0 | \$3,211.9 | \$3,211.9 | \$3,211.9 | \$3,211.9 |
| Add: NYS Reimbursement | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adjusted Total Net Downstate Share + Other | \$2,162.1 | \$3,024.0 | \$3,211.9 | \$3,211.9 | \$3,211.9 | \$3,211.9 |

Allocation of Total Net Downstate Share to NYCT/SIR:

| | | | | | | |
|----------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| NYCT/SIR Share | 60.38% | 60.33% | 60.33% | 60.33% | 60.33% | 60.33% |
| From Total Net Downstate Share | \$1,419.8 | \$1,938.6 | \$2,052.0 | \$2,052.0 | \$2,052.0 | \$2,052.0 |
| Less: 18-B Adjustment | (153.9) | (153.9) | (153.9) | (153.9) | (153.9) | (153.9) |
| Adjustment for Carry-Over from Calendar Year | 266.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adjusted Total Net Downstate Share | \$1,532.7 | \$1,784.8 | \$1,898.2 | \$1,898.2 | \$1,898.2 | \$1,898.2 |
| Less: Transfer to Capital Program | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total NYCT/SIR Share | \$1,532.7 | \$1,784.8 | \$1,898.2 | \$1,898.2 | \$1,898.2 | \$1,898.2 |
| SIR Share (Accrued) | 5.5 | 6.4 | 6.8 | 6.8 | 6.8 | 6.8 |
| Total SIR Share (Cash) | 5.5 | 6.4 | 6.8 | 6.8 | 6.8 | 6.8 |
| Total NYCT Share | \$1,527.2 | \$1,778.4 | \$1,891.4 | \$1,891.4 | \$1,891.4 | \$1,891.4 |

Allocation of Total Net Downstate Share to MTA (CRR/HQ):

| | | | | | | |
|----------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| MTA Share | 26.01% | 26.06% | 26.06% | 26.06% | 26.06% | 26.06% |
| From Total Net Downstate Share | \$611.7 | \$837.5 | \$886.4 | \$886.4 | \$886.4 | \$886.4 |
| Less: 18-B Adjustment | (21.2) | (21.2) | (21.2) | (21.2) | (21.2) | (21.2) |
| Adjustment for Carry-Over from Calendar Year | 124.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adjusted Total Net Downstate Share | \$714.8 | \$816.2 | \$865.2 | \$865.2 | \$865.2 | \$865.2 |
| Less: Transfer to Capital Program | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total MTA (CRR/HQ) Share | \$714.8 | \$816.2 | \$865.2 | \$865.2 | \$865.2 | \$865.2 |
| Total MTA MMTOA | \$2,247.5 | \$2,601.0 | \$2,763.4 | \$2,763.4 | \$2,763.4 | \$2,763.4 |

PETROLEUM BUSINESS TAX PROJECTIONS
February Financial Plan 2023-2026
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | Plan 2024 | Plan 2025 | Plan 2026 |
|-------------------------------------------------------------|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Total Net PBT Collections Available for Distribution | \$1,719.3 | \$1,731.0 | \$1,796.4 | \$1,798.9 | \$1,798.9 | \$1,798.9 |

Distribution Shares:

| | | | | | | |
|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| MTA Total | 34.0% | 34.0% | 34.0% | 34.0% | 34.0% | 34.0% |
| Other Transit | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% |
| Highway Trust Fund | 63.0% | 63.0% | 63.0% | 63.0% | 63.0% | 63.0% |
| General Fund | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> |
| Share Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Amount of Total Net Collections Available for the MTA:

Accrual Basis

| | | | | | | |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| NYCT/SIR Share of MTA Total | \$444.5 | \$501.8 | \$519.2 | \$519.9 | \$519.9 | \$519.9 |
| Commuter Railroad Share of MTA Total | <u>81.1</u> | <u>88.6</u> | <u>91.6</u> | <u>91.7</u> | <u>91.7</u> | <u>91.7</u> |
| MTA Total of Net Collections | \$525.7 | \$590.4 | \$610.8 | \$611.6 | \$611.6 | \$611.6 |

Cash Basis

| | | | | | | |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| NYCT/SIR Share of MTA Total | \$496.9 | \$500.3 | \$519.1 | \$519.9 | \$519.9 | \$519.9 |
| Commuter Railroad Share of MTA Total | <u>87.7</u> | <u>88.3</u> | <u>91.6</u> | <u>91.7</u> | <u>91.7</u> | <u>91.7</u> |
| MTA Total of Net Collections | \$584.6 | \$588.5 | \$610.8 | \$611.6 | \$611.6 | \$611.6 |

MORTGAGE RECORDING TAX PROJECTIONS

February Financial Plan 2023-2026

(\$ in millions)

Cash Basis

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | Plan 2024 | Plan 2025 | Plan 2026 |
|--|----------------|---------------------------|---------------------------|--------------|--------------|--------------|
|--|----------------|---------------------------|---------------------------|--------------|--------------|--------------|

MORTGAGE RECORDING TAX #261-1

Receipts Available for Transfer to NYCT and CRs:

| | | | | | | |
|------------------------------------------------------|---------|-----------|---------|-----------|-----------|-----------|
| Total Gross Receipts | \$410.3 | \$439.8 | \$400.3 | \$411.7 | \$429.3 | \$436.4 |
| Interest on MRT Receipts | 0.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Less: MTAHQ Operating Expenses Net of Reimbursements | (738.7) | (1,033.4) | (980.6) | (1,004.4) | (1,024.1) | (1,055.1) |

| | | | | | | |
|----------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Receipts Available for Transfer | (\$328.4) | (\$588.6) | (\$575.2) | (\$587.8) | (\$589.7) | (\$613.7) |
|----------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|

| | | | | | | |
|---------------------------|-------|-------|-------|-------|-------|-------|
| MRT-2 Required to Balance | 328.4 | 588.6 | 575.2 | 587.8 | 589.7 | 613.7 |
|---------------------------|-------|-------|-------|-------|-------|-------|

| | | | | | | |
|-------------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Adjusted Receipts Available for Transfer | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
|-------------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|

Allocation of Net Receipts to NYCT/SIR Account:

| | | | | | | |
|--------------------------------|------------|------------|------------|------------|------------|------------|
| Opening Balance | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| NYCT/SIR Share | 55% | 55% | 55% | 55% | 55% | 55% |
| From Current Year Net Receipts | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Carryover from Prior-Year | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Transfers from MRT-2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total NYCT/SIR Net Cash Share | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|

| | | | | | | |
|--------------------------|-----|-----|-----|-----|-----|-----|
| Total SIR Net Cash Share | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|--------------------------|-----|-----|-----|-----|-----|-----|

| | | | | | | |
|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total NYCT Net Cash Share | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|

Allocation of Net Receipts to Commuter Railroad Account:

| | | | | | | |
|-----------------------------|------------|------------|------------|------------|------------|------------|
| Opening Balance - CR/SHF | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Commuter Railroad Share | 45% | 45% | 45% | 45% | 45% | 45% |
| Less: Suburban Highway Fund | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Transfers from MRT-2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|-----------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Commuter Railroad Net Cash Share | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
|-----------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|

MORTGAGE RECORDING TAX #261-2

Receipts Available

| | | | | | | |
|-------------------------------------|---------|---------|---------|---------|---------|---------|
| Total Receipts to Corporate Account | \$237.3 | \$229.7 | \$232.7 | \$237.3 | \$245.3 | \$248.4 |
| MTA Bus Debt Service | (12.3) | (12.3) | (12.3) | (12.3) | (12.6) | (14.5) |
| General Reserve | 335.0 | (185.0) | (190.0) | (195.0) | (200.0) | (205.0) |
| Interest on MRT Receipts | 0.3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |

| | | | | | | |
|----------------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Total Receipts Available for Transfer | \$560.3 | \$33.7 | \$31.6 | \$31.3 | \$34.0 | \$30.2 |
|----------------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|

Use of Total Receipts:

| | | | | | | |
|------------------------------------|---------|---------|---------|---------|---------|---------|
| DORF Opening Balance | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Less: Transfer to MTA DORF Account | (13.3) | (20.9) | (11.6) | (12.0) | (12.4) | (12.4) |
| Less: Transfer to MTAHQ Funds | (328.4) | (588.6) | (575.2) | (587.8) | (589.7) | (613.7) |

| | | | | | | |
|-------------------------------|----------------|------------------|------------------|------------------|------------------|------------------|
| Net Receipts Available | \$218.6 | (\$575.8) | (\$555.2) | (\$568.5) | (\$568.1) | (\$595.9) |
|-------------------------------|----------------|------------------|------------------|------------------|------------------|------------------|

FOR-HIRE VEHICLE SURCHARGE and BUS LANE VIOLATIONS
February Financial Plan 2023 - 2026
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------------------------|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Accrual Basis | | | | | | |
| For-Hire Vehicle (FHV) Surcharge | | | | | | |
| Subway Action Plan Account | \$248.278 | \$300.000 | \$300.000 | \$300.000 | \$300.000 | \$300.000 |
| Less: Transfer to Committed to Capital for SAP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Outerborough Transportation Account (OBTA) | 0.000 | 41.401 | 50.000 | 50.000 | 50.000 | 50.000 |
| Less: OBTA Projects | 0.000 | (41.401) | (50.000) | (50.000) | (50.000) | (50.000) |
| General Transportation Account | <u>0.000</u> | <u>0.000</u> | <u>28.655</u> | <u>47.588</u> | <u>67.467</u> | <u>69.554</u> |
| | \$248.278 | \$300.000 | \$328.655 | \$347.588 | \$367.467 | \$369.554 |
| Bus Lane Violations (General Transportation Account) | \$4.433 | \$2.882 | \$2.882 | \$2.882 | \$2.882 | \$2.882 |
| Total FHV and Bus Lane Violations | \$252.711 | \$302.882 | \$331.537 | \$350.470 | \$370.349 | \$372.437 |
| Cash Basis | | | | | | |
| For-Hire Vehicle (FHV) Surcharge | | | | | | |
| Subway Action Plan Account | \$235.810 | \$300.000 | \$300.000 | \$300.000 | \$300.000 | \$300.000 |
| Less: Transfer to Committed to Capital for SAP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Outerborough Transportation Account (OBTA) | 0.000 | 41.401 | 50.000 | 50.000 | 50.000 | 50.000 |
| Less: OBTA Projects | 0.000 | (41.401) | (50.000) | (50.000) | (50.000) | (50.000) |
| General Transportation Account | <u>0.000</u> | <u>0.000</u> | <u>28.655</u> | <u>47.588</u> | <u>67.467</u> | <u>69.554</u> |
| | \$235.810 | \$300.000 | \$328.655 | \$347.588 | \$367.467 | \$369.554 |
| Bus Lane Violations (General Transportation Account) | \$4.433 | \$2.882 | \$2.882 | \$2.882 | \$2.882 | \$2.882 |
| Total FHV and Bus Lane Violations | \$240.243 | \$302.882 | \$331.537 | \$350.470 | \$370.349 | \$372.437 |
| Cash Flow Adjustments | | | | | | |
| For-Hire Vehicle (FHV) Surcharge | | | | | | |
| Subway Action Plan Account | \$12.468 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Less: Transfer to Committed to Capital for SAP | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Outerborough Transportation Account (OBTA) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Less: OBTA Projects | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| General Transportation Account | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> |
| | \$12.468 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Bus Lane Violations (General Transportation Account) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total FHV and Bus Lane Violations | \$12.468 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

CAPITAL PROGRAM FUNDING FROM LOCKBOX
February Financial Plan 2023 - 2026
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|------------------------------------------------------|------------------|---------------------------|---------------------------|--------------------|--------------------|------------------|
| Accrual Basis | | | | | | |
| Capital Program Funding from Lockbox Revenues | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.000 | \$0.000 | \$0.000 | \$750.000 | \$1,000.000 | \$1,000.000 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 374.487 | 495.187 | 311.673 | 320.587 | 332.770 | 335.665 |
| Internet Marketplace Tax - NYS | 173.625 | 152.636 | 154.163 | 155.704 | 157.261 | 158.834 |
| Internet Marketplace Tax - NYC | <u>171.275</u> | <u>172.988</u> | <u>174.718</u> | <u>176.465</u> | <u>178.229</u> | <u>180.012</u> |
| Subtotal: | 719.387 | 820.811 | 640.554 | 1,402.756 | 1,668.260 | 1,674.510 |
| Less: Debt Service on Lockbox Bonds | (2.349) | (13.417) | (130.607) | (175.589) | (440.722) | (816.367) |
| Less: Lockbox Allocated to PAYGO | <u>(714.689)</u> | <u>(809.710)</u> | <u>(509.947)</u> | <u>(1,227.167)</u> | <u>(1,227.538)</u> | <u>(858.144)</u> |
| | \$2.349 | (\$2.316) | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Cash Basis | | | | | | |
| Capital Program Funding from Lockbox Revenues | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.000 | \$0.000 | \$0.000 | \$750.000 | \$1,000.000 | \$1,000.000 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 374.487 | 495.187 | 311.673 | 320.587 | 332.770 | 335.665 |
| Internet Marketplace Tax - NYS | 173.625 | 152.636 | 154.163 | 155.704 | 157.261 | 158.834 |
| Internet Marketplace Tax - NYC | <u>171.275</u> | <u>172.988</u> | <u>174.718</u> | <u>176.465</u> | <u>178.229</u> | <u>180.012</u> |
| Subtotal: | 719.387 | 820.811 | 640.554 | 1,402.756 | 1,668.260 | 1,674.510 |
| Less: Debt Service on Lockbox Bonds | (2.349) | (13.417) | (130.607) | (175.589) | (440.722) | (816.367) |
| Less: Lockbox Allocated to PAYGO | <u>(714.689)</u> | <u>(809.710)</u> | <u>(509.947)</u> | <u>(1,227.167)</u> | <u>(1,227.538)</u> | <u>(858.144)</u> |
| | \$2.349 | (\$2.316) | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Cash Flow Adjustments | | | | | | |
| Capital Program Funding from Lockbox Revenues | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Internet Marketplace Tax - NYS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Internet Marketplace Tax - NYC | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> |
| Subtotal: | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Less: Debt Service on Lockbox Bonds | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Less: Lockbox Allocated to PAYGO | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> |
| | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION
February Financial Plan 2023 - 2026

Cash Basis
(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$1,527.2 | \$1,778.4 | \$1,891.4 | \$1,891.4 | \$1,891.4 | \$1,891.4 |
| Petroleum Business Tax (PBT) | 496.9 | 500.3 | 519.1 | 519.9 | 519.9 | 519.9 |
| Urban Tax | <u>429.3</u> | <u>729.1</u> | <u>500.1</u> | <u>537.1</u> | <u>576.8</u> | <u>592.6</u> |
| | \$2,453.4 | \$3,007.8 | \$2,910.6 | \$2,948.3 | \$2,988.1 | \$3,003.9 |
| PMT and MTA Aid | | | | | | |
| Payroll Mobility Tax (PMT) | \$1,667.7 | \$1,138.6 | \$946.6 | \$285.5 | \$371.6 | \$622.4 |
| Payroll Mobility Tax Replacement Funds | 205.2 | 171.0 | 171.0 | 171.0 | 171.0 | 171.0 |
| MTA Aid | <u>184.3</u> | <u>181.3</u> | <u>197.9</u> | <u>198.1</u> | <u>198.2</u> | <u>198.3</u> |
| | \$2,057.2 | \$1,490.8 | \$1,315.5 | \$654.5 | \$740.8 | \$991.7 |
| For-Hire Vehicle (FHV) Surcharge: | | | | | | |
| Subway Action Plan Account | 235.8 | 300.0 | 300.0 | 300.0 | 300.0 | 300.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 41.4 | 50.0 | 50.0 | 50.0 | 50.0 |
| Less: OBTA Projects | 0.0 | (41.4) | (50.0) | (50.0) | (50.0) | (50.0) |
| General Transportation Account | <u>0.0</u> | <u>0.0</u> | <u>20.1</u> | <u>33.3</u> | <u>47.2</u> | <u>48.7</u> |
| | \$235.8 | \$300.0 | \$320.1 | \$333.3 | \$347.2 | \$348.7 |
| Bus Lane Violations (General Transportation Account) | \$4.4 | \$2.9 | \$2.9 | \$2.9 | \$2.9 | \$2.9 |
| Capital Program Funding from Lockbox Revenues: | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | \$0.0 | \$600.0 | \$800.0 | \$800.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 299.6 | 396.1 | 249.3 | 256.5 | 266.2 | 268.5 |
| Internet Marketplace Tax - NYS | 138.9 | 122.1 | 123.3 | 124.6 | 125.8 | 127.1 |
| Internet Marketplace Tax - NYC | <u>137.0</u> | <u>138.4</u> | <u>139.8</u> | <u>141.2</u> | <u>142.6</u> | <u>144.0</u> |
| Subtotal: | 575.5 | 656.6 | 512.4 | 1,122.2 | 1,334.6 | 1,339.6 |
| Less: Debt Service on Lockbox Bonds | (1.9) | (10.7) | (104.5) | (140.5) | (352.6) | (653.1) |
| Less: Lockbox Allocated to PAYGO | <u>(571.8)</u> | <u>(647.8)</u> | <u>(408.0)</u> | <u>(981.7)</u> | <u>(982.0)</u> | <u>(686.5)</u> |
| | \$1.9 | (\$1.9) | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | | |
| State Operating Assistance | \$189.7 | \$158.1 | \$158.1 | \$158.1 | \$158.1 | \$158.1 |
| Local Operating Assistance | <u>158.1</u> | <u>158.1</u> | <u>158.1</u> | <u>158.1</u> | <u>158.1</u> | <u>158.1</u> |
| | \$347.8 | \$316.2 | \$316.2 | \$316.2 | \$316.2 | \$316.2 |
| Investment Income | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Other Subsidy Adjustments | | | | | | |
| NYCT Charge Back of MTA Bus Debt Service | (\$11.5) | (\$11.5) | (\$11.5) | (\$11.5) | (\$11.5) | (\$11.5) |
| Forward Energy Contracts Program - Gain/(Loss) | 10.1 | 43.6 | 13.2 | 0.0 | 0.0 | 0.0 |
| Fuel Hedge Collateral | (27.2) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Committed to Capital Program Contributions | (446.8) | (185.4) | (181.8) | (178.6) | (175.6) | (172.7) |
| Local Subsidy Available Due to Federal COVID Funding | <u>0.0</u> | <u>591.9</u> | <u>1,361.1</u> | <u>687.3</u> | <u>783.7</u> | <u>495.5</u> |
| | (\$475.5) | \$438.6 | \$1,181.0 | \$497.2 | \$596.6 | \$311.3 |
| Subtotal: Taxes & State and Local Subsidies | \$4,625.2 | \$5,554.6 | \$6,046.5 | \$4,752.6 | \$4,992.0 | \$4,974.9 |
| Inter-agency Subsidy Transactions | | | | | | |
| B&T Operating Surplus Transfer | <u>\$408.7</u> | <u>\$538.2</u> | <u>\$433.6</u> | <u>\$430.3</u> | <u>\$392.1</u> | <u>\$368.8</u> |
| | \$408.7 | \$538.2 | \$433.6 | \$430.3 | \$392.1 | \$368.8 |
| TOTAL SUBSIDIES | \$5,033.9 | \$6,092.8 | \$6,480.1 | \$5,182.9 | \$5,384.1 | \$5,343.7 |

MTA COMMUTER RAILROADS SUBSIDY ALLOCATION

February Financial Plan 2023 - 2026

Cash Basis

(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$714.8 | \$816.2 | \$865.2 | \$865.2 | \$865.2 | \$865.2 |
| Petroleum Business Tax (PBT) | 87.7 | 88.3 | 91.6 | 91.7 | 91.7 | 91.7 |
| Mortgage Recording Tax (MRT) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MRT Adjustments | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> |
| | \$802.4 | \$904.5 | \$956.8 | \$957.0 | \$957.0 | \$957.0 |
| PMT and MTA Aid | | | | | | |
| Payroll Mobility Tax (PMT) | \$0.0 | \$67.3 | \$284.0 | \$975.8 | \$934.6 | \$698.3 |
| Payroll Mobility Tax Replacement Funds | 87.9 | 73.3 | 73.3 | 73.3 | 73.3 | 73.3 |
| MTA Aid | <u>79.0</u> | <u>77.7</u> | <u>84.8</u> | <u>84.9</u> | <u>84.9</u> | <u>85.0</u> |
| | \$166.9 | \$218.2 | \$442.1 | \$1,134.0 | \$1,092.8 | \$856.6 |
| For-Hire Vehicle (FHV) Surcharge | | | | | | |
| Subway Action Plan Account | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Less: OBTA Projects | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| General Transportation Account | <u>0.0</u> | <u>0.0</u> | <u>8.6</u> | <u>14.3</u> | <u>20.2</u> | <u>20.9</u> |
| | \$0.0 | \$0.0 | \$8.6 | \$14.3 | \$20.2 | \$20.9 |
| Bus Lane Violations (General Transportation Account) | | | | | | |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Capital Program Funding from Lockbox Revenues | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | \$0.0 | \$150.0 | \$200.0 | \$200.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 74.9 | 99.0 | 62.3 | 64.1 | 66.6 | 67.1 |
| Internet Marketplace Tax - NYS | 34.7 | 30.5 | 30.8 | 31.1 | 31.5 | 31.8 |
| Internet Marketplace Tax - NYC | <u>34.3</u> | <u>34.6</u> | <u>34.9</u> | <u>35.3</u> | <u>35.6</u> | <u>36.0</u> |
| Subtotal: | 143.9 | 164.2 | 128.1 | 280.6 | 333.7 | 334.9 |
| Less: Debt Service on Lockbox Bonds | (0.5) | (2.7) | (26.1) | (35.1) | (88.1) | (163.3) |
| Less: Lockbox Allocated to PAYGO | <u>(142.9)</u> | <u>(161.9)</u> | <u>(102.0)</u> | <u>(245.4)</u> | <u>(245.5)</u> | <u>(171.6)</u> |
| | \$0.5 | (\$0.5) | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | | |
| State Operating Assistance | \$35.1 | \$29.3 | \$29.3 | \$29.3 | \$29.3 | \$29.3 |
| Local Operating Assistance | 26.2 | 34.8 | 29.3 | 29.3 | 29.3 | 29.3 |
| Station Maintenance | <u>178.5</u> | <u>190.7</u> | <u>199.9</u> | <u>203.7</u> | <u>207.6</u> | <u>212.2</u> |
| | \$239.9 | \$254.7 | \$258.4 | \$262.2 | \$266.1 | \$270.7 |
| Investment Income | | | | | | |
| | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Other Subsidy Adjustments | | | | | | |
| Forward Energy Contracts Program - Gain/(Loss) | \$4.3 | \$18.7 | \$5.7 | \$0.0 | \$0.0 | \$0.0 |
| Fuel Hedge Collateral | (12.8) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interagency Loan | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Committed to Capital Program Contributions | 79.5 | 65.2 | 67.7 | 69.8 | 71.8 | 73.7 |
| Drawdown of OPEB Trust Proceeds | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Local Subsidy Available Due to Federal COVID Funding | <u>0.0</u> | <u>184.5</u> | <u>424.4</u> | <u>214.3</u> | <u>244.3</u> | <u>154.5</u> |
| | \$71.0 | \$268.4 | \$497.7 | \$284.0 | \$316.1 | \$228.2 |
| Subtotal: Taxes & State and Local Subsidies | | | | | | |
| | \$1,280.9 | \$1,645.5 | \$2,163.7 | \$2,651.6 | \$2,652.3 | \$2,333.4 |
| Other Funding Agreements | | | | | | |
| CDOT Subsidy for Metro-North Railroad | <u>\$312.8</u> | <u>\$254.4</u> | <u>\$267.0</u> | <u>\$281.7</u> | <u>\$296.2</u> | <u>\$304.6</u> |
| | \$312.8 | \$254.4 | \$267.0 | \$281.7 | \$296.2 | \$304.6 |
| Subtotal, including Other Funding Agreements | | | | | | |
| | \$1,593.7 | \$1,899.9 | \$2,430.7 | \$2,933.3 | \$2,948.6 | \$2,638.0 |
| Inter-agency Subsidy Transactions | | | | | | |
| B&T Operating Surplus Transfer | <u>\$519.2</u> | <u>\$643.6</u> | <u>\$536.9</u> | <u>\$527.8</u> | <u>\$491.7</u> | <u>\$466.5</u> |
| | \$519.2 | \$643.6 | \$536.9 | \$527.8 | \$491.7 | \$466.5 |
| TOTAL SUBSIDIES | | | | | | |
| | \$2,112.9 | \$2,543.5 | \$2,967.6 | \$3,461.1 | \$3,440.3 | \$3,104.5 |

MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION

February Financial Plan 2023 - 2026

Cash Basis

(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|------------------------|------------------------------------|------------------------------------|---------------|---------------|---------------|
| MMTOA | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | <u>\$5.5</u> | <u>\$6.4</u> | <u>\$6.8</u> | <u>\$6.8</u> | <u>\$6.8</u> | <u>\$6.8</u> |
| | \$5.5 | \$6.4 | \$6.8 | \$6.8 | \$6.8 | \$6.8 |
| State and Local Subsidies | | | | | | |
| State Operating Assistance | \$0.7 | \$0.6 | \$0.6 | \$0.6 | \$0.6 | \$0.6 |
| Local Operating Assistance | <u>0.6</u> | <u>0.6</u> | <u>0.6</u> | <u>0.6</u> | <u>0.6</u> | <u>0.6</u> |
| | \$1.2 | \$1.1 | \$1.1 | \$1.1 | \$1.1 | \$1.1 |
| Subtotal: Taxes & State and Local Subsidies | \$6.7 | \$7.5 | \$7.9 | \$7.9 | \$7.9 | \$7.9 |
| Other Funding Agreements | | | | | | |
| City Subsidy for Staten Island Railway | <u>\$18.6</u> | <u>\$24.4</u> | <u>\$52.7</u> | <u>\$59.5</u> | <u>\$53.7</u> | <u>\$77.9</u> |
| | \$18.6 | \$24.4 | \$52.7 | \$59.5 | \$53.7 | \$77.9 |
| TOTAL SUBSIDIES | \$25.3 | \$31.9 | \$60.6 | \$67.4 | \$61.6 | \$85.8 |

MTA HEADQUARTERS SUBSIDY ALLOCATION

February Financial Plan 2023 - 2026

Cash Basis

(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-----------------------------------------------------------------|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Net Funding Required for MTA Headquarters | (\$738.7) | (\$1,033.4) | (\$980.6) | (\$1,004.4) | (\$1,024.1) | (\$1,055.1) |
| <u>Mortgage Recording Tax -1</u> | | | | | | |
| <i>MRT-1 Gross Receipts</i> | \$410.3 | \$439.8 | \$400.3 | \$411.7 | \$429.3 | \$436.4 |
| <i>Adjustments to MRT -1</i> | | | | | | |
| <i>Diversion of MRT to Suburban Highway</i> | <u>\$0.0</u> | <u>\$0.0</u> | <u>\$0.0</u> | <u>\$0.0</u> | <u>\$0.0</u> | <u>\$0.0</u> |
| <i>Total Adjustments to MRT-1</i> | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total MRT-1 Available to Fund MTA HQ | \$410.3 | \$439.8 | \$400.3 | \$411.7 | \$429.3 | \$436.4 |
| Remaining Requirement to Fund MTA HQ, after MRT-1 | (\$328.4) | (\$593.6) | (\$580.3) | (\$592.8) | (\$594.7) | (\$618.7) |
| <u>Mortgage Recording Tax -2</u> | | | | | | |
| <i>MRT-2 Gross Receipts</i> | \$237.3 | \$229.7 | \$232.7 | \$237.3 | \$245.3 | \$248.4 |
| <i>Adjustments to MRT - 2</i> | | | | | | |
| <i>Funding of General Reserve</i> | \$335.0 | (\$185.0) | (\$190.0) | (\$195.0) | (\$200.0) | (\$205.0) |
| <i>MTA Bus Debt Service</i> | (12.3) | (12.3) | (12.3) | (12.3) | (12.6) | (14.5) |
| <i>Reimburse Agency Security Costs</i> | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| <i>MRT Transfer To Suburban Counties</i> | (13.3) | (20.9) | (11.6) | (12.0) | (12.4) | (12.4) |
| <i>Interest on MRT Receipts</i> | <u>0.3</u> | <u>6.2</u> | <u>6.2</u> | <u>6.2</u> | <u>6.2</u> | <u>6.2</u> |
| <i>Total Adjustments to MRT-2</i> | \$309.6 | (\$211.9) | (\$207.6) | (\$213.0) | (\$218.7) | (\$225.6) |
| Total MRT-2 Available to Fund MTAHQ | \$547.0 | \$17.8 | \$25.0 | \$24.3 | \$26.6 | \$22.7 |
| Remaining Requirement to Fund MTA HQ, after MRT-2 | \$218.6 | (\$575.8) | (\$555.2) | (\$568.5) | (\$568.1) | (\$595.9) |
| Payroll Mobility Tax for Fund Unallocated MRT-2 Receipts | \$0.0 | \$575.8 | \$555.2 | \$568.5 | \$568.1 | \$595.9 |

MTA BUS COMPANY SUBSIDY ALLOCATION

February Financial Plan 2023 - 2026

Cash Basis

(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------|------------------------|------------------------------------|------------------------------------|----------------|----------------|----------------|
| <u>Other Funding Agreements</u> | | | | | | |
| City Subsidy for MTA Bus Company | \$455.3 | \$521.5 | \$516.0 | \$516.0 | \$775.5 | \$814.9 |
| TOTAL SUBSIDIES | \$455.3 | \$521.5 | \$516.0 | \$516.0 | \$775.5 | \$814.9 |

MTA BRIDGES AND TUNNELS
February Financial Plan 2023 - 2026
Surplus Transfer
(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|--------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Net Surplus/(Deficit) | \$1,747.445 | \$1,808.640 | \$1,767.129 | \$1,763.276 | \$1,745.997 | \$1,733.235 |
| <u>Deductions from Net Operating Income:</u> | | | | | | |
| Capitalized Assets | \$7.976 | \$17.017 | \$27.431 | \$22.309 | \$23.014 | \$23.532 |
| Reserves and Prepaid Expenses | (0.609) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB Reserves | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Adjusted Net Income/(Deficit) | \$1,740.078 | \$1,791.624 | \$1,739.697 | \$1,740.967 | \$1,722.982 | \$1,709.703 |
| Less: Debt Service | \$689.072 | \$688.995 | \$782.555 | \$781.337 | \$846.185 | \$877.654 |
| Less: Contribution to the Capital Program | 13.878 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Net Income Available for Transfer to MTA and NYCT | \$1,037.129 | \$1,102.629 | \$957.142 | \$959.630 | \$876.797 | \$832.049 |
| <u>Distributable Income</u> | | | | | | |
| <u>Distribution of Funds to MTA:</u> | | | | | | |
| Accrued Current Year Allocation | \$573.208 | \$599.032 | \$529.944 | \$527.602 | \$487.730 | \$464.163 |
| Investment Income in the Current Year | 0.094 | 1.376 | 1.240 | 1.240 | 1.240 | 1.240 |
| Accrued Distribution to MTA | \$573.302 | \$600.409 | \$531.184 | \$528.842 | \$488.970 | \$465.403 |
| <u>Distribution of Funds to NYCT:</u> | | | | | | |
| First \$24 million reserved for NYCT | \$24.000 | \$24.000 | \$24.000 | \$24.000 | \$24.000 | \$24.000 |
| Additional Accrued Current Year Allocation | 439.826 | 478.220 | 401.958 | 406.788 | 363.827 | 342.647 |
| Accrued Distribution to NYCT | \$463.826 | \$502.220 | \$425.958 | \$430.788 | \$387.827 | \$366.647 |
| Total Distributable Income: | \$1,037.129 | \$1,102.629 | \$957.142 | \$959.630 | \$876.797 | \$832.049 |
| <u>Cash Transfers</u> | | | | | | |
| <u>Actual Cash Transfer to MTA and NYCT:</u> | | | | | | |
| From Current Year Surplus | \$519.226 | \$643.560 | \$536.852 | \$527.836 | \$491.717 | \$466.519 |
| Investment Income from Prior Year | 0.763 | 0.094 | 1.376 | 1.240 | 1.240 | 1.240 |
| Cash Transfer to MTA | \$519.990 | \$643.654 | \$538.229 | \$529.076 | \$492.958 | \$467.759 |
| Cash Transfer to NYCT | \$408.746 | \$538.171 | \$433.585 | \$430.305 | \$392.123 | \$368.765 |
| Total Cash Transfer: | \$928.736 | \$1,181.825 | \$971.814 | \$959.381 | \$885.081 | \$836.524 |

MTA BRIDGES AND TUNNELS
February Financial Plan 2023 - 2026
Surplus Transfer
(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------|------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| <u>Debt Service Detail By Agency:</u> | | | | | | |
| B&T Own Purpose Debt Service | \$336.054 | \$362.133 | \$434.132 | \$452.961 | \$510.051 | \$550.080 |
| NYCT Transportation Debt Service | 243.200 | 223.837 | 238.205 | 224.594 | 230.019 | 224.545 |
| MTA Transportation Debt Service | 109.818 | 103.025 | 110.219 | 103.781 | 106.116 | 103.029 |
| Total Debt Service by Agency | \$689.072 | \$688.995 | \$782.555 | \$781.337 | \$846.185 | \$877.654 |

| | | | | | | |
|------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| <u>Total Accrued Amount for Transfer to MTA and NYCT:</u> | | | | | | |
| Total Adjusted Net Income Available for Transfer | \$1,726.106 | \$1,790.247 | \$1,738.457 | \$1,739.726 | \$1,721.742 | \$1,708.463 |
| Less: B&T Total Debt Service | (336.054) | (362.133) | (434.132) | (452.961) | (510.051) | (550.080) |
| Less: first \$24 million reserved for NYCT | (24.000) | (24.000) | (24.000) | (24.000) | (24.000) | (24.000) |
| Total Accrued Amount for Transfer | \$1,366.052 | \$1,404.114 | \$1,280.326 | \$1,262.765 | \$1,187.691 | \$1,134.383 |

| | | | | | | |
|-----------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <u>Calculation of Actual Cash Transfer to MTA:</u> | | | | | | |
| <u>Distribution of Funds to MTA</u> | | | | | | |
| Fifty Percent of Total Accrued Amount for Transfer | \$683.026 | \$702.057 | \$640.163 | \$631.382 | \$593.846 | \$567.192 |
| Less: MTA Total Debt Service | (109.818) | (103.025) | (110.219) | (103.781) | (106.116) | (103.029) |
| Accrued Distribution to MTA | \$573.208 | \$599.032 | \$529.944 | \$527.602 | \$487.730 | \$464.163 |
| Investment Income in Current Year | 0.094 | 1.376 | 1.240 | 1.240 | 1.240 | 1.240 |
| Accrued Distribution to MTA with Investment Income | \$573.302 | \$600.409 | \$531.184 | \$528.842 | \$488.970 | \$465.403 |

| | | | | | | |
|-------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <u>Cash Conversion of MTA's Accrued Amount</u> | | | | | | |
| Current Year Amount | \$468.776 | \$539.128 | \$476.949 | \$474.841 | \$438.957 | \$417.746 |
| Balance of Prior Year | 50.450 | 104.432 | 59.903 | 52.994 | 52.760 | 48.773 |
| Cash Transfer to MTA | \$519.226 | \$643.560 | \$536.852 | \$527.836 | \$491.717 | \$466.519 |
| Investment Income from Prior Year | 0.763 | 0.094 | 1.376 | 1.240 | 1.240 | 1.240 |
| Cash Transfer to MTA with Investment Income | \$519.990 | \$643.654 | \$538.229 | \$529.076 | \$492.958 | \$467.759 |

| | | | | | | |
|-------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <u>Calculation of Accrual Cash Transfer to NYCT:</u> | | | | | | |
| <u>Distribution of Funds to NYCT</u> | | | | | | |
| Fifty Percent of Total Accrued Amount for Transfer | \$683.026 | \$702.057 | \$640.163 | \$631.382 | \$593.846 | \$567.192 |
| Less: NYCT Total Debt Service | (243.200) | (223.837) | (238.205) | (224.594) | (230.019) | (224.545) |
| Plus: first \$24 million reserved for NYCT | 24.000 | 24.000 | 24.000 | 24.000 | 24.000 | 24.000 |
| Accrued Distribution to NYCT | \$463.826 | \$502.220 | \$425.958 | \$430.788 | \$387.827 | \$366.647 |

| | | | | | | |
|--------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <u>Cash Conversion of NYCT's Accrued Amount</u> | | | | | | |
| Current Year Amount | \$377.652 | \$451.997 | \$383.363 | \$387.709 | \$349.044 | \$329.982 |
| Balance of Prior Year | 31.093 | 86.174 | 50.222 | 42.596 | 43.079 | 38.783 |
| Cash Transfer to NYCT | \$408.746 | \$538.171 | \$433.585 | \$430.305 | \$392.123 | \$368.765 |

STATEN ISLAND RAILWAY
February Financial Plan 2023 - 2026
Summary
(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------------|-----------------|---------------------------|---------------------------|-----------------|-----------------|-----------------|
| <u>Revenue Summary:</u> | | | | | | |
| Farebox Revenue | \$2.4 | \$3.5 | \$4.5 | \$4.9 | \$5.0 | \$5.2 |
| Other Revenue | 32.1 | 57.7 | 2.2 | 2.0 | 1.9 | 1.9 |
| State/City Subsidies | 6.6 | 7.5 | 7.9 | 7.9 | 7.9 | 7.9 |
| Total Revenues | \$41.1 | \$68.6 | \$14.6 | \$14.8 | \$14.8 | \$14.9 |
| <u>Non-Reimbursable Expense Summary:</u> | | | | | | |
| Labor Expenses | \$49.9 | \$55.0 | \$57.7 | \$57.6 | \$60.1 | \$60.1 |
| Non-Labor Expenses | 11.7 | 19.0 | 21.1 | 15.9 | 16.5 | 16.5 |
| Depreciation | 11.5 | 12.0 | 17.5 | 17.5 | 17.5 | 17.5 |
| OPEB Liability Adjustment | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASB 68 Pension Expense Adjustment | 1.4 | 0.5 | 0.9 | (0.6) | 0.6 | (0.3) |
| GASB 75 OPEB Expense Adjustment | 3.5 | 1.8 | 1.8 | 1.9 | 1.9 | 2.1 |
| GASB 87 Lease Adjustment | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Environmental Remediation | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Non-Reimbursable Expenses | \$78.7 | \$88.3 | \$98.9 | \$92.4 | \$96.5 | \$95.9 |
| Total Net Revenue/(Deficit) | (\$37.6) | (\$19.6) | (\$84.3) | (\$77.6) | (\$81.7) | (\$81.0) |
| <u>Cash Adjustment Summary:</u> | | | | | | |
| Operating Cash Adjustments | \$13.9 | (\$25.7) | \$40.3 | \$39.1 | \$20.6 | \$21.2 |
| Contribution to GASB Fund | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Subsidy Cash Adjustments (Other than SIRTOA Recovery) | \$0.1 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total Cash Adjustments | \$14.0 | (\$25.7) | \$40.3 | \$39.1 | \$20.6 | \$21.2 |
| Gross Cash Balance | (\$23.6) | (\$45.3) | (\$44.0) | (\$38.5) | (\$61.2) | (\$59.7) |
| <u>Other Adjustments:</u> | | | | | | |
| Debt Service Expenses | (\$0.9) | (\$7.3) | (\$15.5) | (\$15.2) | (\$16.8) | (\$16.3) |
| Non-Billable Debt Service (2020-24 Capital Program) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Billable Debt Service | (\$0.9) | (\$7.3) | (\$15.5) | (\$15.2) | (\$16.8) | (\$16.3) |
| Total Billable Adjusted Cash Balance after Debt Service | (\$24.4) | (\$52.7) | (\$59.5) | (\$53.7) | (\$77.9) | (\$76.0) |
| <u>City Subsidy Summary:</u> | | | | | | |
| Cash Balance Due from the City of New York | (\$24.4) | (\$52.7) | (\$59.5) | (\$53.7) | (\$77.9) | (\$76.0) |
| Cash Subsidy Received from City of New York | <u>18.6</u> | <u>24.4</u> | <u>52.7</u> | <u>59.5</u> | <u>53.7</u> | <u>77.9</u> |
| Subsidy Cash Timing | (\$5.8) | (\$28.2) | (\$6.9) | \$5.8 | (\$24.2) | \$1.9 |
| Net Cash Balance from Previous Year | (18.6) | (24.4) | (52.7) | (59.5) | (53.7) | (77.9) |
| Net Cash Surplus/(Deficit) | (\$24.4) | (\$52.7) | (\$59.5) | (\$53.7) | (\$77.9) | (\$76.0) |

MTA BUS COMPANY
February Financial Plan 2023 - 2026
Summary
(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------------|------------------|---------------------------|---------------------------|------------------|--------------------|--------------------|
| <u>Revenue Summary:</u> | | | | | | |
| Farebox Revenue | \$140.2 | \$156.3 | \$170.7 | \$172.3 | \$178.0 | \$184.1 |
| Other Revenue | 315.1 | 567.2 | 19.9 | 21.5 | 22.9 | 23.0 |
| Total Revenues | \$455.3 | \$723.5 | \$190.6 | \$193.9 | \$200.9 | \$207.1 |
| <u>Non-Reimbursable Expense Summary:</u> | | | | | | |
| Labor Expenses | \$635.0 | \$678.0 | \$690.6 | \$707.3 | \$722.9 | \$739.2 |
| Non-Labor Expenses | 169.3 | 286.9 | 285.8 | 285.2 | 289.8 | 293.3 |
| Depreciation | 47.1 | 56.2 | 56.2 | 56.2 | 56.2 | 56.2 |
| OPEB Liability Adjustment | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASB 68 Pension Expense Adjustment | (10.4) | 45.6 | 54.0 | 40.1 | 49.8 | 49.4 |
| GASB 75 OPEB Expense Adjustment | 40.1 | 80.0 | 89.6 | 92.4 | 95.4 | 98.5 |
| GASB 87 Lease Adjustment | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Environmental Remediation | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Non-Reimbursable Expenses | \$881.0 | \$1,146.7 | \$1,176.2 | \$1,181.2 | \$1,214.0 | \$1,236.6 |
| Total Net Revenue/(Deficit) | (\$425.8) | (\$423.2) | (\$985.6) | (\$987.3) | (\$1,013.1) | (\$1,029.4) |
| <u>Cash Adjustment Summary:</u> | | | | | | |
| Operating Cash Adjustments | \$69.3 | (\$296.1) | \$486.5 | \$498.2 | \$305.7 | \$262.7 |
| Contribution to GASB Fund | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) |
| Total Cash Adjustments | \$69.3 | (\$296.1) | \$486.5 | \$498.2 | \$305.7 | \$262.7 |
| Gross Cash Balance | (\$356.5) | (\$719.2) | (\$499.0) | (\$489.1) | (\$707.4) | (\$766.8) |
| <u>Other Adjustments:</u> | | | | | | |
| Non-Billable GASB Cash Adjustments | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| <i>Debt Service Expenses</i> | (2.6) | (14.6) | (37.6) | (32.5) | (33.8) | (31.9) |
| <i>Non-Billable Debt Service (2005-09 Capital Program)</i> | 0.4 | 12.4 | 18.4 | 18.3 | 18.3 | 18.3 |
| <i>Non-Billable Debt Service (2020-24 Capital Program)</i> | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Billable Debt Service | (\$2.2) | (\$2.2) | (\$19.2) | (\$14.2) | (\$15.5) | (\$13.6) |
| Total Billable Adjusted Cash Balance after Debt Service | (\$358.7) | (\$721.5) | (\$518.2) | (\$503.4) | (\$723.0) | (\$780.4) |
| <u>City Subsidy Summary:</u> | | | | | | |
| Cash Balance Due from the City of New York | \$358.7 | \$721.5 | \$518.2 | \$503.4 | \$723.0 | \$780.4 |
| Cash Subsidy Received from City of New York | 455.3 | 521.5 | 516.0 | 516.0 | 775.5 | 814.9 |
| Subsidy Cash Timing | \$96.6 | (\$199.9) | (\$2.2) | \$12.6 | \$52.5 | \$34.5 |
| <i>Net Cash Balance from Previous Year</i> | (8.8) | 87.8 | (112.1) | (114.4) | (101.7) | (49.2) |
| Net Cash Surplus/(Deficit) | \$87.8 | (\$112.1) | (\$114.4) | (\$101.7) | (\$49.2) | (\$14.7) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023-2026
Paratransit Operations
(\$ in thousands)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------------|---------------------|---------------------------|---------------------------|---------------------|---------------------|---------------------|
| ADA Trips: | 5,609,080 | 6,580,225 | 8,057,824 | 8,460,715 | 8,883,751 | 9,327,938 |
| <i>Pct Change from Previous Year</i> | 5.1% | 17.3% | 22.5% | 5.0% | 5.0% | 5.0% |
| Revenue: | | | | | | |
| Fares | \$ 15,231 | \$ 18,923 | \$ 23,426 | \$ 24,598 | \$ 25,827 | \$ 27,119 |
| Urban Tax | 34,183 | 43,413 | 33,543 | 36,025 | 38,542 | 39,592 |
| <i>Sub-total</i> | <u>\$ 49,414</u> | <u>\$ 62,336</u> | <u>\$ 56,969</u> | <u>\$ 60,623</u> | <u>\$ 64,369</u> | <u>\$ 66,711</u> |
| City Reimbursements | 177,105 | 203,335 | 242,857 | 257,086 | 270,175 | 286,509 |
| Total Revenue | \$ 226,520 | \$ 265,672 | \$ 299,826 | \$ 317,709 | \$ 334,544 | \$ 353,220 |
| Expenses: | | | | | | |
| Operating Expenses: | | | | | | |
| Salaries & Benefits | \$ 20,243 | \$ 21,481 | \$ 27,792 | \$ 27,711 | \$ 27,711 | \$ 27,711 |
| <i>Salaries</i> | 14,656 | 15,109 | 19,678 | 19,621 | 19,621 | 19,621 |
| <i>Benefits</i> | 5,587 | 6,372 | 8,114 | 8,090 | 8,090 | 8,090 |
| Rental & Miscellaneous | 395,402 | 460,104 | 531,182 | 563,255 | 593,178 | 628,190 |
| Total Expenses | \$ 415,645 | \$ 481,585 | \$ 558,974 | \$ 590,966 | \$ 620,889 | \$ 655,901 |
| Net Paratransit Surplus/(Deficit) | \$ (189,125) | \$ (215,913) | \$ (259,148) | \$ (273,257) | \$ (286,345) | \$ (302,681) |
| Paratransit Details | | | | | | |
| Total Paratransit Reimbursement: | \$ 211,288 | \$ 246,749 | \$ 276,399 | \$ 293,111 | \$ 308,717 | \$ 326,101 |
| Urban Tax | \$ 34,183 | \$ 43,413 | \$ 33,543 | \$ 36,025 | \$ 38,542 | \$ 39,592 |
| City Reimbursements | 177,105 | 203,335 | 242,857 | 257,086 | 270,175 | 286,509 |
| Rental & Miscellaneous Expense: | | | | | | |
| <i>Paratransit Service Contracts</i> | | | | | | |
| Carrier Services | \$ 306,596 | \$ 362,735 | \$ 428,193 | \$ 457,998 | \$ 480,596 | \$ 514,395 |
| Command Center | 33,128 | 38,067 | 37,381 | 37,381 | 37,381 | 37,381 |
| Eligibility Certification | 2,027 | 2,926 | 3,963 | 3,963 | 3,963 | 3,963 |
| Other | 3,511 | 3,557 | 5,351 | 5,351 | 5,351 | 5,351 |
| Subtotal | \$ 345,263 | \$ 407,284 | \$ 474,888 | \$ 504,693 | \$ 527,291 | \$ 561,091 |
| <i>Other Than Personnel Service:</i> | | | | | | |
| Insurance | 31,419 | 31,272 | 32,001 | 35,063 | 38,979 | 42,948 |
| Fuel | 8,863 | 12,311 | 10,395 | 9,085 | 9,147 | 8,719 |
| Other | 8,187 | 7,732 | 12,293 | 12,849 | 16,196 | 13,868 |
| Subtotal | \$ 48,469 | \$ 51,315 | \$ 54,689 | \$ 56,997 | \$ 64,323 | \$ 65,534 |
| <i>Non-City Reimbursable OTPS:</i> | \$ 1,670 | \$ 1,505 | \$ 1,605 | \$ 1,565 | \$ 1,565 | \$ 1,565 |
| Total Rental & Miscellaneous Expense | \$ 395,402 | \$ 460,104 | \$ 531,182 | \$ 563,255 | \$ 593,178 | \$ 628,190 |
| Annual Growth in Total Expenses | 2.8% | 15.9% | 16.1% | 5.7% | 5.1% | 5.6% |
| Ridership | | | | | | |
| Registrant | 5,609,080 | 6,580,225 | 8,057,824 | 8,460,715 | 8,883,751 | 9,327,938 |
| Guest | 659,436 | 573,099 | 618,580 | 649,509 | 681,984 | 716,084 |
| Personal Care Attendant (PCA) | 1,544,375 | 2,090,208 | 2,241,813 | 2,353,904 | 2,471,599 | 2,595,179 |
| Total Ridership | 7,812,891 | 9,243,532 | 10,918,217 | 11,464,128 | 12,037,334 | 12,639,201 |
| Total Cost / Trip ^a | \$ 74.10 | \$ 73.19 | \$ 69.37 | \$ 69.85 | \$ 69.89 | \$ 70.32 |
| Total Cost / Ridership ^b | \$ 53.20 | \$ 52.10 | \$ 51.20 | \$ 51.55 | \$ 51.58 | \$ 51.89 |

Note:

^a Cost / Trip reflects cost per ADA registrant trip

^b Cost / Ridership reflects cost per ADA registrant, PCA and guest. Fare revenue is paid by registrants and guests.

Debt Service in the Financial Plan

The following tables include debt service projections for 2022 through 2026 in connection with approved Capital Programs.

Table 1 shows \$180 million of positive variance over the plan period for debt service expenses included in the operating budget. This is a result of:

- \$111 million of assumed investment income to be generated from the Payroll Mobility Tax 2020A BAN proceeds fund which was included as a below-the-line debt service offset in 2023 in November Financial Plan, and,
- \$69 million of assumed investment income to be generated from the Transportation Revenue Bond Debt Service fund.

As per **Table 3**, there is no variance to Lockbox Debt Service in February plan versus November plan.

| Table 1 – Debt Service Forecast – Net Impact to Operating Budget | | | |
|-------------------------------------------------------------------------|---------------------------------------|---------------------------------------|----------------------------------------------------|
| <i>(\$ in millions)</i> | | | |
| Year | November Plan Debt Service | February Plan Debt Service | Difference Favorable/ (Unfavorable) |
| 2022 | \$ 3,145 | \$3,145 | \$0 |
| 2023 | 3,210 | 3,085 | 126 |
| 2024 | 3,320 | 3,302 | 18 |
| 2025 | 3,464 | 3,445 | 18 |
| 2026 | 3,339 | 3,320 | 18 |
| Total 2022-2026 | \$ 16,478 | \$ 16,297 | \$180 |

Note: Totals may not add due to rounding.

| Table 2 – Forecasted Borrowing Schedule – Debt Secured and to be Paid by the Operating Budget | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------|--------------|-------------|-------------|
| | 2022 * | 2023 | 2024 | 2025 | 2026 |
| <i>(\$ in millions)</i> | | | | | |
| Payroll Mobility Tax (PMT) Issuance | | | | | |
| New Money Bonds (for 2015-19 and predecessor capital programs) | \$221 | 0 | 0 | 0 | 0 |
| Bonds to Retire BANs (TRB 2019F BAN**, TRB 2020A-1 BAN**, and PMT 2022A BAN) | \$200 | 800 | 966 | 0 | 0 |
| Bonds to be Issued | \$421 | 800 | 966 | 0 | 0 |
| TBTA New Money Bonds (Bridges & Tunnels) (for TBTA capital programs costs) | \$0 | 538 | 611 | 652 | 630 |
| TBTA 2nd Subordinate New Money BANs (for CBDTP infrastructure capital costs) | \$0 | 258 | 0 | 0 | 0 |
| Total Long-Term Bonds to be Issued | \$421 | 1,338 | 1,578 | 652 | 630 |
| * Excludes remarketings and refundings; excludes what has already been issued as of 9/19/22. | | | | | |
| ** Note TRB 2019F BAN was taken out by PMT 2022E-1 on 11/1/22. TRB 2020A-1 BAN was retired by PMT 2022B BAN on 12/15/22. | | | | | |
| Note that upcoming BAN and bond borrowing figures above represent par value. Since BANs and bonds may be issued with premium or discount, the total value of raised proceeds may differ from the values above. | | | | | |
| Excludes debt secured by Central Business District Tolling Program Lockbox. | | | | | |

Table 3 and Table 4 show debt and debt service for the Lockbox only.

| Table 3 – Debt Service Forecast – Debt Secured by Lockbox | | | | |
|------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------|----------------------------------------------------|--|
| <i>(\$ in millions)</i> | | | | |
| Year | November Plan Lockbox Debt Service | February Plan Lockbox Debt Service | Difference Favorable/ (Unfavorable) | |
| 2022 | \$ 16 | \$ 16 | \$ 0 | |
| 2023 | 131 | 131 | 0 | |
| 2024 | 176 | 176 | 0 | |
| 2025 | 441 | 441 | 0 | |
| 2026 | 816 | 816 | 0 | |
| Total 2022-2026 | \$1,579 | \$ 1,579 | \$ 0 | |

Note: Totals may not add due to rounding.

| Table 4 – Forecasted Borrowing Schedule – Debt Secured and to be Paid by the Lockbox | 2022 * | 2023 | 2024 | 2025 | 2026 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------|-------------|--------------|--------------|
| <i>(\$ in millions)</i> | | | | | |
| Total Long-Term Lockbox Bonds to be Issued | \$0 | 1,525 | 673 | 4,028 | 5,549 |
| * Excludes what has already been issued as of 9/19/22. | | | | | |
| Note that upcoming bond borrowing figures above represent par value. Since bonds may be issued with premium or discount, the total value of raised proceeds may differ from the values above. | | | | | |

| Forecasted Interest Rates | 2022 | 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|
| Assumed Fixed Rates | | | | | |
| Transportation Revenue Bonds | 5.20% | 5.20% | 5.39% | 5.53% | 5.80% |
| Triborough Bridge & Tunnel Authority (Bridges & Tunnels) Bonds | 4.75% | 4.75% | 4.94% | 5.08% | 5.35% |
| Triborough Bridge & Tunnel Authority 2nd Subordinate BANs | NA | 1.26% | NA | NA | NA |
| Payroll Mobility Tax Bonds | 4.75% | 4.75% | 4.94% | 5.08% | 5.35% |
| Bonds Secured by Lockbox | 4.75% | 4.75% | 4.94% | 5.08% | 5.35% |
| Assumed Variable Rates | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |

Debt Issuance Assumptions:

- All bonds to be issued assume 30-year level debt service with principal amortized over the life of the bonds, with the following exception: PMT Bonds for the MTA Bond funded portion of the 2020-24 capital program (\$8,037 million portion), which are 30-year bonds, amortized on a level debt service basis over 20 years, from year 11 to year 30.
- Fixed-rate estimates are derived from the September 13, 2022 Municipal Market Data High Grade – 3 year rates for BAN interest and 25-year interpolated rate for bond interest both adjusted for the projected increase through the plan period in the three-month US Treasury Bill (for BANs) and 10-year US Treasury Note (for bonds) as projected by the Congressional Budget Office, May 2022, 10-Year Economic Projections, and both further adjusted for a credit premium for each assumed credit issued based on recent market spreads.
- New bond and BAN issues use the fixed interest rate forecast at time of issuance using rates in above table.
- Cost of issuance is assumed to be 0.5% of the BAN par amount, and 2% of the bond par amount.
- All bonds issued to finance TBTA capital projects are assumed to be issued under the TBTA (Bridges & Tunnels) General Revenue Resolution.
- The Build America Bonds subsidy has been reduced by 5.7% annually through 9/30/2030 reflecting the sequester reduction for payments to issuers of direct-pay bonds.
- An additional debt service expense of \$8 million is added for interest associated with liquidity facilities in the remainder of 2022, and \$10 million annually in 2023 and thereafter.
- Assumes investment income to offset debt service of \$126 million in 2023, and \$18 million per year in years 2024-2026.

Note: Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Total Budgeted Debt Service
(\$ in millions)

| | ACTUAL | | | | | | FORECAST | | | | | |
|--------------------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------|--|------|--|------|--|
| | 2021 | | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| By Agency or Group: | | | | | | | | | | | | |
| <i>New York City Transit:</i> | | | | | | | | | | | | |
| Budgeted Gross Debt Service for Existing Transportation Revenue Bonds | \$999.154 | \$1,043.331 | \$949.845 | \$1,016.040 | \$993.183 | \$904.798 | | | | | | |
| Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs | 0.000 | 5.092 | 6.724 | 6.724 | 6.724 | 6.724 | | | | | | |
| Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds | 335.368 | 422.616 | 292.747 | 357.939 | 353.659 | 347.850 | | | | | | |
| Debt Service on Additional Dedicated Tax Fund Bonds | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | |
| Budgeted Gross Debt Service for Existing Payroll Mobility Tax Bonds | 12.077 | 82.001 | 190.314 | 113.160 | 146.175 | 147.894 | | | | | | |
| Debt Service on Additional PMT Bonds | 0.000 | 2.133 | 39.543 | 58.325 | 78.985 | 78.128 | | | | | | |
| 2 Broadway Certificates of Participation - NYCT Share | 4.798 | 4.050 | 3.812 | 3.259 | 2.684 | 2.086 | | | | | | |
| Budgeted Gross Debt Service Supported by CBDTP Lockbox Revenues | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | |
| <i>Subtotal MTA Paid Debt Service</i> | <i>\$1,351.398</i> | <i>\$1,559.224</i> | <i>\$1,482.985</i> | <i>\$1,555.446</i> | <i>\$1,581.409</i> | <i>\$1,487.480</i> | | | | | | |
| Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds | \$195.222 | \$166.055 | \$180.198 | \$171.852 | \$178.391 | \$181.936 | | | | | | |
| Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds | 56.072 | 57.782 | 58.007 | 52.742 | 51.628 | 42.609 | | | | | | |
| <i>Subtotal B&T Paid Debt Service</i> | <i>\$251.295</i> | <i>\$223.837</i> | <i>\$238.205</i> | <i>\$224.594</i> | <i>\$230.019</i> | <i>\$224.545</i> | | | | | | |
| Total NYCT Debt Service | \$1,602.692 | \$1,783.061 | \$1,721.189 | \$1,780.040 | \$1,811.428 | \$1,712.025 | | | | | | |
| <i>Commuter Railroads:</i> | | | | | | | | | | | | |
| Budgeted Gross Debt Service for Existing Transportation Revenue Bonds | \$697.057 | \$736.806 | \$663.888 | \$710.154 | \$694.179 | \$632.402 | | | | | | |
| Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital | 0.000 | 2.017 | 2.663 | 2.663 | 2.663 | 2.663 | | | | | | |
| Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds | 79.145 | 77.804 | 62.302 | 76.176 | 75.265 | 74.029 | | | | | | |
| Debt Service on Additional Dedicated Tax Fund Bonds | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | |
| Budgeted Gross Debt Service for Existing Payroll Mobility Tax Bonds | 34.723 | 127.146 | 206.203 | 176.469 | 227.954 | 230.635 | | | | | | |
| Debt Service on Additional PMT Bonds | 0.000 | 1.601 | 28.483 | 41.527 | 55.967 | 55.368 | | | | | | |
| 2 Broadway Certificates of Participation - CRR Share | 1.467 | 1.237 | 1.164 | 0.995 | 0.819 | 0.637 | | | | | | |
| Budgeted Gross Debt Service Supported by CBDTP Lockbox Revenues | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | |
| <i>Subtotal MTA Paid Debt Service</i> | <i>\$812.392</i> | <i>\$946.611</i> | <i>\$964.702</i> | <i>\$1,007.984</i> | <i>\$1,056.847</i> | <i>\$995.734</i> | | | | | | |
| Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds | \$87.139 | \$73.981 | \$80.218 | \$76.503 | \$79.414 | \$80.992 | | | | | | |
| Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds | 25.651 | 29.043 | 30.001 | 27.278 | 26.702 | 22.037 | | | | | | |
| <i>Subtotal B&T Paid Debt Service</i> | <i>\$112.790</i> | <i>\$103.025</i> | <i>\$110.219</i> | <i>\$103.781</i> | <i>\$106.116</i> | <i>\$103.029</i> | | | | | | |
| Total CRR Debt Service | \$925.182 | \$1,049.635 | \$1,074.921 | \$1,111.765 | \$1,162.963 | \$1,098.763 | | | | | | |
| <i>Bridges and Tunnels:</i> | | | | | | | | | | | | |
| Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds | \$318.607 | \$353.512 | \$408.829 | \$389.894 | \$404.729 | \$412.772 | | | | | | |
| Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs | 0.000 | 0.000 | 5.084 | 38.538 | 78.606 | 120.893 | | | | | | |
| Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds | 20.387 | 16.472 | 15.068 | 13.701 | 13.411 | 11.068 | | | | | | |
| Debt Service on Additional TBTA 2nd Subordinate Debt | 0.000 | 0.000 | 12.886 | 18.511 | 20.921 | 12.886 | | | | | | |
| 2 Broadway Certificates of Participation - TBTA Share | 0.719 | 0.608 | 0.573 | 0.489 | 0.403 | 0.313 | | | | | | |
| Total B&T Debt Service | \$339.714 | \$370.592 | \$442.440 | \$461.133 | \$518.070 | \$557.933 | | | | | | |
| <i>MTA Bus:</i> | | | | | | | | | | | | |
| Budgeted Gross Debt Service for Existing Transportation Revenue Bonds | \$2.124 | \$9.914 | \$20.915 | \$22.372 | \$21.869 | \$19.923 | | | | | | |
| Debt Service on Additional TRB Supporting Approved Capital Programs | 0.000 | 0.429 | 0.567 | 0.567 | 0.567 | 0.567 | | | | | | |
| Budgeted Gross Debt Service for Existing Payroll Mobility Tax Bonds | 0.542 | 3.757 | 11.127 | 4.594 | 5.935 | 6.005 | | | | | | |
| Debt Service on Additional PMT Bonds | 0.000 | 0.593 | 5.048 | 5.050 | 5.505 | 5.486 | | | | | | |
| Budgeted Gross Debt Service Supported by CBDTP Lockbox Revenues | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | |
| Total MTA Bus Debt Service | \$2.666 | \$14.693 | \$37.656 | \$32.583 | \$33.875 | \$31.980 | | | | | | |
| <i>Staten Island Railway:</i> | | | | | | | | | | | | |
| Budgeted Gross Debt Service for Existing Transportation Revenue Bonds | \$0.283 | \$2.594 | \$6.071 | \$6.494 | \$6.348 | \$5.783 | | | | | | |
| Debt Service on Additional TRB Supporting Approved Capital Programs | 0.000 | 0.035 | 0.047 | 0.047 | 0.047 | 0.047 | | | | | | |
| Budgeted Gross Debt Service for Existing Payroll Mobility Tax Bonds | 0.577 | 4.242 | 5.810 | 5.304 | 6.851 | 6.932 | | | | | | |
| Debt Service on Additional PMT Bonds | 0.000 | 0.449 | 3.586 | 3.378 | 3.510 | 3.505 | | | | | | |
| Budgeted Gross Debt Service Supported by CBDTP Lockbox Revenues | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | |
| Total SIR Debt Service | \$0.860 | \$7.320 | \$15.513 | \$15.222 | \$16.755 | \$16.266 | | | | | | |
| Total MTA HQ Debt Service for 2 Broadway Certificates of Participation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | | | | | | |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Total Budgeted Debt Service
(\$ in millions)

| | ACTUAL | FORECAST | | | | |
|--------------------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
| MTA Summary: | | | | | | |
| Subtotal MTA Debt Service: | | | | | | |
| Budgeted Gross Debt Service for Existing Transportation Revenue Bonds | \$1,698.619 | \$1,792.645 | \$1,640.718 | \$1,755.060 | \$1,715.578 | \$1,562.905 |
| Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds | 414.513 | 500.419 | 355.049 | 434.115 | 428.924 | 421.879 |
| Budgeted Gross Debt Service for Existing Payroll Mobility Tax Bonds | 47.919 | 217.147 | 413.453 | 299.526 | 386.914 | 391.465 |
| Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds | 600.969 | 593.549 | 669.244 | 638.249 | 662.534 | 675.700 |
| Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds | 102.111 | 103.298 | 103.077 | 93.721 | 91.741 | 75.714 |
| 2 Broadway Certificates of Participation | 6.984 | 5.895 | 5.549 | 4.743 | 3.906 | 3.037 |
| Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs | 0.000 | 7.573 | 10.000 | 10.000 | 10.000 | 10.000 |
| Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Debt Service on Additional PMT Bonds | 0.000 | 4.776 | 76.659 | 108.280 | 143.967 | 142.487 |
| Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs | 0.000 | 0.000 | 5.084 | 38.538 | 78.606 | 120.893 |
| Debt Service on Additional TBTA 2nd Subordinate Debt | 0.000 | 0.000 | 12.886 | 18.511 | 20.921 | 12.886 |
| Budgeted Gross Debt Service Supported by CBDTP Lockbox Revenues | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Debt Service | \$2,871.114 | \$3,225.302 | \$3,291.720 | \$3,400.743 | \$3,543.091 | \$3,416.966 |
| Investment Income by Resolution: | | | | | | |
| Investment Income from Transportation Debt Service Fund | \$0.000 | \$0.000 | (\$14.573) | (\$18.323) | (\$18.323) | (\$18.323) |
| Investment Income for Dedicated Tax Fund Debt Service Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Investment Income from Payroll Mobility Tax Bond Debt Service Fund | 0.000 | 0.000 | (111.000) | 0.000 | 0.000 | 0.000 |
| Investment Income from TBTA (B&T) General Revenue Debt Service Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Investment Income from 2 Broadway Certificates of Participation Debt Service Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Investment Income | \$0.000 | \$0.000 | (\$125.573) | (\$18.323) | (\$18.323) | (\$18.323) |
| Total MTA Debt Service | | | | | | |
| Net Transportation Revenue Bonds Debt Service | \$1,698.619 | \$1,800.218 | \$1,636.145 | \$1,746.737 | \$1,707.255 | \$1,554.582 |
| Net Dedicated Tax Fund Bonds Debt Service | 414.513 | 500.419 | 355.049 | 434.115 | 428.924 | 421.879 |
| Net Dedicated Payroll Mobility Tax Bonds Debt Service | 47.919 | 221.923 | 379.112 | 407.807 | 530.882 | 533.951 |
| Net TBTA (B&T) General Revenue Bonds Debt Service | 600.969 | 593.549 | 674.328 | 676.787 | 741.139 | 796.593 |
| Net TBTA (B&T) Subordinate Revenue Bonds Debt Service | 102.111 | 103.298 | 103.077 | 93.721 | 91.741 | 75.714 |
| Debt Service on Additional TBTA 2nd Subordinate Debt | 0.000 | 0.000 | 12.886 | 18.511 | 20.921 | 12.886 |
| New 2 Broadway Certificates of Participation | 6.984 | 5.895 | 5.549 | 4.743 | 3.906 | 3.037 |
| Budgeted Gross Debt Service on Additional Bonds Supported by CBDTP Lockbox Revenues | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Build America Bonds Interest Subsidy - TRB | (49.112) | (48.504) | (47.519) | (46.607) | (45.985) | (45.297) |
| Build America Bonds Interest Subsidy - DTF | (26.105) | (23.318) | (25.851) | (25.627) | (25.386) | (25.128) |
| Build America Bonds Interest Subsidy - TBTA GR Bonds | (8.547) | (8.459) | (8.309) | (8.171) | (8.019) | (7.853) |
| Total MTA Wide Debt Service | \$2,787.351 | \$3,145.020 | \$3,084.467 | \$3,302.015 | \$3,445.378 | \$3,320.366 |

METROPOLITAN TRANSPORTATION AUTHORITY (including Triborough Bridge and Tunnel Authority)

Total Budgeted Annual Debt Service

All Issuance through 9/19/2022 (\$ in millions)

| Fiscal Year | Transportation Revenue Resolution | | | Dedicated Tax Fund Resolution | TBTA General Revenue Resolution | | | TBTA Subordinate Resolution | TBTA 2nd Subordinate Resolution | MTA Payroll Mobility Tax Resolution | | | TBTA Payroll Mobility Tax Resolution | | | MTA and TBTA Debt Service Secured by Operating Sources | | | | |
|-------------|-----------------------------------|----------|----------|-------------------------------|---------------------------------|----------|----------|-----------------------------|---------------------------------|-------------------------------------|----------|----------|--------------------------------------|----------|----------|--------------------------------------------------------|----------|---------------------------|----------|-------|
| | Existing DS * | Add'l DS | Combined | Existing DS | Existing DS | Add'l DS | Combined | Existing DS | Add'l DS | Existing DS ** | Add'l DS | Combined | Existing DS | Add'l DS | Combined | Existing DS | Add'l DS | 2 Bdwy CoP Lease Payments | Combined | |
| 2022 | 1,744.1 | 7.6 | 1,751.7 | 477.1 | 585.1 | - | 585.1 | 103.3 | - | - | - | - | 217.1 | 4.8 | 221.9 | 3,126.8 | 12.3 | 5.9 | 3,145.0 | |
| 2023 | 1,578.6 | 10.0 | 1,588.6 | 329.2 | 660.9 | 5.1 | 666.0 | 103.1 | 12.9 | 4.8 | - | 4.8 | 297.7 | 76.7 | 374.4 | 2,974.3 | 104.6 | 5.5 | 3,084.5 | |
| 2024 | 1,690.1 | 10.0 | 1,700.1 | 408.5 | 630.1 | 38.5 | 668.6 | 93.7 | 18.5 | - | - | - | 299.5 | 108.3 | 407.8 | 3,121.9 | 175.3 | 4.7 | 3,302.0 | |
| 2025 | 1,651.3 | 10.0 | 1,661.3 | 403.5 | 654.5 | 78.6 | 733.1 | 91.7 | 20.9 | - | - | - | 386.9 | 144.0 | 530.9 | 3,188.0 | 253.5 | 3.9 | 3,445.4 | |
| 2026 | 1,499.3 | 10.0 | 1,509.3 | 396.8 | 667.8 | 120.9 | 788.7 | 75.7 | 12.9 | - | - | - | 391.5 | 142.5 | 534.0 | 3,031.1 | 286.3 | 3.0 | 3,320.4 | |
| 2027 | 1,448.6 | 10.0 | 1,458.6 | 403.6 | 681.7 | 161.4 | 843.1 | 76.0 | 12.9 | - | - | - | 409.8 | 142.5 | 552.3 | 3,019.8 | 326.8 | 2.1 | 3,348.7 | |
| 2028 | 1,430.2 | 10.0 | 1,440.2 | 404.1 | 756.4 | 194.7 | 951.1 | 76.2 | - | - | - | - | 436.0 | 142.5 | 578.5 | 3,102.9 | 347.2 | 1.2 | 3,451.3 | |
| 2029 | 1,496.7 | 10.0 | 1,506.7 | 413.3 | 678.7 | 207.0 | 885.7 | 76.2 | - | - | - | - | 408.1 | 142.5 | 550.6 | 3,073.0 | 359.5 | 0.2 | 3,432.7 | |
| 2030 | 1,558.7 | 10.0 | 1,568.7 | 410.2 | 684.2 | 206.9 | 891.1 | 76.3 | - | - | - | - | 348.6 | 150.8 | 499.4 | 3,078.2 | 367.7 | - | 3,445.8 | |
| 2031 | 1,685.0 | 10.0 | 1,695.0 | 390.7 | 687.0 | 206.9 | 893.9 | 74.0 | - | - | - | - | 302.5 | 326.5 | 628.9 | 3,139.2 | 543.3 | - | 3,682.5 | |
| 2032 | 1,673.3 | 10.0 | 1,683.3 | 379.5 | 653.6 | 206.9 | 760.5 | 54.5 | - | - | - | - | 281.9 | 469.7 | 751.6 | 2,942.7 | 686.6 | - | 3,629.4 | |
| 2033 | 1,499.8 | 10.0 | 1,509.8 | 374.7 | 419.1 | 206.9 | 626.0 | - | - | - | - | - | 259.9 | 547.5 | 807.4 | 2,553.5 | 764.4 | - | 3,317.9 | |
| 2034 | 1,481.6 | 10.0 | 1,491.6 | 304.5 | 429.8 | 206.9 | 636.7 | - | - | - | - | - | 257.3 | 608.2 | 865.5 | 2,473.2 | 825.1 | - | 3,298.2 | |
| 2035 | 1,400.0 | 10.0 | 1,410.0 | 315.9 | 437.6 | 206.9 | 644.5 | - | - | - | - | - | 261.0 | 621.7 | 882.7 | 2,414.5 | 838.6 | - | 3,253.1 | |
| 2036 | 1,245.0 | 10.0 | 1,255.0 | 380.6 | 444.8 | 206.9 | 651.7 | - | - | - | - | - | 279.1 | 621.7 | 900.8 | 2,349.4 | 838.6 | - | 3,188.1 | |
| 2037 | 1,244.9 | 10.0 | 1,254.9 | 397.8 | 445.9 | 206.9 | 652.8 | - | - | - | - | - | 258.4 | 621.7 | 880.1 | 2,347.0 | 838.6 | - | 3,185.7 | |
| 2038 | 1,246.9 | 10.0 | 1,256.9 | 386.5 | 429.8 | 206.9 | 636.7 | - | - | - | - | - | 265.0 | 621.8 | 886.7 | 2,328.2 | 838.6 | - | 3,166.9 | |
| 2039 | 1,169.9 | 10.0 | 1,179.9 | 335.5 | 315.9 | 206.9 | 522.8 | - | - | - | - | - | 406.2 | 621.8 | 1,027.9 | 2,227.4 | 838.7 | - | 3,066.1 | |
| 2040 | 1,180.0 | 10.0 | 1,190.0 | 97.0 | 335.8 | 206.9 | 542.7 | - | - | - | - | - | 375.9 | 626.6 | 1,002.6 | 1,988.7 | 843.5 | - | 2,832.2 | |
| 2041 | 1,084.0 | 10.0 | 1,094.0 | 66.3 | 393.9 | 206.9 | 600.8 | - | - | - | - | - | 371.2 | 730.1 | 1,101.3 | 1,915.5 | 947.0 | - | 2,862.4 | |
| 2042 | 1,034.9 | 10.0 | 1,044.9 | 66.3 | 298.4 | 206.9 | 505.3 | - | - | - | - | - | 387.0 | 818.8 | 1,205.8 | 1,786.6 | 1,035.7 | - | 2,822.3 | |
| 2043 | 1,008.5 | 10.0 | 1,018.5 | 66.3 | 265.6 | 206.9 | 472.5 | - | - | - | - | - | 380.9 | 867.0 | 1,247.9 | 1,721.2 | 1,083.9 | - | 2,805.2 | |
| 2044 | 1,005.9 | 10.0 | 1,015.9 | 66.3 | 324.8 | 206.9 | 531.7 | - | - | - | - | - | 389.2 | 904.1 | 1,293.3 | 1,786.2 | 1,121.0 | - | 2,907.2 | |
| 2045 | 920.0 | 10.0 | 930.0 | 66.3 | 296.5 | 206.9 | 503.4 | - | - | - | - | - | 393.9 | 913.3 | 1,307.2 | 1,676.7 | 1,130.2 | - | 2,806.9 | |
| 2046 | 999.9 | 10.0 | 1,009.9 | 66.3 | 314.1 | 206.9 | 521.0 | - | - | - | - | - | 434.9 | 913.4 | 1,348.3 | 1,815.2 | 1,130.3 | - | 2,945.5 | |
| 2047 | 1,011.7 | 10.0 | 1,021.7 | 63.8 | 294.0 | 206.9 | 500.9 | - | - | - | - | - | 454.9 | 913.5 | 1,368.4 | 1,824.4 | 1,130.4 | - | 2,954.8 | |
| 2048 | 966.4 | 10.0 | 976.4 | 49.6 | 264.6 | 206.9 | 471.5 | - | - | - | - | - | 457.1 | 913.6 | 1,370.7 | 1,737.7 | 1,130.5 | - | 2,868.2 | |
| 2049 | 793.6 | 10.0 | 803.6 | 49.6 | 180.0 | 206.9 | 386.9 | - | - | - | - | - | 457.3 | 913.7 | 1,371.1 | 1,480.6 | 1,130.6 | - | 2,611.2 | |
| 2050 | 528.4 | 10.0 | 538.4 | 49.6 | 159.9 | 206.9 | 366.8 | - | - | - | - | - | 456.5 | 913.9 | 1,370.4 | 1,194.4 | 1,130.8 | - | 2,325.2 | |
| 2051 | 282.6 | 10.0 | 292.6 | 49.6 | 147.9 | 206.9 | 354.8 | - | - | - | - | - | 373.3 | 914.0 | 1,287.3 | 853.5 | 1,130.9 | - | 1,984.4 | |
| 2052 | 276.5 | 10.0 | 286.5 | 45.4 | 148.0 | 206.9 | 354.9 | - | - | - | - | - | 137.1 | 893.6 | 1,030.7 | 607.0 | 1,110.5 | - | 1,717.5 | |
| 2053 | 233.5 | 10.0 | 243.5 | 21.4 | 148.2 | 202.4 | 350.7 | - | - | - | - | - | 66.4 | 847.7 | 914.1 | 469.6 | 1,060.2 | - | 1,529.8 | |
| 2054 | 225.7 | 10.0 | 235.7 | 21.4 | 139.9 | 166.8 | 306.8 | - | - | - | - | - | 66.4 | 787.4 | 853.9 | 453.5 | 964.3 | - | 1,417.8 | |
| 2055 | 157.5 | 10.0 | 167.5 | 21.5 | 82.0 | 126.7 | 208.8 | - | - | - | - | - | 66.4 | 771.5 | 838.0 | 327.4 | 908.3 | - | 1,235.7 | |
| 2056 | 56.9 | 10.0 | 66.9 | 20.2 | 76.1 | 84.5 | 160.6 | - | - | - | - | - | 42.2 | 771.7 | 813.9 | 195.4 | 866.2 | - | 1,061.7 | |
| 2057 | 9.1 | 10.0 | 19.1 | 11.4 | 29.9 | 44.3 | 74.2 | - | - | - | - | - | 8.6 | 771.8 | 780.4 | 59.1 | 826.1 | - | 885.2 | |
| 2058 | - | - | - | - | - | 11.9 | 11.9 | - | - | - | - | - | - | 772.0 | 772.0 | - | - | 783.8 | - | 783.8 |
| 2059 | - | - | - | - | - | - | - | - | - | - | - | - | - | 772.1 | 772.1 | - | - | 772.1 | - | 772.1 |
| 2060 | - | - | - | - | - | - | - | - | - | - | - | - | - | 759.4 | 759.4 | - | - | 759.4 | - | 759.4 |
| 2061 | - | - | - | - | - | - | - | - | - | - | - | - | - | 485.2 | 485.2 | - | - | 485.2 | - | 485.2 |
| 2062 | - | - | - | - | - | - | - | - | - | - | - | - | - | 249.9 | 249.9 | - | - | 249.9 | - | 249.9 |
| 2063 | - | - | - | - | - | - | - | - | - | - | - | - | - | 122.3 | 122.3 | - | - | 122.3 | - | 122.3 |
| 2064 | - | - | - | - | - | - | - | - | - | - | - | - | - | 24.2 | 24.2 | - | - | 24.2 | - | 24.2 |

Notes:

* Net of assumed investment income of \$15 million in 2023 and \$18 million per year in years 2024-2026.

** Net of assumed investment income of \$111 million in 2023.

Does not include debt service to be paid by CBDTP lockbox.

Addendum to MTA Debt Affordability Statement

[THIS PAGE INTENTIONALLY LEFT BLANK]

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Debt Affordability Statement after Below-the-Line Adjustments ⁽¹⁾
 \$ in millions

| Forecasted Debt Service and Borrowing Schedule | Notes | 2021 ACTL | 2022 | 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------------------------|---------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Combined MTA/TBTA Forecasted Debt Service Schedule | 1, 2, 3 | \$2,787.4 | \$3,145.0 | \$3,084.5 | \$3,302.0 | \$3,445.4 | \$3,320.4 |
| Forecasted New Long-Term Bonds Issued | 4 | - | 421.1 | 1,337.7 | 1,577.7 | 651.6 | 629.9 |
| Forecasted Debt Service by Credit ⁹ | Notes | 2021 ACTL | 2022 | 2023 | 2024 | 2025 | 2026 |
| Transportation Revenue Bonds | | | | | | | |
| Pledged Revenues | 5 | \$10,936.2 | \$12,907.3 | \$13,573.4 | \$13,830.2 | \$14,074.3 | \$14,264.7 |
| Debt Service | 10 | 1,649.5 | 1,751.7 | 1,588.6 | 1,700.1 | 1,661.3 | 1,509.3 |
| Debt Service as a % of Pledged Revenues | | 15% | 14% | 12% | 12% | 12% | 11% |
| Dedicated Tax Fund Bonds | | | | | | | |
| Pledged Revenues | 6 | \$584.6 | \$588.5 | \$610.8 | \$611.6 | \$611.6 | \$611.6 |
| Debt Service | 10 | 388.4 | 477.1 | 329.2 | 408.5 | 403.5 | 396.8 |
| Debt Service as a % of Pledged Revenues | | 66% | 81% | 54% | 67% | 66% | 65% |
| Payroll Mobility Tax Bonds | | | | | | | |
| Pledged Revenues | 7 | \$1,976.6 | \$2,040.6 | \$2,068.6 | \$2,112.7 | \$2,157.5 | \$2,200.0 |
| Debt Service | 10 | 47.9 | 221.9 | 379.1 | 407.8 | 530.9 | 534.0 |
| Debt Service as a % of Pledged Revenues | | 2% | 11% | 18% | 19% | 25% | 24% |
| Triborough Bridge and Tunnel Authority General Revenue Bonds | | | | | | | |
| Pledged Revenues | 8 | \$1,726.1 | \$1,790.2 | \$1,738.5 | \$1,739.7 | \$1,721.7 | \$1,708.5 |
| Debt Service | 10 | 592.4 | 585.1 | 666.0 | 668.6 | 733.1 | 788.7 |
| Debt Service as a % of Total Pledged Revenues | | 34% | 33% | 38% | 38% | 43% | 46% |
| Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds | | | | | | | |
| Pledged Revenues | 9 | \$1,133.7 | \$1,205.2 | \$1,072.4 | \$1,071.1 | \$988.6 | \$919.7 |
| Debt Service | 10 | 102.1 | 103.3 | 103.1 | 93.7 | 91.7 | 75.7 |
| Debt Service as a % of Total Pledged Revenues | | 9% | 9% | 10% | 9% | 9% | 8% |
| Triborough Bridge and Tunnel Authority 2nd Subordinate Revenue Bonds | | | | | | | |
| Pledged Revenues | 11 | \$1,031.6 | \$1,101.9 | \$969.4 | \$977.4 | \$896.9 | \$844.0 |
| Debt Service | 10 | - | - | 12.9 | 18.5 | 20.9 | 12.9 |
| Debt Service as a % of Total Pledged Revenues | | 0% | 0% | 1% | 2% | 2% | 2% |
| 2 Broadway Certificates of Participation | | | | | | | |
| Lease Payments | | \$7.0 | \$5.9 | \$5.5 | \$4.7 | \$3.9 | \$3.0 |
| Cumulative Debt Service (Excluding State Service Contract Bonds) | Notes | 2021 ACTL | 2022 | 2023 | 2024 | 2025 | 2026 |
| Total Debt Service before Below-the-Line Adjustments: | 1, 2, 3 | \$2,787.4 | \$3,145.0 | \$3,084.5 | \$3,302.0 | \$3,445.4 | \$3,320.4 |
| Fare and Toll Revenues before Below-the-Line Adjustments | | \$5,217.5 | \$6,311.8 | \$6,835.7 | \$6,985.6 | \$7,108.2 | \$7,250.9 |
| Total Debt Service as a % of Fare/Toll Revenue | | 53.4% | 49.8% | 45.1% | 47.3% | 48.5% | 45.8% |
| Operating Revenues (including Fare/Toll Revenues) and Subsidies | | \$17,602.6 | \$22,617.4 | \$16,186.4 | \$16,460.8 | \$16,975.9 | \$17,274.9 |
| Total Debt Service as a % of Operating Revenues and Subsidies | | 15.8% | 13.9% | 19.1% | 20.1% | 20.3% | 19.2% |
| Non-Reimbursable Expenses with Non-Cash Liabilities | | \$16,540.6 | \$19,869.7 | \$20,874.1 | \$21,204.5 | \$21,911.4 | \$22,437.6 |
| Total Debt Service as % of Non-reimbursable Expenses | | 16.9% | 15.8% | 14.8% | 15.6% | 15.7% | 14.8% |
| Total Debt Service <u>after</u> Below the Line Adjustments: | 12 | \$2,787.4 | \$3,145.0 | \$3,084.5 | \$3,302.0 | \$3,445.4 | \$3,320.4 |
| Fare and Toll Revenues after Below the Line Adjustments | 12 | \$5,217.5 | \$6,311.8 | \$7,294.4 | \$7,456.9 | \$7,955.0 | \$8,074.5 |
| <i>Total Debt Service as a % of Fare and Toll Revenue after BTL Adjustments</i> | | <i>53.4%</i> | <i>49.8%</i> | <i>42.3%</i> | <i>44.3%</i> | <i>43.3%</i> | <i>41.1%</i> |
| Operating Revenues and Subsidies after Below the Line Adjustments | 12 | \$17,602.6 | \$22,617.4 | \$17,237.4 | \$16,922.9 | \$17,805.0 | \$18,082.1 |
| <i>Total Debt Service as a % of Operating Rev/Subsidies after BTL Adjs.</i> | | <i>15.8%</i> | <i>13.9%</i> | <i>17.9%</i> | <i>19.5%</i> | <i>19.4%</i> | <i>18.4%</i> |
| Non-reimbursable Expenses after Below the Line Adjustments | 12 | \$16,540.6 | \$19,869.7 | \$20,774.1 | \$20,804.5 | \$21,503.4 | \$22,021.4 |
| <i>Total Debt Service as a % of Non-Reimbursable Exp after BTL Adjs.</i> | | <i>16.9%</i> | <i>15.8%</i> | <i>14.8%</i> | <i>15.9%</i> | <i>16.0%</i> | <i>15.1%</i> |

Notes on the following page are integral to this table.

¹ Floating rate notes assumed at the variable rate assumption plus the current fixed spread to maturity.

² Synthetic fixed-rate debt assumed at swap rate; floating rate notes assumed at swap rate plus the current fixed spread to maturity.

³ All debt service numbers reduced by Build America Bonds (BAB) subsidy.

⁴ All bonds to be issued assume 30-year level debt service with the principal amortized over the life of the bonds, with the following exceptions: PMT Bonds for MTA Bond funded portion of the 2020-24 capital program (\$8,037 million portion), which are 30-year bonds, amortized on a level debt service basis over 20 years, from year 11 to year 30.

⁵ Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; funds contributed to the General Transportation Account of the NYC Transportation Assistance Fund; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds, and the Payroll Mobility Tax Obligation Resolution Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.

⁶ Dedicated Tax Fund pledged revenues as shown above consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; in addition, while not reflected in the DTF pledged revenue figures above, the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Transportation Operating Assistance Account for the benefit of the MTA are also pledged. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRTQA.

⁷ Payroll Mobility Tax Obligations pledged revenues consist of Payroll Mobility Tax and Aid Trust Account Receipts.

⁸ Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.

⁹ Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.

¹⁰ A debt service schedule for each credit is attached as addendum hereto, net of investment income.

¹¹ Triborough Bridge and Tunnel Authority Second Subordinate (2nd SUB) Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue and Subordinate Revenue Bonds.

¹² These totals incorporate the Plan's Below-the-Line Adjustments.

Note: Does not include debt service to be paid by CBDTP Lockbox.

METROPOLITAN TRANSPORTATION AUTHORITY
(including Triborough Bridge and Tunnel Authority)
Total Budgeted Annual Debt Service - Lockbox (Not Included in Operating Budget)
All Issuance through 9/19/2022 (\$ in millions)

| Fiscal Year | Debt Service for Debt to be Paid Out of the Central Business District Tolling Program Lockbox (Not Included in Operating Budget) |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| 2022 | 15.8 |
| 2023 | 130.6 |
| 2024 | 175.6 |
| 2025 | 440.7 |
| 2026 | 816.4 |
| 2027 | 1,153.4 |
| 2028 | 1,284.9 |
| 2029 | 1,285.3 |
| 2030 | 1,285.7 |
| 2031 | 1,286.0 |
| 2032 | 1,286.4 |
| 2033 | 1,286.8 |
| 2034 | 1,287.1 |
| 2035 | 1,287.5 |
| 2036 | 1,287.9 |
| 2037 | 1,288.3 |
| 2038 | 1,288.7 |
| 2039 | 1,289.1 |
| 2040 | 1,289.5 |
| 2041 | 1,289.9 |
| 2042 | 1,282.0 |
| 2043 | 1,288.3 |
| 2044 | 1,285.8 |
| 2045 | 1,287.3 |
| 2046 | 1,291.8 |
| 2047 | 1,298.6 |
| 2048 | 1,301.0 |
| 2049 | 1,301.5 |
| 2050 | 1,302.1 |
| 2051 | 1,302.6 |
| 2052 | 1,303.2 |
| 2053 | 1,207.3 |
| 2054 | 1,164.4 |
| 2055 | 900.6 |
| 2056 | 525.9 |
| 2057 | 166.9 |
| 2058 | 28.4 |
| 2059 | 28.7 |
| 2060 | 29.0 |
| 2061 | 29.2 |
| 2062 | 7.4 |
| 2063 | - |
| 2064 | - |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full-Time Equivalents by Agency

| Category | 2022 Final Estimate | 2023 Adopted Budget | 2024 | 2025 | 2026 |
|-------------------------------------------------|---------------------------|---------------------------|---------------|---------------|---------------|
| Baseline Total Positions ¹ | 73,254 | 74,159 | 74,160 | 74,026 | 74,027 |
| NYC Transit | 48,627 | 49,532 | 49,459 | 49,415 | 49,378 |
| Long Island Rail Road | 7,976 | 7,987 | 8,111 | 8,172 | 8,212 |
| Metro-North Railroad | 7,080 | 7,144 | 7,148 | 7,148 | 7,146 |
| Bridges & Tunnels | 1,369 | 1,375 | 1,375 | 1,375 | 1,375 |
| Headquarters | 3,580 | 3,594 | 3,572 | 3,438 | 3,438 |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | 397 | 409 | 377 | 363 | 363 |
| Construction & Development | 212 | 212 | 212 | 212 | 212 |
| Bus Company | 4,014 | 3,906 | 3,906 | 3,903 | 3,903 |
| Non-Reimbursable ¹ | 66,294 | 66,991 | 67,297 | 67,354 | 67,470 |
| NYC Transit | 43,850 | 44,745 | 44,862 | 45,011 | 45,055 |
| Long Island Rail Road | 6,849 | 6,902 | 7,120 | 7,186 | 7,237 |
| Metro-North Railroad | 6,518 | 6,343 | 6,357 | 6,335 | 6,356 |
| Bridges & Tunnels | 1,238 | 1,244 | 1,244 | 1,244 | 1,244 |
| Headquarters | 3,487 | 3,501 | 3,479 | 3,346 | 3,346 |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | 344 | 355 | 335 | 335 | 335 |
| Construction & Development | 32 | 32 | 32 | 32 | 32 |
| Bus Company | 3,976 | 3,868 | 3,868 | 3,865 | 3,865 |
| Reimbursable ¹ | 6,961 | 7,169 | 6,863 | 6,672 | 6,557 |
| NYC Transit | 4,777 | 4,787 | 4,597 | 4,404 | 4,323 |
| Long Island Rail Road | 1,127 | 1,085 | 991 | 986 | 975 |
| Metro-North Railroad | 562 | 801 | 791 | 813 | 790 |
| Bridges & Tunnels | 131 | 131 | 131 | 131 | 131 |
| Headquarters | 93 | 93 | 93 | 92 | 92 |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | 53 | 54 | 42 | 28 | 28 |
| Construction & Development | 180 | 180 | 180 | 180 | 180 |
| Bus Company | 38 | 38 | 38 | 38 | 38 |
| Total Full-Time ¹ | 73,073 | 73,976 | 73,977 | 73,843 | 73,844 |
| NYC Transit | 48,464 | 49,368 | 49,295 | 49,251 | 49,214 |
| Long Island Rail Road | 7,976 | 7,987 | 8,111 | 8,172 | 8,212 |
| Metro-North Railroad | 7,079 | 7,143 | 7,147 | 7,147 | 7,145 |
| Bridges & Tunnels | 1,369 | 1,375 | 1,375 | 1,375 | 1,375 |
| Headquarters | 3,580 | 3,594 | 3,572 | 3,438 | 3,438 |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | 397 | 409 | 377 | 363 | 363 |
| Construction & Development | 212 | 212 | 212 | 212 | 212 |
| Bus Company | 3,996 | 3,888 | 3,888 | 3,885 | 3,885 |
| Total Full-Time-Equivalents ¹ | 182 | 184 | 184 | 184 | 184 |
| NYC Transit | 163 | 165 | 165 | 165 | 165 |
| Long Island Rail Road | - | - | - | - | - |
| Metro-North Railroad | 1 | 1 | 1 | 1 | 1 |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | - | - | - | - |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | 18 | 18 | 18 | 18 | 18 |

¹ For 2022 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full-Time Equivalents by Function and Agency

| Function | 2022 Final Estimate | 2023 Adopted Budget | 2024 | 2025 | 2026 |
|----------------------------------------------|---------------------------|---------------------------|---------------|---------------|---------------|
| Administration | 4,350 | 4,369 | 4,344 | 4,218 | 4,214 |
| NYC Transit | 965 | 974 | 974 | 975 | 971 |
| Long Island Rail Road | 492 | 484 | 481 | 481 | 481 |
| Metro-North Railroad | 478 | 482 | 482 | 482 | 482 |
| Bridges & Tunnels | 77 | 77 | 77 | 77 | 77 |
| Headquarters | 2,134 | 2,148 | 2,126 | 1,999 | 1,999 |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | 25 | 25 | 25 | 25 | 25 |
| Construction & Development | 66 | 66 | 66 | 66 | 66 |
| Bus Company | 113 | 113 | 113 | 113 | 113 |
| Operations | 31,252 | 31,483 | 31,467 | 31,427 | 31,415 |
| NYC Transit | 23,189 | 23,449 | 23,441 | 23,414 | 23,405 |
| Long Island Rail Road | 2,877 | 2,809 | 2,797 | 2,794 | 2,793 |
| Metro-North Railroad | 2,264 | 2,295 | 2,299 | 2,299 | 2,297 |
| Bridges & Tunnels | 161 | 167 | 167 | 167 | 167 |
| Headquarters | - | - | - | - | - |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | 152 | 152 | 152 | 142 | 142 |
| Construction & Development | - | - | - | - | - |
| Bus Company | 2,610 | 2,611 | 2,611 | 2,611 | 2,611 |
| Maintenance | 33,043 | 33,649 | 33,691 | 33,732 | 33,749 |
| NYC Transit | 22,564 | 23,138 | 23,073 | 23,055 | 23,031 |
| Long Island Rail Road | 4,386 | 4,486 | 4,625 | 4,689 | 4,730 |
| Metro-North Railroad | 4,239 | 4,268 | 4,268 | 4,268 | 4,268 |
| Bridges & Tunnels | 388 | 388 | 388 | 388 | 388 |
| Headquarters | - | - | - | - | - |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | 214 | 226 | 194 | 192 | 192 |
| Construction & Development | - | - | - | - | - |
| Bus Company | 1,252 | 1,143 | 1,143 | 1,140 | 1,140 |
| Engineering/Capital | 1,921 | 1,883 | 1,883 | 1,881 | 1,881 |
| NYC Transit | 1,265 | 1,240 | 1,240 | 1,240 | 1,240 |
| Long Island Rail Road | 221 | 208 | 208 | 208 | 208 |
| Metro-North Railroad | 99 | 99 | 99 | 99 | 99 |
| Bridges & Tunnels | 158 | 158 | 158 | 158 | 158 |
| Headquarters | - | - | - | - | - |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | 6 | 6 | 6 | 4 | 4 |
| Construction & Development | 146 | 146 | 146 | 146 | 146 |
| Bus Company | 26 | 26 | 26 | 26 | 26 |
| Public Safety | 2,688 | 2,776 | 2,776 | 2,769 | 2,769 |
| NYC Transit | 644 | 732 | 732 | 732 | 732 |
| Long Island Rail Road | - | - | - | - | - |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | 585 | 585 | 585 | 585 | 585 |
| Headquarters | 1,446 | 1,446 | 1,446 | 1,439 | 1,439 |
| GCMCOC | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | 13 | 13 | 13 | 13 | 13 |
| Baseline Total Positions ¹ | 73,254 | 74,159 | 74,160 | 74,026 | 74,027 |

¹ For 2022 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

| FUNCTION/OCCUPATIONAL GROUP | 2022 Final Estimate | 2023 Adopted Budget | 2024 | 2025 | 2026 |
|---------------------------------------------|---------------------------|---------------------------|---------------|---------------|---------------|
| Administration | | | | | |
| Managers/Supervisors | 1,597 | 1,590 | 1,588 | 1,523 | 1,523 |
| Professional, Technical, Clerica | 2,699 | 2,727 | 2,704 | 2,643 | 2,639 |
| Operational Hourlies | 54 | 52 | 52 | 52 | 52 |
| Total Administration | 4,350 | 4,369 | 4,344 | 4,218 | 4,214 |
| Operations | | | | | |
| Managers/Supervisors | 3,913 | 3,988 | 3,978 | 3,969 | 3,960 |
| Professional, Technical, Clerica | 987 | 996 | 999 | 999 | 996 |
| Operational Hourlies | 26,353 | 26,499 | 26,490 | 26,459 | 26,459 |
| Total Operations | 31,252 | 31,483 | 31,467 | 31,427 | 31,415 |
| Maintenance | | | | | |
| Managers/Supervisors | 6,078 | 6,138 | 6,023 | 6,006 | 5,990 |
| Professional, Technical, Clerica | 1,927 | 1,947 | 1,936 | 1,885 | 1,851 |
| Operational Hourlies | 25,038 | 25,564 | 25,732 | 25,841 | 25,908 |
| Total Maintenance | 33,043 | 33,649 | 33,691 | 33,732 | 33,749 |
| Engineering/Capital | | | | | |
| Managers/Supervisors | 583 | 553 | 553 | 553 | 553 |
| Professional, Technical, Clerica | 1,336 | 1,328 | 1,328 | 1,326 | 1,326 |
| Operational Hourlies | 2 | 2 | 2 | 2 | 2 |
| Total Engineering/Capital | 1,921 | 1,883 | 1,883 | 1,881 | 1,881 |
| Public Safety | | | | | |
| Managers/Supervisors | 705 | 783 | 779 | 778 | 778 |
| Professional, Technical, Clerica | 141 | 149 | 150 | 144 | 144 |
| Operational Hourlies | 1,842 | 1,844 | 1,847 | 1,847 | 1,847 |
| Total Public Safety | 2,688 | 2,776 | 2,776 | 2,769 | 2,769 |
| Baseline Total Positions | | | | | |
| Managers/Supervisors | 12,874 | 13,050 | 12,919 | 12,827 | 12,802 |
| Professional, Technical, Clerica | 7,091 | 7,148 | 7,118 | 6,998 | 6,957 |
| Operational Hourlies | 53,289 | 53,961 | 54,123 | 54,201 | 54,268 |
| Baseline Total Positions¹ | 73,254 | 74,159 | 74,160 | 74,026 | 74,027 |

¹ For 2022 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Year to Year Changes for Positions by Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full-Time Equivalents
Favorable/(Unfavorable)

| CATEGORY | Change 2022-2023 | Change 2023-2024 | Change 2024-2025 | Change 2025-2026 |
|-------------------------------------------------|---------------------|---------------------|---------------------|---------------------|
| Baseline Total Positions ¹ | (905) | (1) | 134 | (1) |
| NYC Transit | (905) | 73 | 44 | 37 |
| Long Island Rail Road | (12) | (124) | (61) | (40) |
| Metro-North Railroad | (64) | (4) | - | 2 |
| Bridges & Tunnels | (6) | - | - | - |
| Headquarters | (14) | 22 | 134 | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | (12) | 32 | 14 | - |
| Construction & Development | - | - | - | - |
| Bus Company | 108 | - | 3 | - |
| Non-Reimbursable ¹ | (697) | (306) | (57) | (116) |
| NYC Transit | (896) | (117) | (149) | (44) |
| Long Island Rail Road | (54) | (218) | (66) | (51) |
| Metro-North Railroad | 175 | (14) | 22 | (21) |
| Bridges & Tunnels | (6) | - | - | - |
| Headquarters | (14) | 22 | 133 | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | (11) | 20 | - | - |
| Construction & Development | - | - | - | - |
| Bus Company | 108 | - | 3 | - |
| Reimbursable ¹ | (208) | 305 | 191 | 115 |
| NYC Transit | (10) | 190 | 193 | 81 |
| Long Island Rail Road | 42 | 94 | 5 | 11 |
| Metro-North Railroad | (239) | 10 | (22) | 23 |
| Bridges & Tunnels | - | - | - | - |
| Headquarters | - | - | 1 | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | (1) | 12 | 14 | - |
| Construction & Development | - | - | - | - |
| Bus Company | - | - | - | - |
| Total Full-Time ¹ | (903) | (1) | 134 | (1) |
| NYC Transit | (904) | 73 | 44 | 37 |
| Long Island Rail Road | (12) | (124) | (61) | (40) |
| Metro-North Railroad | (64) | (4) | - | 2 |
| Bridges & Tunnels | (6) | - | - | - |
| Headquarters | (14) | 22 | 134 | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | (12) | 32 | 14 | - |
| Construction & Development | - | - | - | - |
| Bus Company | 108 | - | 3 | - |
| Total Full-Time-Equivalents ¹ | (2) | - | - | - |
| NYC Transit | (2) | - | - | - |
| Long Island Rail Road | - | - | - | - |
| Metro-North Railroad | - | - | - | - |
| Bridges & Tunnels | - | - | - | - |
| Headquarters | - | - | - | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | - | - | - | - |
| Construction & Development | - | - | - | - |
| Bus Company | - | - | - | - |

¹ For 2022 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Year to Year Changes for Positions by Function and Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full-Time Equivalents
Favorable/(Unfavorable)

| FUNCTION/DEPARTMENT | Change 2022-2023 | Change 2023-2024 | Change 2024-2025 | Change 2025-2026 |
|---------------------------------------------|---------------------|---------------------|---------------------|---------------------|
| Administration | (19) | 25 | 126 | 4 |
| NYC Transit | (9) | - | (1) | 4 |
| Long Island Rail Road | 8 | 3 | - | - |
| Metro-North Railroad | (4) | - | - | - |
| Bridges & Tunnels | - | - | - | - |
| Headquarters | (14) | 22 | 127 | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | - | - | - | - |
| Construction & Development | - | - | - | - |
| Bus Company | - | - | - | - |
| Operations | (231) | 16 | 40 | 12 |
| NYC Transit | (260) | 8 | 27 | 9 |
| Long Island Rail Road | 68 | 12 | 3 | 1 |
| Metro-North Railroad | (31) | (4) | - | 2 |
| Bridges & Tunnels | (6) | - | - | - |
| Headquarters | - | - | - | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | - | - | 10 | - |
| Construction & Development | - | - | - | - |
| Bus Company | (1) | - | - | - |
| Maintenance | (605) | (42) | (41) | (17) |
| NYC Transit | (573) | 65 | 18 | 24 |
| Long Island Rail Road | (100) | (139) | (64) | (41) |
| Metro-North Railroad | (29) | - | - | - |
| Bridges & Tunnels | - | - | - | - |
| Headquarters | - | - | - | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | (12) | 32 | 2 | - |
| Construction & Development | - | - | - | - |
| Bus Company | 109 | - | 3 | - |
| Engineering/Capital | 38 | - | 2 | - |
| NYC Transit | 25 | - | - | - |
| Long Island Rail Road | 13 | - | - | - |
| Metro-North Railroad | - | - | - | - |
| Bridges & Tunnels | - | - | - | - |
| Headquarters | - | - | - | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | - | - | 2 | - |
| Construction & Development | - | - | - | - |
| Bus Company | - | - | - | - |
| Public Safety | (88) | - | 7 | - |
| NYC Transit | (88) | - | - | - |
| Long Island Rail Road | - | - | - | - |
| Metro-North Railroad | - | - | - | - |
| Bridges & Tunnels | - | - | - | - |
| Headquarters | - | - | 7 | - |
| GCMCOC | - | - | - | - |
| Staten Island Railway | - | - | - | - |
| Construction & Development | - | - | - | - |
| Bus Company | - | - | - | - |
| Baseline Total Positions¹ | (905) | (1) | 134 | (1) |

¹ Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Year to Year Changes for Positions by Function and Occupational Group
Baseline Total Full-time Positions and Full-time Equivalents
Non-Reimbursable and Reimbursable
Favorable/(Unfavorable)

| FUNCTION/OCCUPATIONAL GROUP | Change 2022-2023 | Change 2023-2024 | Change 2024-2025 | Change 2025-2026 |
|---------------------------------------------|---------------------|---------------------|---------------------|---------------------|
| Administration | | | | |
| Managers/Supervisors | 7 | 2 | 65 | - |
| Professional, Technical, Clerical | (28) | 23 | 61 | 4 |
| Operational Hourlies | 2 | - | - | - |
| Total Administration | (19) | 25 | 126 | 4 |
| Operations | | | | |
| Managers/Supervisors | (76) | 10 | 9 | 9 |
| Professional, Technical, Clerical | (9) | (3) | - | 3 |
| Operational Hourlies | (146) | 9 | 31 | - |
| Total Operations | (231) | 16 | 40 | 12 |
| Maintenance | | | | |
| Managers/Supervisors | (60) | 115 | 17 | 16 |
| Professional, Technical, Clerical | (20) | 11 | 51 | 34 |
| Operational Hourlies | (526) | (168) | (109) | (67) |
| Total Maintenance | (606) | (42) | (41) | (17) |
| Engineering/Capital | | | | |
| Managers/Supervisors | 30 | - | - | - |
| Professional, Technical, Clerical | 8 | - | 2 | - |
| Operational Hourlies | - | - | - | - |
| Total Engineering/Capital | 38 | - | 2 | - |
| Public Safety | | | | |
| Managers/Supervisors | (78) | 4 | 1 | - |
| Professional, Technical, Clerical | (8) | (1) | 6 | - |
| Operational Hourlies | (2) | (3) | - | - |
| Total Public Safety | (88) | - | 7 | - |
| Baseline Total Positions | | | | |
| Managers/Supervisors | (177) | 131 | 92 | 25 |
| Professional, Technical, Clerical | (57) | 30 | 120 | 41 |
| Operational Hourlies | (672) | (162) | (78) | (67) |
| Baseline Total Positions¹ | (905) | (1) | 134 | (1) |

¹ Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Baseline Change Between 2023 February Financial Plan vs. 2022 November Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency
Favorable/(Unfavorable)

| Category | 2022 | 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------|------|------|------|------|------|
| Baseline Total Positions ¹ | - | 11 | 11 | 7 | 7 |
| NYC Transit | - | 2 | 2 | 2 | 2 |
| Long Island Rail Road | - | 8 | 8 | 4 | 4 |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | 1 | 1 | 1 | 1 |
| Long Island Bus | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Non-Reimbursable | - | 10 | 10 | 6 | 6 |
| NYC Transit | - | 1 | 1 | 1 | 1 |
| Long Island Rail Road | - | 8 | 8 | 4 | 4 |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | 1 | 1 | 1 | 1 |
| Long Island Bus | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Reimbursable | - | 0 | 0 | 0 | 0 |
| NYC Transit | - | 0 | 0 | 0 | 0 |
| Long Island Rail Road | - | - | - | - | - |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | - | - | - | - |
| Long Island Bus | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Total Full-Time | - | 15 | 15 | 11 | 11 |
| NYC Transit | - | 6 | 6 | 6 | 6 |
| Long Island Rail Road | - | 8 | 8 | 4 | 4 |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | 1 | 1 | 1 | 1 |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Total Full-Time-Equivalents | - | (5) | (5) | (5) | (5) |
| NYC Transit | - | (5) | (5) | (5) | (5) |
| Long Island Rail Road | - | - | - | - | - |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |

¹ For 2021 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Baseline Change Between 2023 February Financial Plan vs. 2022 November Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

| Function | 2022 | 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------|-------------|--------------|--------------|--------------|--------------|
| Administration | 1 | (4) | (4) | (4) | (4) |
| NYC Transit | - | (5) | (5) | (5) | (5) |
| Long Island Rail Road | - | (1) | (1) | (1) | (1) |
| Metro-North Railroad | 1 | 1 | 1 | 1 | 1 |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | 1 | 1 | 1 | 1 |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Operations | 75 | 185 | 185 | 185 | 185 |
| NYC Transit | 76 | 186 | 186 | 186 | 186 |
| Long Island Rail Road | - | - | - | - | - |
| Metro-North Railroad | (1) | (1) | (1) | (1) | (1) |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Maintenance | (76) | (166) | (166) | (170) | (170) |
| NYC Transit | (76) | (175) | (175) | (175) | (175) |
| Long Island Rail Road | - | 9 | 9 | 5 | 5 |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Engineering/Capital | - | (0) | (0) | (0) | (0) |
| NYC Transit | - | (0) | (0) | (0) | (0) |
| Long Island Rail Road | - | - | - | - | - |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Public Safety | - | (4) | (4) | (4) | (4) |
| NYC Transit | - | (4) | (4) | (4) | (4) |
| Long Island Rail Road | - | - | - | - | - |
| Metro-North Railroad | - | - | - | - | - |
| Bridges & Tunnels | - | - | - | - | - |
| Headquarters | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - |
| Construction & Development | - | - | - | - | - |
| Bus Company | - | - | - | - | - |
| Baseline Total Positions ¹ | - | 11 | 11 | 7 | 7 |

¹ Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Baseline Change Between 2023 February Financial Plan vs. 2022 November Financial Plan
Non-Reimbursable and Reimbursable
Full-time Positions and Full-time Equivalents by Occupational Group
Favorable/(Unfavorable)

| FUNCTION/OCCUPATIONAL GROUP | Change | | | | |
|---------------------------------------------|-------------|--------------|--------------|--------------|--------------|
| | 2022 | 2023 | 2024 | 2025 | 2026 |
| Administration | | | | | |
| Managers/Supervisors | (11) | (11) | (11) | (11) | (11) |
| Professional, Technical, Clerical | 12 | 7 | 7 | 7 | 7 |
| Operational Hourlies | - | - | - | - | - |
| Total Administration | 1 | (4) | (4) | (4) | (4) |
| Operations | | | | | |
| Managers/Supervisors | 21 | (46) | (46) | (46) | (46) |
| Professional, Technical, Clerical | 5 | 5 | 5 | 5 | 5 |
| Operational Hourlies | 49 | 226 | 226 | 226 | 226 |
| Total Operations | 75 | 185 | 185 | 185 | 185 |
| Maintenance | | | | | |
| Managers/Supervisors | (36) | 32 | 32 | 32 | 34 |
| Professional, Technical, Clerical | 1 | 1 | 1 | 1 | 1 |
| Operational Hourlies | (40) | (199) | (199) | (203) | (205) |
| Total Maintenance | (75) | (166) | (166) | (170) | (170) |
| Engineering/Capital | | | | | |
| Managers/Supervisors | - | - | - | - | - |
| Professional, Technical, Clerical | - | (0) | (0) | (0) | (0) |
| Operational Hourlies | - | - | - | - | - |
| Total Engineering/Capital | - | (0) | (0) | (0) | (0) |
| Public Safety | | | | | |
| Managers/Supervisors | - | - | - | - | - |
| Professional, Technical, Clerical | - | - | - | - | - |
| Operational Hourlies | - | (4) | (4) | (4) | (4) |
| Total Public Safety | - | (4) | (4) | (4) | (4) |
| Baseline Total Positions | | | | | |
| Managers/Supervisors | (26) | (25) | (25) | (25) | (23) |
| Professional, Technical, Clerical | 17 | 12 | 12 | 12 | 12 |
| Operational Hourlies | 9 | 23 | 23 | 19 | 17 |
| Baseline Total Positions¹ | 0 | 11 | 11 | 7 | 7 |

¹ Totals may not add due to rounding.

[THIS PAGE INTENTIONALLY LEFT BLANK]

IV. Other MTA Consolidated Materials

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
MTA Consolidated Accrued Statement of Operations By Category
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|-----------------|---------------------------|---------------------------|------------------|------------------|------------------|
| <u>Non-Reimbursable</u> | | | | | | |
| Operating Revenues | | | | | | |
| Farebox Revenue | \$3,048 | \$3,989 | \$4,513 | \$4,653 | \$4,773 | \$4,913 |
| Toll Revenue | 2,170 | 2,323 | 2,323 | 2,332 | 2,335 | 2,338 |
| Other Revenue | 4,706 | 7,611 | 776 | 789 | 799 | 822 |
| Capital and Other Reimbursements | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Revenues | \$9,924 | \$13,923 | \$7,612 | \$7,774 | \$7,907 | \$8,073 |
| Operating Expenses | | | | | | |
| <u>Labor:</u> | | | | | | |
| Payroll | \$5,214 | \$5,516 | \$5,939 | \$6,102 | \$6,236 | \$6,391 |
| Overtime | 965 | 1,129 | 902 | 876 | 906 | 926 |
| Health and Welfare | 1,405 | 1,479 | 1,694 | 1,807 | 1,922 | 2,049 |
| OPEB Current Payments | 722 | 764 | 846 | 918 | 995 | 1,079 |
| Pension | 1,410 | 1,368 | 1,469 | 1,489 | 1,519 | 1,538 |
| Other Fringe Benefits | 816 | 1,051 | 1,070 | 1,118 | 1,173 | 1,227 |
| Reimbursable Overhead | (372) | (399) | (440) | (443) | (432) | (437) |
| Total Labor Expenses | \$10,160 | \$10,909 | \$11,481 | \$11,866 | \$12,320 | \$12,774 |
| <u>Non-Labor:</u> | | | | | | |
| Electric Power | \$430 | \$587 | \$655 | \$619 | \$622 | \$634 |
| Fuel | 163 | 287 | 260 | 231 | 219 | 221 |
| Insurance | 26 | 43 | 68 | 101 | 124 | 157 |
| Claims | 426 | 433 | 449 | 458 | 469 | 483 |
| Paratransit Service Contracts | 346 | 407 | 475 | 505 | 527 | 561 |
| Maintenance and Other Operating Contracts | 765 | 903 | 1,017 | 937 | 981 | 956 |
| Professional Services Contracts | 499 | 706 | 622 | 620 | 606 | 615 |
| Materials and Supplies | 486 | 610 | 747 | 822 | 860 | 855 |
| Other Business Expenses | 200 | 251 | 260 | 252 | 264 | 265 |
| Total Non-Labor Expenses | \$3,341 | \$4,228 | \$4,551 | \$4,544 | \$4,672 | \$4,745 |
| <u>Other Expense Adjustments:</u> | | | | | | |
| Other | \$21 | \$17 | \$27 | \$22 | \$23 | \$24 |
| General Reserve | (335) | 185 | 190 | 195 | 200 | 205 |
| Total Other Expense Adjustments | (\$314) | \$202 | \$217 | \$217 | \$223 | \$229 |
| Total Expenses Before Non-Cash Liability Adjs. | \$13,187 | \$15,338 | \$16,249 | \$16,628 | \$17,215 | \$17,748 |
| Depreciation | \$3,159 | \$3,176 | \$3,203 | \$3,249 | \$3,299 | \$3,349 |
| GASB 68 Pension Expense Adjustment | (917) | (69) | (53) | (147) | (73) | (124) |
| GASB 75 OPEB Expense Adjustment | 1,075 | 1,405 | 1,456 | 1,455 | 1,451 | 1,445 |
| GASB 87 Lease Adjustment | 0 | 14 | 14 | 14 | 14 | 14 |
| Environmental Remediation | 37 | 6 | 6 | 6 | 6 | 6 |
| Total Expenses After Non-Cash Liability Adjs. | \$16,541 | \$19,870 | \$20,874 | \$21,205 | \$21,911 | \$22,438 |
| Conversion to Cash Basis: Non-Cash Liability Adjs. | (\$3,354) | (\$4,531) | (\$4,625) | (\$4,577) | (\$4,696) | (\$4,689) |
| Debt Service | 2,787 | 3,145 | 3,084 | 3,302 | 3,445 | 3,320 |
| Total Expenses with Debt Service | \$15,974 | \$18,483 | \$19,334 | \$19,930 | \$20,660 | \$21,069 |
| Dedicated Taxes & State and Local Subsidies | \$7,679 | \$8,690 | \$8,574 | \$8,689 | \$9,079 | \$9,218 |
| Net Surplus/(Deficit) After Subsidies and Debt Service | \$1,628 | \$4,129 | (\$3,148) | (\$3,466) | (\$3,674) | (\$3,778) |
| Conversion to Cash Basis: GASB Account | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Conversion to Cash Basis: All Other | (961) | (5,292) | 1,995 | 1,415 | 1,195 | 932 |
| Cash Balance Before Prior-Year Carryover | \$668 | (\$1,163) | (\$1,153) | (\$2,051) | (\$2,480) | (\$2,846) |
| Below the Line Adjustments | \$0 | \$0 | \$1,151 | \$862 | \$1,237 | \$1,223 |
| Prior Year Carryover Balance | 499 | 1,166 | 3 | 1 | 0 | 0 |
| Net Cash Balance | \$1,166 | \$3 | \$1 | (\$1,188) | (\$1,242) | (\$1,623) |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
MTA Consolidated Accrual Statement of Operations By Category
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|----------------|---------------------------|---------------------------|----------------|----------------|----------------|
| <u>Reimbursable</u> | | | | | | |
| Operating Revenues | | | | | | |
| Farebox Revenue | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Toll Revenue | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Revenue | 0 | 0 | 0 | 0 | 0 | 0 |
| Capital and Other Reimbursements | 1,903 | 2,066 | 2,247 | 2,186 | 2,163 | 2,192 |
| Total Revenues | \$1,903 | \$2,066 | \$2,247 | \$2,186 | \$2,163 | \$2,192 |
| Operating Expenses | | | | | | |
| <u>Labor:</u> | | | | | | |
| Payroll | \$623 | \$633 | \$757 | \$759 | \$756 | \$758 |
| Overtime | 196 | 222 | 213 | 210 | 214 | 222 |
| Health and Welfare | 76 | 89 | 89 | 92 | 95 | 97 |
| OPEB Current Payments | 12 | 16 | 16 | 17 | 18 | 19 |
| Pension | 107 | 129 | 109 | 109 | 108 | 106 |
| Other Fringe Benefits | 219 | 216 | 259 | 256 | 252 | 253 |
| Reimbursable Overhead | 371 | 398 | 440 | 443 | 431 | 436 |
| Total Labor Expenses | \$1,605 | \$1,702 | \$1,882 | \$1,887 | \$1,875 | \$1,892 |
| <u>Non-Labor:</u> | | | | | | |
| Electric Power | \$1 | \$1 | \$1 | \$1 | \$1 | \$1 |
| Fuel | 0 | 0 | 0 | 0 | 0 | 0 |
| Insurance | 8 | 9 | 10 | 10 | 10 | 11 |
| Maintenance and Other Operating Contracts | 86 | 80 | 73 | 76 | 65 | 66 |
| Professional Services Contracts | 85 | 141 | 151 | 100 | 105 | 107 |
| Materials and Supplies | 120 | 130 | 128 | 110 | 105 | 113 |
| Other Business Expenses | (3) | 3 | 2 | 2 | 2 | 2 |
| Total Non-Labor Expenses | \$298 | \$364 | \$365 | \$300 | \$288 | \$300 |
| <u>Other Expense Adjustments:</u> | | | | | | |
| Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| General Reserve | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Other Expense Adjustments | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Expenses | \$1,903 | \$2,066 | \$2,247 | \$2,186 | \$2,163 | \$2,192 |
| Net Surplus/(Deficit) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ADJUSTMENTS | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PRIOR-YEAR CARRYOVER | 0 | 0 | 0 | 0 | 0 | 0 |
| Net Cash Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
MTA Consolidated Accrual Statement of Operations By Category
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|-----------------|---------------------------|---------------------------|------------------|------------------|--------------------|
| <u>Non-Reimbursable/Reimbursable</u> | | | | | | |
| Operating Revenues | | | | | | |
| Farebox Revenue | \$3,048 | \$3,989 | \$4,513 | \$4,653 | \$4,773 | \$4,913 |
| Toll Revenue | 2,170 | 2,323 | 2,323 | 2,332 | 2,335 | 2,338 |
| Other Revenue | 4,706 | 7,611 | 776 | 789 | 799 | 822 |
| Capital and Other Reimbursements | 1,903 | 2,066 | 2,247 | 2,186 | 2,163 | 2,192 |
| Total Revenues | \$11,827 | \$15,989 | \$9,859 | \$9,961 | \$10,070 | \$10,265 |
| Operating Expenses | | | | | | |
| <u>Labor:</u> | | | | | | |
| Payroll | \$5,837 | \$6,149 | \$6,696 | \$6,861 | \$6,992 | \$7,150 |
| Overtime | 1,161 | 1,351 | 1,115 | 1,086 | 1,121 | 1,148 |
| Health and Welfare | 1,481 | 1,567 | 1,783 | 1,899 | 2,017 | 2,146 |
| OPEB Current Payments | 734 | 779 | 863 | 935 | 1,014 | 1,098 |
| Pension | 1,517 | 1,498 | 1,578 | 1,597 | 1,626 | 1,644 |
| Other Fringe Benefits | 1,035 | 1,267 | 1,329 | 1,374 | 1,425 | 1,480 |
| Reimbursable Overhead | (1) | 0 | 0 | 0 | 0 | 0 |
| Total Labor Expenses | \$11,765 | \$12,611 | \$13,363 | \$13,753 | \$14,195 | \$14,666 |
| <u>Non-Labor:</u> | | | | | | |
| Electric Power | \$431 | \$588 | \$655 | \$620 | \$623 | \$634 |
| Fuel | 163 | 287 | 260 | 231 | 219 | 221 |
| Insurance | 34 | 52 | 78 | 111 | 135 | 167 |
| Claims | 426 | 433 | 449 | 458 | 469 | 483 |
| Paratransit Service Contracts | 346 | 407 | 475 | 505 | 527 | 561 |
| Maintenance and Other Operating Contracts | 852 | 983 | 1,090 | 1,014 | 1,046 | 1,022 |
| Professional Services Contracts | 584 | 847 | 773 | 720 | 711 | 721 |
| Materials and Supplies | 607 | 741 | 875 | 932 | 965 | 969 |
| Other Business Expenses | 196 | 255 | 262 | 254 | 266 | 267 |
| Total Non-Labor Expenses | \$3,639 | \$4,592 | \$4,916 | \$4,844 | \$4,961 | \$5,045 |
| <u>Other Expense Adjustments:</u> | | | | | | |
| Other | \$21 | \$17 | \$27 | \$22 | \$23 | \$24 |
| General Reserve | (335) | 185 | 190 | 195 | 200 | 205 |
| Total Other Expense Adjustments | (\$314) | \$202 | \$217 | \$217 | \$223 | \$229 |
| Total Expenses Before Non-Cash Liability Adjs. | \$15,090 | \$17,404 | \$18,496 | \$18,814 | \$19,378 | \$19,940 |
| Depreciation | \$3,159 | \$3,176 | \$3,203 | \$3,249 | \$3,299 | \$3,349 |
| OPEB Liability Adjustment | 0 | 0 | 0 | 0 | 0 | 0 |
| GASB 68 Pension Expense Adjustment | (917) | (69) | (53) | (147) | (73) | (124) |
| GASB 75 OPEB Expense Adjustment | 1,075 | 1,405 | 1,456 | 1,455 | 1,451 | 1,445 |
| GASB 87 Lease Adjustment | 0 | 14 | 14 | 14 | 14 | 14 |
| Environmental Remediation | 37 | 6 | 6 | 6 | 6 | 6 |
| Total Expenses After Non-Cash Liability Adjs. | \$18,444 | \$21,936 | \$23,121 | \$23,391 | \$24,075 | \$24,630 |
| Conversion to Cash Basis: Non-Cash Liability Adj. | (\$3,354) | (\$4,531) | (\$4,625) | (\$4,577) | (\$4,696) | (\$4,689) |
| Debt Service | 2,787 | 3,145 | 3,084 | 3,302 | 3,445 | 3,320 |
| Total Expenses with Debt Service | \$17,877 | \$20,549 | \$21,581 | \$22,116 | \$22,824 | \$23,261 |
| Dedicated Taxes and State/Local Subsidies | \$7,679 | \$8,690 | \$8,574 | \$8,689 | \$9,079 | \$9,218 |
| Net Surplus/(Deficit) After Subsidies and Debt Service | \$1,628 | \$4,129 | (\$3,148) | (\$3,466) | (\$3,674) | (\$3,778) |
| Conversion to Cash Basis: GASB Account | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Conversion to Cash Basis: All Other | (961) | (5,292) | 1,995 | 1,415 | 1,195 | 932 |
| Cash Balance Before Prior-Year Carryover | \$668 | (\$1,163) | (\$1,153) | (\$2,051) | (\$2,480) | (\$2,846.1) |
| ADJUSTMENTS | \$0 | \$0 | \$1,151 | \$862 | \$1,237 | \$1,223 |
| PRIOR-YEAR CARRYOVER | 499 | 1,166 | 3 | 1 | 0 | 0 |
| Net Cash Balance | \$1,166 | \$3 | \$1 | (\$1,188) | (\$1,242) | (\$1,623) |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-----------------------------------------------------------|------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Receipts and Expenditures | | | | | | |
| Receipts | | | | | | |
| Farebox Revenue | \$3,079 | \$3,981 | \$4,509 | \$4,649 | \$4,768 | \$4,908 |
| Other Revenue | 4,048 | 1,422 | 986 | 1,080 | 866 | 845 |
| Capital and Other Reimbursements | 1,831 | 2,282 | 2,147 | 2,145 | 2,126 | 2,144 |
| Total Receipts | \$8,958 | \$7,684 | \$7,642 | \$7,874 | \$7,760 | \$7,896 |
| Expenditures | | | | | | |
| Labor: | | | | | | |
| Payroll | \$5,651 | \$6,011 | \$6,576 | \$6,664 | \$6,942 | \$6,956 |
| Overtime | 1,132 | 1,331 | 1,093 | 1,058 | 1,092 | 1,121 |
| Health and Welfare | 1,451 | 1,527 | 1,743 | 1,857 | 1,972 | 2,098 |
| OPEB Current Payments | 701 | 754 | 835 | 906 | 983 | 1,066 |
| Pension | 1,486 | 1,483 | 1,533 | 1,551 | 1,578 | 1,595 |
| Other Fringe Benefits | 1,178 | 1,156 | 1,086 | 1,107 | 1,154 | 1,185 |
| Contribution to GASB Fund | 0 | 0 | 0 | 0 | 0 | 0 |
| Reimbursable Overhead | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Labor Expenditures | \$11,599 | \$12,262 | \$12,865 | \$13,143 | \$13,721 | \$14,020 |
| Non-Labor: | | | | | | |
| Electric Power | \$433 | \$593 | \$661 | \$625 | \$629 | \$638 |
| Fuel | 152 | 280 | 254 | 226 | 214 | 216 |
| Insurance | 5 | 59 | 68 | 95 | 128 | 152 |
| Claims | 239 | 315 | 309 | 316 | 326 | 338 |
| Paratransit Service Contracts | 344 | 405 | 473 | 503 | 525 | 559 |
| Maintenance and Other Operating Contracts | 689 | 883 | 969 | 870 | 880 | 854 |
| Professional Services Contracts | 544 | 854 | 709 | 650 | 642 | 653 |
| Materials and Supplies | 639 | 701 | 892 | 950 | 982 | 974 |
| Other Business Expenses | 177 | 230 | 240 | 237 | 256 | 265 |
| Total Non-Labor Expenditures | \$3,222 | \$4,321 | \$4,575 | \$4,471 | \$4,582 | \$4,649 |
| Other Expenditure Adjustments: | | | | | | |
| Other | \$12 | \$53 | \$110 | \$70 | \$74 | \$83 |
| General Reserve | (335) | 185 | 190 | 195 | 200 | 205 |
| Total Other Expenditure Adjustments | (\$323) | \$238 | \$300 | \$265 | \$274 | \$288 |
| Total Expenditures | \$14,498 | \$16,821 | \$17,740 | \$17,878 | \$18,577 | \$18,957 |
| Net Cash Balance before Subsidies and Debt Service | (\$5,539) | (\$9,137) | (\$10,099) | (\$10,005) | (\$10,817) | (\$11,061) |
| Dedicated Taxes & State and Local Subsidies | \$8,295 | \$10,408 | \$11,195 | \$10,427 | \$10,886 | \$10,609 |
| Debt Service | (2,089) | (2,434) | (2,249) | (2,473) | (2,549) | (2,395) |
| Cash Balance Before Prior-Year Carryover | \$668 | (\$1,163) | (\$1,153) | (\$2,051) | (\$2,480) | (\$2,846) |
| Adjustments | \$0 | \$0 | \$1,151 | \$862 | \$1,237 | \$1,223 |
| Prior-Year Carryover Balance | 499 | 1,166 | 3 | 1 | 0 | 0 |
| Net Cash Balance | \$1,166 | \$3 | \$1 | (\$1,188) | (\$1,242) | (\$1,623) |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Cash Conversion Detail By Agency
(\$ in Millions)

| | Actual 2021 | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-----------------------------------------------|----------------|---------------------------|---------------------------|----------------|----------------|----------------|
| Depreciation | | | | | | |
| New York City Transit | \$2,099 | \$2,096 | \$2,138 | \$2,181 | \$2,225 | \$2,269 |
| Long Island Rail Road | 459 | 473 | 444 | 448 | 452 | 457 |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 316 | 302 | 299 | 297 | 299 | 301 |
| MTA Headquarters | 18 | 35 | 47 | 46 | 46 | 46 |
| MTA Bus Company | 47 | 56 | 56 | 56 | 56 | 56 |
| Staten Island Railway | 11 | 12 | 18 | 18 | 18 | 18 |
| Construction and Development | 8 | 0 | 0 | 0 | 0 | 0 |
| Bridges and Tunnels | 201 | 202 | 202 | 202 | 202 | 202 |
| Total | \$3,159 | \$3,176 | \$3,203 | \$3,249 | \$3,299 | \$3,349 |
| GASB 68 Pension Expense Adjustment | | | | | | |
| New York City Transit | (\$860) | (\$63) | (\$65) | (\$66) | (\$67) | (\$68) |
| Long Island Rail Road | (7) | (4) | (14) | (64) | (31) | (59) |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 10 | 2 | 12 | (13) | 6 | (12) |
| MTA Headquarters | (5) | (5) | 3 | (5) | 4 | (2) |
| MTA Bus Company | (10) | 46 | 54 | 40 | 50 | 49 |
| Staten Island Railway | 1 | 1 | 1 | (1) | 1 | 0 |
| Construction and Development | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridges and Tunnels | (46) | (45) | (44) | (39) | (35) | (32) |
| Total | (\$917) | (\$69) | (\$53) | (\$147) | (\$73) | (\$124) |
| GASB 75 OPEB Expense Adjustment | | | | | | |
| New York City Transit | \$669 | \$973 | \$1,001 | \$989 | \$973 | \$954 |
| Long Island Rail Road | 123 | 180 | 184 | 187 | 191 | 195 |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 120 | 70 | 70 | 72 | 75 | 77 |
| MTA Headquarters | 58 | 61 | 71 | 73 | 75 | 77 |
| MTA Bus Company | 40 | 80 | 90 | 92 | 95 | 99 |
| Staten Island Railway | 3 | 2 | 2 | 2 | 2 | 2 |
| Construction and Development | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridges and Tunnels | 61 | 39 | 39 | 39 | 40 | 41 |
| Total | \$1,075 | \$1,405 | \$1,456 | \$1,455 | \$1,451 | \$1,445 |
| GASB 87 Lease Adjustment | | | | | | |
| New York City Transit | \$0 | \$8 | \$8 | \$8 | \$8 | \$8 |
| Long Island Rail Road | 0 | (1) | (1) | (1) | (1) | (1) |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 0 | 2 | 2 | 2 | 2 | 2 |
| MTA Headquarters | 0 | 2 | 2 | 2 | 2 | 2 |
| MTA Bus Company | 0 | 0 | 0 | 0 | 0 | 0 |
| Staten Island Railway | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction and Development | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridges and Tunnels | 0 | 2 | 2 | 2 | 2 | 2 |
| Total | \$0 | \$14 | \$14 | \$14 | \$14 | \$14 |
| Environmental Remediation | | | | | | |
| New York City Transit | \$35 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Island Rail Road | 1 | 2 | 2 | 2 | 2 | 2 |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | 0 | 4 | 4 | 4 | 4 | 4 |
| MTA Headquarters | 0 | 0 | 0 | 0 | 0 | 0 |
| MTA Bus Company | 0 | 0 | 0 | 0 | 0 | 0 |
| Staten Island Railway | 1 | 0 | 0 | 0 | 0 | 0 |
| Construction and Development | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridges and Tunnels | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | \$37 | \$6 | \$6 | \$6 | \$6 | \$6 |
| Net Operating Surplus/(Deficit) | | | | | | |
| New York City Transit | (\$366) | (\$4,100) | \$52 | \$197 | \$44 | \$221 |
| Long Island Rail Road | (182) | (867) | (19) | (7) | (8) | (10) |
| Grand Central Madison | 0 | 0 | 0 | 0 | 0 | 0 |
| Metro-North Railroad | (103) | (583) | (142) | (55) | (51) | (66) |
| MTA Headquarters | 71 | 67 | 95 | 133 | 136 | 128 |
| MTA Bus Company | (7) | (478) | 287 | 310 | 104 | 59 |
| Staten Island Railway | (3) | (40) | 20 | 20 | 1 | 2 |
| First Mutual Transportation Assurance Company | 63 | 92 | 38 | 39 | 38 | 38 |
| Construction and Development | (19) | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | (\$546) | (\$5,909) | \$330 | \$636 | \$264 | \$371 |
| Subsidies | | | | | | |
| New York City Transit | (\$542) | \$543 | \$1,186 | \$493 | \$600 | \$312 |
| Commuter Railroads | 51 | 311 | 502 | 281 | 317 | 227 |
| MTA Headquarters | (15) | (9) | (13) | (14) | (13) | (15) |
| MTA Bus Company | 97 | (200) | (2) | 13 | 53 | 34 |
| Staten Island Railway | (6) | (28) | (7) | 6 | (24) | 2 |
| Total | (\$414) | \$617 | \$1,665 | \$779 | \$931 | \$560 |
| Total Cash Conversion | \$2,393 | (\$761) | \$6,620 | \$5,992 | \$5,891 | \$5,621 |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023 - 2026
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | Change 2022 - 2023 | 2024 | Change 2023 - 2024 | 2025 | Change 2024 - 2025 | 2026 | Change 2025 - 2026 |
|---------------------------------------------------------------|------------------------|------------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|
| Non-Reimbursable | | | | | | | | | |
| Operating Revenues | | | | | | | | | |
| Farebox Revenue | \$3,989 | \$4,513 | \$524 | \$4,653 | \$140 | \$4,773 | \$120 | \$4,913 | \$140 |
| Toll Revenue | 2,323 | 2,323 | (0) | 2,332 | 10 | 2,335 | 3 | 2,338 | 2 |
| Other Revenue | 7,611 | 776 | (6,835) | 789 | 13 | 799 | 10 | 822 | 23 |
| Capital and Other Reimbursements | 0 | 0 | (0) | 0 | (0) | 0 | (0) | 0 | (0) |
| Total Revenues | \$13,923 | \$7,612 | (\$6,311) | \$7,774 | \$163 | \$7,907 | \$133 | \$8,073 | \$166 |
| Operating Expenses | | | | | | | | | |
| Labor: | | | | | | | | | |
| Payroll | \$5,516 | \$5,939 | (\$423) | \$6,102 | (\$162) | \$6,236 | (\$134) | \$6,391 | (\$155) |
| Overtime | 1,129 | 902 | 227 | 876 | 26 | 906 | (31) | 926 | (20) |
| Health and Welfare | 1,479 | 1,694 | (215) | 1,807 | (113) | 1,922 | (115) | 2,049 | (127) |
| OPEB Current Payments | 764 | 846 | (83) | 918 | (71) | 995 | (78) | 1,079 | (84) |
| Pension | 1,368 | 1,469 | (101) | 1,489 | (20) | 1,519 | (30) | 1,538 | (20) |
| Other Fringe Benefits | 1,051 | 1,070 | (19) | 1,118 | (48) | 1,173 | (55) | 1,227 | (54) |
| Reimbursable Overhead | (399) | (440) | 41 | (443) | 3 | (432) | (11) | (437) | 5 |
| Total Labor Expenses | \$10,909 | \$11,481 | (\$572) | \$11,866 | (\$386) | \$12,320 | (\$453) | \$12,774 | (\$455) |
| Non-Labor: | | | | | | | | | |
| Electric Power | \$587 | \$655 | (\$68) | \$619 | \$35 | \$622 | (\$3) | \$634 | (\$11) |
| Fuel | 287 | 260 | 27 | 231 | 29 | 219 | 12 | 221 | (2) |
| Insurance | 43 | 68 | (25) | 101 | (32) | 124 | (24) | 157 | (32) |
| Claims | 433 | 449 | (16) | 458 | (9) | 469 | (11) | 483 | (14) |
| Paratransit Service Contracts | 407 | 475 | (68) | 505 | (30) | 527 | (23) | 561 | (34) |
| Maintenance and Other Operating Contracts | 903 | 1,017 | (114) | 937 | 79 | 981 | (43) | 956 | 25 |
| Professional Services Contracts | 706 | 622 | 84 | 620 | 1 | 606 | 15 | 615 | (9) |
| Materials and Supplies | 610 | 747 | (136) | 822 | (75) | 860 | (39) | 855 | 5 |
| Other Business Expenses | 251 | 260 | (8) | 252 | 8 | 264 | (12) | 265 | (1) |
| Total Non-Labor Expenses | \$4,228 | \$4,551 | (\$323) | \$4,544 | \$7 | \$4,672 | (\$128) | \$4,745 | (\$73) |
| Other Expense Adjustments: | | | | | | | | | |
| Other | 17 | 27 | (10) | 22 | 5 | 23 | (1) | 24 | (1) |
| General Reserve | 185 | 190 | (5) | 195 | (5) | 200 | (5) | 205 | (5) |
| Total Other Expense Adjustments | \$202 | \$217 | (\$15) | \$217 | \$0 | \$223 | (\$6) | \$229 | (\$6) |
| Total Expenses Before Non-Cash Liability Adjs. | \$15,338 | \$16,249 | (\$911) | \$16,628 | (\$379) | \$17,215 | (\$587) | \$17,748 | (\$533) |
| Depreciation | \$3,176 | \$3,203 | (\$27) | \$3,249 | (\$46) | \$3,299 | (\$50) | \$3,349 | (\$51) |
| OPEB Liability Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GASB 68 Pension Expense Adjustment | (69) | (53) | (16) | (147) | 94 | (73) | (74) | (124) | 51 |
| GASB 75 OPEB Expense Adjustment | 1,405 | 1,456 | (51) | 1,455 | 1 | 1,451 | 4 | 1,445 | 6 |
| GASB 87 Lease Adjustment | 14 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 |
| Environmental Remediation | 6 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 |
| Total Expenses After Non-Cash Liability Adjs. | \$19,870 | \$20,874 | (\$1,004) | \$21,205 | (\$330) | \$21,911 | (\$707) | \$22,438 | (\$526) |
| Conversion to Cash Basis: Non-Cash Liability Adjs. | (\$4,531) | (\$4,625) | (\$93) | (\$4,577) | \$48 | (\$4,696) | (\$120) | (\$4,689) | \$7 |
| Debt Service (Excludes Service Contract Bonds) | 3,145 | 3,084 | 61 | 3,302 | (218) | 3,445 | (143) | 3,320 | 125 |
| Total Expenses with Debt Service | \$18,483 | \$19,334 | (\$850) | \$19,930 | (\$596) | \$20,660 | (\$730) | \$21,069 | (\$408) |
| Dedicated Taxes and State/Local Subsidies | \$8,690 | \$8,574 | (\$116) | \$8,689 | \$116 | \$9,079 | \$389 | \$9,218 | \$139 |
| Net Surplus/(Deficit) After Subsidies and Debt Service | \$4,129 | (\$3,148) | (\$7,278) | (\$3,466) | (\$318) | (\$3,674) | (\$208) | (\$3,778) | (\$104) |
| Conversion to Cash Basis: GASB Account | \$0 | \$0 | - | \$0 | - | \$0 | - | \$0 | - |
| Conversion to Cash Basis: All Other | (5,292) | 1,995 | 7,288 | 1,415 | (580) | 1,195 | (221) | 932 | (263) |
| Cash Balance Before Prior-Year Carryover | (\$1,163) | (\$1,153) | \$10 | (\$2,051) | (\$898) | (\$2,480) | (\$429) | (\$2,846) | (\$367) |

9-VI

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Non-Recurring Revenue and Savings
(\$ in millions)

| Agency | Description | 2022 Final Estimate | 2023 Adopted Budget | 2024 Plan | | 2025 Plan | 2026 Plan |
|--------------------------------------------------------------|-----------------------------|---------------------------------------------------------------------------------------------|----------------------------------|-------------------|-----------------------|----------------------------------|--------------------------------|
| | | Explanation | Explanation | | Explanation | Explanation | Explanation |
| MTA-Wide | Federal Covid Funding | \$ 776.4 Federal Covid Funding | \$ 1,785.5 Federal Covid Funding | \$ 901.5 | Federal Covid Funding | \$ 1,028.0 Federal Covid Funding | \$ 650.0 Federal Covid Funding |
| MTA Bus | Federal Covid Funding | \$ 15.5 Federal Covid Funding | \$ 230.0 Federal Covid Funding | \$ 251.9 | Federal Covid Funding | \$ 45.9 Federal Covid Funding | |
| SIR | Federal Covid Funding | \$ 18.2 Federal Covid Funding | \$ 18.2 Federal Covid Funding | \$ 18.2 | Federal Covid Funding | | |
| MTA - Multi Agencies | Federal Covid Funding | \$ 674.3 CRRSAA Act (NYCT \$464.1; LIRR \$99.6; MNR \$58.6; MTABus \$47.4; SIR \$4.8) | \$ - | \$ - | | \$ - | \$ - |
| MTA - Multi Agencies | Vacancy Rate | \$ 176.9 (NYCT \$116.9; LIRR \$37.7; MTAHQ \$14.8; MNR \$7.6) | | | | | |
| MTAHQ | COVID-19 Testing | \$ 58.1 Re-estimate of MTA HQ COVID related weekly employee testing expenses. | \$ - | \$ - | | \$ - | \$ - |
| MTAHQ | Rates & Related Assumptions | \$ 6.8 MTA IT Yogi Pension Adjustment | \$ - | \$ - | | \$ - | \$ - |
| LIRR | OPEB Current | \$ 5.5 Fewer retirees/beneficiaries | \$ - | \$ - | | \$ - | \$ - |
| NYCT | Paratransit Urban Tax | \$ 5.1 Net excess '21 proceeds received in '22 | \$ - | \$ - | | \$ - | \$ - |
| MTAHQ | Safety/Security | \$ 1.6 Transfer of funding to the commuter railroads for the Protect air monitoring system. | \$ - | \$ - | | \$ - | \$ - |
| | | | | | | | |
| Total Non-Recurring Resources (> or = \$1 million) | | \$ 1,738.4 | \$ 2,033.7 | \$ 1,171.6 | | \$ 1,073.9 | \$ 650.0 |

IV-7

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2023-2026
Operating Budget Reserves - Year-End Balances before Below-the-Line Adjustments ¹
(\$ in millions)

| | <u>Final Estimate 2022</u> | <u>Adopted Budget 2023</u> | <u>Plan 2024</u> | <u>Plan 2025</u> | <u>Plan 2026</u> |
|------------------------------------------------|------------------------------------|------------------------------------|----------------------|----------------------|----------------------|
| MTA General Reserve (annual) | \$185.0 | \$190.0 | \$195.0 | \$200.0 | \$205.0 |
| MTA Labor Reserve ² | \$278.8 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| B&T Necessary Reconstruction Fund ³ | \$391.6 | \$391.6 | \$391.6 | \$391.6 | \$391.6 |

¹ All balances supplied in the table are prior to any below-the-line actions and do not include investment income beyond 2022.

² A reserve account has been set up for retroactive wage adjustments (RWA) necessary to fund future labor settlements.

³ The Necessary Reconstruction Reserve may be used for the payment of the cost and expense of current and anticipated necessary reconstruction of pledged projects. These are the anticipated balances shown above are as of December 31, 2022.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2022 Adopted Budget
Consolidated Accrual Statement of Operations By Category
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$386.0 | \$256.2 | \$323.2 | \$313.9 | \$328.9 | \$340.9 | \$327.0 | \$336.5 | \$328.5 | \$370.2 | \$339.0 | \$338.7 | \$3,989.0 |
| Toll Revenue | 160.9 | 167.0 | 197.1 | 195.7 | 205.3 | 206.9 | 205.6 | 208.8 | 196.2 | 203.6 | 194.6 | 181.4 | 2,322.8 |
| Other Operating Revenue | 527.3 | 118.9 | 33.3 | 46.3 | 61.6 | 57.5 | 52.7 | 45.7 | 65.5 | 59.5 | 61.2 | 6,481.4 | 7,610.9 |
| Capital and Other Reimbursements | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Revenues | \$1,074.2 | \$542.0 | \$553.6 | \$555.9 | \$595.7 | \$605.3 | \$585.2 | \$591.0 | \$590.1 | \$633.3 | \$594.8 | \$7,001.5 | \$13,922.7 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$749.8 | \$375.0 | \$400.6 | \$395.1 | \$429.3 | \$427.4 | \$436.0 | \$433.9 | \$433.6 | \$438.4 | \$461.2 | \$536.2 | \$5,516.5 |
| Overtime | 175.6 | 85.7 | 89.2 | 80.5 | 91.3 | 89.8 | 84.3 | 94.0 | 79.3 | 86.2 | 91.1 | 81.8 | 1,128.8 |
| Health and Welfare | 220.9 | 96.0 | 111.9 | 113.3 | 97.5 | 99.2 | 114.5 | 150.2 | 112.4 | 106.4 | 119.2 | 137.3 | 1,478.9 |
| OPEB Current Payments | 102.5 | 15.9 | 56.3 | 72.2 | 58.6 | 64.2 | 67.0 | 43.6 | 93.0 | 61.2 | 61.5 | 67.7 | 763.8 |
| Pension | 167.2 | 102.9 | 115.7 | 101.2 | 105.3 | 103.4 | 100.6 | 99.0 | 121.3 | 123.7 | 109.4 | 118.6 | 1,368.3 |
| Other Fringe Benefits | 161.3 | 74.9 | 84.4 | 73.6 | 82.5 | 80.4 | 80.9 | 81.4 | 75.4 | 91.3 | 82.7 | 82.4 | 1,051.1 |
| Reimbursable Overhead | (18.8) | (26.5) | (45.2) | (32.3) | (30.6) | (32.9) | (33.6) | (34.8) | (46.6) | (37.1) | (30.9) | (29.5) | (398.8) |
| Total Labor Expenses | \$1,558.5 | \$724.0 | \$813.0 | \$803.5 | \$833.9 | \$831.5 | \$849.7 | \$867.3 | \$868.4 | \$870.1 | \$894.2 | \$994.5 | \$10,908.5 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$45.8 | \$48.1 | \$39.8 | \$59.2 | \$43.9 | \$34.4 | \$50.2 | \$47.1 | \$46.5 | \$69.7 | \$47.2 | \$55.0 | \$586.9 |
| Fuel | 57.2 | 16.1 | 22.6 | 19.9 | 23.7 | 26.1 | 20.6 | 20.9 | 20.5 | 17.6 | 27.7 | 13.8 | 286.7 |
| Insurance | 6.7 | 1.0 | (1.1) | (0.1) | 3.8 | 4.1 | 4.0 | 4.2 | 4.9 | 4.0 | 5.0 | 6.2 | 42.8 |
| Claims | 104.5 | 25.1 | 25.8 | 25.7 | 31.1 | 31.1 | 30.9 | 31.3 | 32.5 | 31.3 | 31.3 | 32.4 | 433.0 |
| Paratransit Service Contracts | 26.5 | 27.3 | 34.1 | 33.3 | 36.0 | 33.7 | 32.3 | 35.4 | 37.3 | 36.9 | 37.2 | 37.4 | 407.3 |
| Maintenance and Other Operating Contracts | 94.2 | 46.4 | 49.2 | 57.5 | 56.6 | 79.0 | 61.1 | 61.6 | 82.5 | 110.1 | 80.3 | 124.5 | 903.1 |
| Professional Services Contracts | 74.2 | 54.2 | 22.8 | 41.9 | 59.3 | 40.3 | 70.9 | 55.4 | 64.3 | 66.2 | 91.9 | 65.0 | 706.3 |
| Materials and Supplies | 101.9 | 23.1 | 57.6 | 53.3 | 38.5 | 48.4 | 42.3 | 39.2 | 38.2 | 72.5 | 46.4 | 48.7 | 610.2 |
| Other Business Expenses | 19.6 | 20.1 | 21.7 | 17.8 | 5.7 | 36.3 | 17.1 | 24.0 | 21.5 | 19.1 | 21.0 | 27.5 | 251.5 |
| Total Non-Labor Expenses | \$530.7 | \$261.2 | \$272.5 | \$308.7 | \$298.6 | \$333.5 | \$329.5 | \$319.2 | \$348.2 | \$427.4 | \$387.9 | \$410.4 | \$4,227.8 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other | \$0.0 | \$0.0 | \$1.9 | \$0.1 | \$0.6 | \$2.2 | \$0.3 | \$1.4 | \$1.5 | \$0.8 | \$2.6 | \$5.8 | \$17.0 |
| General Reserve | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 185.0 | 185.0 |
| Total Other Expense Adjustments | \$0.0 | \$0.0 | \$1.9 | \$0.1 | \$0.6 | \$2.2 | \$0.3 | \$1.4 | \$1.5 | \$0.8 | \$2.6 | \$190.8 | \$202.0 |
| Total Operating Expenses | \$2,089.2 | \$985.3 | \$1,087.4 | \$1,112.2 | \$1,133.0 | \$1,167.2 | \$1,179.4 | \$1,187.8 | \$1,218.0 | \$1,298.3 | \$1,284.7 | \$1,595.7 | \$15,338.3 |
| Depreciation | \$314.9 | \$258.7 | \$267.3 | \$258.4 | \$273.7 | \$265.2 | \$261.8 | \$257.6 | \$272.2 | \$260.3 | \$260.3 | \$225.6 | \$3,176.1 |
| GASB 68 Pension Expense Adjustment | 45.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (114.7) | (69.1) |
| GASB 75 OPEB Expense Adjustment | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (0.3) | (0.3) | (0.3) | (0.3) | (0.3) | 1,326.6 | 1,404.9 |
| GASB 87 Lease Adjustment | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | 13.5 |
| Environmental Remediation | 0.2 | 0.2 | 0.8 | 0.2 | 0.2 | 0.2 | 0.8 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 6.0 |
| Total Expenses After Non-Cash Liability Adjs. | \$2,529.8 | \$1,244.2 | \$1,355.5 | \$1,370.8 | \$1,407.0 | \$1,432.6 | \$1,441.8 | \$1,445.8 | \$1,490.5 | \$1,559.0 | \$1,545.4 | \$3,047.3 | \$19,869.7 |
| Less: B&T Depreciation and GASB Adjustments | (\$16.7) | (\$16.7) | (\$15.5) | (\$16.4) | (\$16.4) | (\$16.6) | (\$16.8) | (\$16.8) | (\$16.8) | (\$16.8) | (\$16.8) | (\$15.2) | (\$197.6) |
| Adjusted Total Expenses | \$2,513.1 | \$1,227.5 | \$1,339.9 | \$1,354.4 | \$1,390.6 | \$1,416.0 | \$1,425.0 | \$1,429.0 | \$1,473.7 | \$1,542.2 | \$1,528.6 | \$3,032.1 | \$19,672.2 |
| Net Surplus/(Deficit) Before Subsidies & Debt Service | (\$1,438.9) | (\$685.5) | (\$786.3) | (\$798.5) | (\$794.9) | (\$810.7) | (\$839.7) | (\$838.0) | (\$883.6) | (\$908.9) | (\$933.7) | \$3,969.3 | (\$5,749.5) |
| Subsidies | \$274.2 | \$561.8 | \$1,412.7 | \$431.8 | \$692.2 | \$735.0 | \$816.1 | \$486.7 | \$1,032.4 | \$697.8 | \$816.3 | \$733.1 | \$8,689.9 |
| Debt Service | (249.2) | (262.1) | (258.6) | (300.3) | (151.9) | (249.6) | (260.2) | (272.2) | (253.5) | (229.7) | (272.1) | (385.5) | (3,145.0) |

-- Differences are due to rounding

6-VI

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2022 Adopted Budget
Consolidated Accrual Statement of Operations By Category
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Reimbursable | | | | | | | | | | | | | |
| Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Toll Revenue | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Other Operating Revenue | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Capital and Other Reimbursements | 102.2 | 133.4 | 224.9 | 160.2 | 136.2 | 158.8 | 137.3 | 181.9 | 220.2 | 202.5 | 187.4 | 221.1 | 2,066.0 |
| Total Revenues | \$102.2 | \$133.4 | \$224.9 | \$160.2 | \$136.2 | \$158.8 | \$137.3 | \$181.9 | \$220.2 | \$202.5 | \$187.4 | \$221.1 | \$2,066.0 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$37.3 | \$46.9 | \$64.7 | \$49.9 | \$51.0 | \$49.3 | \$49.4 | \$56.4 | \$63.2 | \$51.2 | \$53.7 | \$59.8 | \$632.9 |
| Overtime | 8.4 | 10.6 | 23.2 | 19.8 | 16.9 | 17.7 | 20.0 | 22.5 | 25.4 | 21.7 | 17.9 | 18.0 | 222.0 |
| Health and Welfare | 6.2 | 5.6 | 8.3 | 6.3 | 7.3 | 6.7 | 6.9 | 9.4 | 8.2 | 7.5 | 8.4 | 7.6 | 88.5 |
| OPEB Current Payments | 1.1 | 1.1 | 1.1 | 1.2 | 1.0 | 1.2 | 1.1 | 1.2 | 1.2 | 2.8 | 1.3 | 1.3 | 15.6 |
| Pension | 7.5 | 8.6 | 12.3 | 10.1 | 11.4 | 10.1 | 10.2 | 12.1 | 11.0 | 12.2 | 11.9 | 12.1 | 129.3 |
| Other Fringe Benefits | 10.9 | 16.0 | 24.0 | 18.8 | 17.3 | 18.9 | 18.1 | 19.6 | 23.9 | 11.0 | 17.3 | 19.6 | 215.6 |
| Reimbursable Overhead | 18.7 | 26.4 | 45.0 | 32.3 | 30.7 | 32.8 | 33.5 | 34.7 | 46.6 | 37.1 | 30.9 | 29.5 | 398.3 |
| Total Labor Expenses | \$90.1 | \$115.1 | \$178.7 | \$138.4 | \$135.7 | \$136.7 | \$139.3 | \$155.9 | \$179.5 | \$143.5 | \$141.4 | \$148.0 | \$1,702.2 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.1 | \$0.0 | \$0.0 | \$0.1 | \$0.2 | \$0.0 | \$0.1 | \$0.1 | \$0.1 | \$0.0 | \$0.1 | \$0.1 | \$0.7 |
| Fuel | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| Insurance | 0.1 | 0.2 | 0.8 | 0.8 | 0.9 | 0.8 | 0.8 | 1.1 | 0.9 | 0.8 | 0.9 | 0.8 | 8.8 |
| Claims | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Paratransit Service Contracts | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Maintenance and Other Operating Contracts | 3.1 | 3.5 | 11.2 | 6.4 | 5.8 | 6.6 | 6.0 | 6.6 | 6.4 | 7.1 | 9.8 | 7.1 | 79.6 |
| Professional Services Contracts | 5.0 | 3.7 | 26.8 | 4.5 | (15.8) | 5.2 | (19.1) | 7.2 | 22.8 | 29.2 | 24.2 | 47.2 | 140.7 |
| Materials and Supplies | 3.9 | 10.6 | 7.3 | 9.6 | 8.7 | 8.9 | 10.3 | 10.8 | 10.3 | 21.5 | 10.4 | 18.2 | 130.5 |
| Other Business Expenses | 0.0 | 0.3 | 0.1 | 0.5 | 0.7 | 0.5 | (0.1) | 0.4 | 0.3 | 0.2 | 0.7 | (0.3) | 3.3 |
| Total Non-Labor Expenses | \$12.1 | \$18.3 | \$46.2 | \$21.8 | \$0.5 | \$22.1 | (\$2.0) | \$26.1 | \$40.8 | \$59.0 | \$46.0 | \$73.1 | \$363.8 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total Other Expense Adjustments | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total Operating Expenses | \$102.2 | \$133.4 | \$224.9 | \$160.2 | \$136.2 | \$158.8 | \$137.3 | \$181.9 | \$220.2 | \$202.5 | \$187.4 | \$221.1 | \$2,066.0 |

-- Differences are due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2022 Adopted Budget
Consolidated Accrual Statement of Operations By Category
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$386.0 | \$256.2 | \$323.2 | \$313.9 | \$328.9 | \$340.9 | \$327.0 | \$336.5 | \$328.5 | \$370.2 | \$339.0 | \$338.7 | \$3,989.0 |
| Toll Revenue | 160.9 | 167.0 | 197.1 | 195.7 | 205.3 | 206.9 | 205.6 | 208.8 | 196.2 | 203.6 | 194.6 | 181.4 | 2,322.8 |
| Other Operating Revenue | 527.3 | 118.9 | 33.3 | 46.3 | 61.6 | 57.5 | 52.7 | 45.7 | 65.5 | 59.5 | 61.2 | 6,481.4 | 7,610.9 |
| Capital and Other Reimbursements | 102.2 | 133.4 | 224.9 | 160.2 | 136.2 | 158.8 | 137.3 | 181.9 | 220.2 | 202.5 | 187.4 | 221.1 | 2,066.0 |
| Total Revenues | \$1,176.4 | \$675.4 | \$778.5 | \$716.1 | \$731.9 | \$764.1 | \$722.5 | \$772.9 | \$810.4 | \$835.8 | \$782.2 | \$7,222.5 | \$15,988.7 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$787.1 | \$421.9 | \$465.3 | \$444.9 | \$480.4 | \$476.7 | \$485.4 | \$490.3 | \$496.8 | \$489.7 | \$514.9 | \$596.0 | \$6,149.4 |
| Overtime | 184.0 | 96.2 | 112.4 | 100.3 | 108.2 | 107.5 | 104.3 | 116.5 | 104.7 | 107.8 | 109.0 | 99.8 | 1,350.7 |
| Health and Welfare | 227.1 | 101.6 | 120.3 | 119.6 | 104.9 | 105.9 | 121.4 | 159.6 | 120.6 | 114.0 | 127.6 | 144.9 | 1,567.4 |
| OPEB Current Payments | 103.6 | 17.1 | 57.4 | 73.3 | 59.6 | 65.4 | 68.1 | 44.7 | 94.2 | 64.0 | 62.8 | 69.1 | 779.4 |
| Pension | 174.7 | 111.5 | 128.0 | 111.2 | 116.7 | 113.4 | 110.8 | 111.1 | 132.3 | 135.9 | 121.3 | 130.7 | 1,497.7 |
| Other Fringe Benefits | 172.3 | 91.0 | 108.4 | 92.5 | 99.8 | 99.3 | 99.0 | 100.9 | 99.2 | 102.3 | 100.0 | 102.0 | 1,266.7 |
| Reimbursable Overhead | (0.2) | (0.1) | (0.1) | 0.0 | 0.1 | (0.1) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (0.5) |
| Total Labor Expenses | \$1,648.6 | \$839.1 | \$991.7 | \$941.8 | \$969.6 | \$968.2 | \$989.0 | \$1,023.1 | \$1,047.9 | \$1,013.6 | \$1,035.5 | \$1,142.5 | \$12,610.8 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$45.8 | \$48.1 | \$39.9 | \$59.3 | \$44.1 | \$34.5 | \$50.2 | \$47.2 | \$46.6 | \$69.7 | \$47.3 | \$55.0 | \$587.6 |
| Fuel | 57.2 | 16.1 | 22.6 | 19.9 | 23.7 | 26.1 | 20.6 | 20.9 | 20.5 | 17.8 | 27.7 | 13.8 | 287.0 |
| Insurance | 6.8 | 1.2 | (0.3) | 0.7 | 4.8 | 4.9 | 4.8 | 5.3 | 5.7 | 4.9 | 5.9 | 7.0 | 51.6 |
| Claims | 104.5 | 25.1 | 25.8 | 25.7 | 31.1 | 31.1 | 30.9 | 31.3 | 32.5 | 31.3 | 31.3 | 32.4 | 433.0 |
| Paratransit Service Contracts | 26.5 | 27.3 | 34.1 | 33.3 | 36.0 | 33.7 | 32.3 | 35.4 | 37.3 | 36.9 | 37.2 | 37.4 | 407.3 |
| Maintenance and Other Operating Contracts | 97.2 | 49.9 | 60.5 | 63.9 | 62.4 | 85.6 | 67.2 | 68.2 | 88.9 | 117.1 | 90.1 | 131.6 | 982.7 |
| Professional Services Contracts | 79.1 | 57.9 | 49.5 | 46.4 | 43.4 | 45.5 | 51.8 | 62.6 | 87.2 | 95.4 | 116.1 | 112.2 | 847.0 |
| Materials and Supplies | 105.8 | 33.6 | 65.0 | 62.9 | 47.2 | 57.3 | 52.6 | 50.0 | 48.5 | 94.0 | 56.8 | 67.0 | 740.7 |
| Other Business Expenses | 19.7 | 20.4 | 21.8 | 18.2 | 6.4 | 36.8 | 17.1 | 24.4 | 21.8 | 19.4 | 21.7 | 27.2 | 254.8 |
| Total Non-Labor Expenses | \$542.7 | \$279.5 | \$318.7 | \$330.5 | \$299.0 | \$355.6 | \$327.4 | \$345.3 | \$388.9 | \$486.4 | \$434.0 | \$483.5 | \$4,591.6 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other | \$0.0 | \$0.0 | \$1.9 | \$0.1 | \$0.6 | \$2.2 | \$0.3 | \$1.4 | \$1.5 | \$0.8 | \$2.6 | \$5.8 | \$17.0 |
| General Reserve | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 185.0 | 185.0 |
| Total Other Expense Adjustments | \$0.0 | \$0.0 | \$1.9 | \$0.1 | \$0.6 | \$2.2 | \$0.3 | \$1.4 | \$1.5 | \$0.8 | \$2.6 | \$190.8 | \$202.0 |
| Total Operating Expenses | \$2,191.4 | \$1,118.7 | \$1,312.3 | \$1,272.4 | \$1,269.2 | \$1,326.0 | \$1,316.7 | \$1,369.8 | \$1,438.2 | \$1,500.9 | \$1,472.1 | \$1,816.7 | \$17,404.4 |
| Depreciation | \$314.9 | \$258.7 | \$267.3 | \$258.4 | \$273.7 | \$265.2 | \$261.8 | \$257.6 | \$272.2 | \$260.3 | \$260.3 | \$225.6 | \$3,176.1 |
| GASB 68 Pension Expense Adjustment | 45.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (114.7) | (69.1) |
| GASB 75 OPEB Expense Adjustment | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (0.3) | (0.3) | (0.3) | (0.3) | (0.3) | 1,326.6 | 1,404.9 |
| GASB 87 Lease Adjustment | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | 13.5 |
| Environmental Remediation | 0.2 | 0.2 | 0.8 | 0.2 | 0.2 | 0.2 | 0.8 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 6.0 |
| Total Expenses After Non-Cash Liability Adjs. | \$2,632.0 | \$1,377.6 | \$1,580.3 | \$1,531.0 | \$1,543.2 | \$1,591.4 | \$1,579.0 | \$1,627.8 | \$1,710.8 | \$1,761.5 | \$1,732.8 | \$3,268.4 | \$21,935.8 |
| Less: B&T Depreciation and GASB Adjustments | (\$16.7) | (\$16.7) | (\$15.5) | (\$16.4) | (\$16.4) | (\$16.6) | (\$16.8) | (\$16.8) | (\$16.8) | (\$16.8) | (\$16.8) | (\$15.2) | (\$197.6) |
| Adjusted Total Expenses | \$2,615.3 | \$1,360.9 | \$1,564.8 | \$1,514.6 | \$1,526.8 | \$1,574.8 | \$1,562.2 | \$1,611.0 | \$1,694.0 | \$1,744.7 | \$1,716.0 | \$3,253.2 | \$21,738.2 |
| Net Surplus/(Deficit) Before Subsidies & Debt Service | (\$1,438.9) | (\$685.5) | (\$786.3) | (\$798.5) | (\$794.9) | (\$810.7) | (\$839.7) | (\$838.0) | (\$883.6) | (\$908.9) | (\$933.7) | \$3,969.3 | (\$5,749.5) |
| Subsidies | \$274.2 | \$561.8 | \$1,412.7 | \$431.8 | \$692.2 | \$735.0 | \$816.1 | \$486.7 | \$1,032.4 | \$697.8 | \$816.3 | \$733.1 | \$8,689.9 |
| Debt Service | (249.2) | (262.1) | (258.6) | (300.3) | (151.9) | (249.6) | (260.2) | (272.2) | (253.5) | (229.7) | (272.1) | (385.5) | (3,145.0) |

-- Differences are due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|---------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$346.7 | \$317.9 | \$359.6 | \$367.5 | \$384.1 | \$378.8 | \$383.5 | \$393.5 | \$383.4 | \$405.8 | \$391.2 | \$396.9 | \$4,509.1 |
| Other Operating Revenue | 72.5 | 72.4 | 74.9 | 74.0 | 79.8 | 89.5 | 92.1 | 97.8 | 84.8 | 74.8 | 80.7 | 92.5 | 985.9 |
| Capital and Other Reimbursements | 169.2 | 159.4 | 218.7 | 177.1 | 187.6 | 185.4 | 172.8 | 214.8 | 174.9 | 174.1 | 163.6 | 148.9 | 2,146.6 |
| Investment Income | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.4 |
| Total Receipts | \$588.5 | \$549.7 | \$653.2 | \$618.6 | \$651.5 | \$653.7 | \$648.4 | \$706.1 | \$643.2 | \$654.7 | \$635.6 | \$638.4 | \$7,641.6 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$483.0 | \$490.7 | \$688.9 | \$484.1 | \$496.0 | \$528.6 | \$506.2 | \$686.5 | \$500.5 | \$489.5 | \$563.7 | \$658.2 | \$6,576.0 |
| Overtime | 87.3 | 88.0 | 95.8 | 86.2 | 85.1 | 93.9 | 92.9 | 93.1 | 90.1 | 87.6 | 97.0 | 96.3 | 1,093.4 |
| Health and Welfare | 143.0 | 141.6 | 143.6 | 142.0 | 144.1 | 143.9 | 146.7 | 148.1 | 146.9 | 146.9 | 147.4 | 148.6 | 1,742.8 |
| OPEB Current Payments | 66.6 | 66.6 | 72.8 | 66.6 | 66.6 | 72.8 | 68.4 | 68.4 | 74.6 | 68.4 | 68.4 | 74.6 | 834.8 |
| Pension | 113.9 | 110.4 | 128.7 | 111.7 | 114.3 | 128.3 | 131.5 | 132.1 | 145.9 | 131.6 | 132.7 | 151.5 | 1,532.5 |
| Other Fringe Benefits | 84.4 | 85.2 | 105.1 | 86.4 | 84.7 | 92.4 | 88.3 | 89.2 | 100.2 | 83.5 | 85.6 | 100.8 | 1,085.9 |
| Contribution to GASB Fund | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reimbursable Overhead | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Labor Expenditures | \$978.2 | \$982.5 | \$1,234.8 | \$977.1 | \$990.8 | \$1,059.9 | \$1,034.0 | \$1,217.5 | \$1,058.3 | \$1,007.4 | \$1,094.8 | \$1,230.1 | \$12,865.5 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$57.9 | \$58.8 | \$54.1 | \$50.9 | \$48.8 | \$53.9 | \$58.4 | \$57.3 | \$59.5 | \$54.4 | \$49.7 | \$56.7 | \$660.6 |
| Fuel | 21.3 | 21.9 | 23.1 | 20.3 | 22.2 | 20.8 | 20.9 | 21.1 | 20.6 | 20.0 | 20.1 | 21.8 | 253.9 |
| Insurance | (4.2) | (4.3) | 4.8 | (1.2) | (3.6) | 12.9 | 1.4 | (3.0) | 10.5 | (0.7) | (0.5) | 56.0 | 68.0 |
| Claims | 25.7 | 25.5 | 26.1 | 25.5 | 25.5 | 26.1 | 25.5 | 25.5 | 26.1 | 25.5 | 25.5 | 26.1 | 308.7 |
| Paratransit Service Contracts | 37.2 | 36.6 | 40.3 | 39.3 | 39.9 | 39.8 | 38.7 | 39.3 | 39.6 | 41.1 | 40.6 | 40.3 | 472.9 |
| Maintenance and Other Operating Contracts | 59.8 | 70.1 | 76.3 | 69.0 | 69.4 | 93.4 | 70.1 | 70.4 | 88.5 | 72.7 | 73.9 | 155.8 | 969.3 |
| Professional Services Contracts | 47.7 | 53.1 | 55.3 | 58.4 | 55.5 | 65.8 | 57.3 | 57.6 | 59.8 | 53.6 | 55.7 | 89.7 | 709.4 |
| Materials and Supplies | 68.4 | 66.8 | 80.1 | 69.7 | 74.5 | 83.1 | 69.2 | 70.3 | 70.6 | 70.0 | 68.7 | 100.9 | 892.2 |
| Other Business Expenses | 16.8 | 16.4 | 15.1 | 25.5 | 18.7 | 24.9 | 20.2 | 20.0 | 20.2 | 21.0 | 20.0 | 21.4 | 240.2 |
| Total Non-Labor Expenditures | \$330.6 | \$344.8 | \$375.2 | \$357.5 | \$350.9 | \$420.6 | \$361.7 | \$358.4 | \$395.5 | \$357.7 | \$353.7 | \$568.7 | \$4,575.3 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$7.9 | \$8.0 | \$7.7 | \$6.6 | \$6.7 | \$8.2 | \$8.8 | \$8.8 | \$8.9 | \$12.5 | \$12.6 | \$202.9 | \$299.7 |
| Total Other Expenditure Adjustments | \$7.9 | \$8.0 | \$7.7 | \$6.6 | \$6.7 | \$8.2 | \$8.8 | \$8.8 | \$8.9 | \$12.5 | \$12.6 | \$202.9 | \$299.7 |
| Total Expenditures | \$1,316.8 | \$1,335.3 | \$1,617.7 | \$1,341.2 | \$1,348.5 | \$1,488.6 | \$1,404.6 | \$1,584.7 | \$1,462.7 | \$1,377.6 | \$1,461.1 | \$2,001.7 | \$17,740.5 |
| Net Cash Balance | (\$728.3) | (\$785.6) | (\$964.5) | (\$722.6) | (\$697.0) | (\$835.0) | (\$756.2) | (\$878.6) | (\$819.5) | (\$722.9) | (\$825.6) | (\$1,363.4) | (\$10,098.9) |

N-12

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | (\$0.148) | (\$0.049) | (\$0.210) | (\$0.326) | (\$0.376) | (\$0.370) | (\$0.468) | (\$0.442) | (\$0.386) | (\$0.400) | (\$0.400) | (\$0.258) | (\$3.831) |
| Other Operating Revenue | 12.224 | 11.882 | (15.692) | 12.318 | 17.519 | 27.648 | 31.951 | 41.439 | 12.126 | 11.190 | 17.679 | 28.557 | 208.841 |
| Capital and Other Reimbursements | (1.565) | (1.508) | (1.579) | (1.526) | (1.588) | (1.555) | (4.550) | (4.589) | (4.544) | (10.571) | (10.556) | (56.318) | (100.450) |
| Total Receipts | (\$162.386) | (\$150.882) | (\$200.099) | (\$178.615) | (\$184.304) | (\$177.773) | (\$180.367) | (\$179.331) | (\$192.612) | (\$203.133) | (\$187.907) | (\$220.824) | (\$2,218.233) |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$75.911 | \$16.658 | (\$127.935) | \$43.268 | \$68.649 | \$24.507 | \$53.230 | (\$121.492) | \$49.270 | \$64.447 | \$15.167 | (\$41.323) | \$120.358 |
| Overtime | 5.566 | 1.718 | (2.809) | 1.387 | 7.363 | (3.411) | 2.614 | 3.390 | 1.325 | 6.961 | (2.275) | (0.402) | 21.427 |
| Health and Welfare | 2.681 | 1.775 | 2.834 | 2.197 | 2.479 | 2.433 | 2.158 | 1.788 | 2.053 | 2.390 | 2.144 | 14.947 | 39.880 |
| OPEB Current Payments | 2.346 | 2.076 | 2.365 | 2.138 | 2.423 | 2.314 | 2.317 | 2.513 | 2.352 | 2.365 | 2.335 | 2.279 | 27.823 |
| Pension | 4.172 | 2.601 | 4.554 | 3.003 | 4.937 | 4.169 | 3.335 | 4.219 | 3.217 | 3.574 | 3.770 | 3.739 | 45.292 |
| Other Fringe Benefits | 27.669 | 21.192 | 6.627 | 22.306 | 31.076 | 18.644 | 23.314 | 24.584 | 8.433 | 26.458 | 22.988 | 9.672 | 242.963 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | (0.045) | (0.046) | (0.055) | (0.040) | (0.044) | (0.044) | (0.040) | (0.044) | (0.035) | (0.034) | (0.032) | (0.025) | (0.484) |
| Total Labor Expenditures | \$118.300 | \$45.975 | (\$114.418) | \$74.259 | \$116.883 | \$48.613 | \$86.928 | (\$85.041) | \$66.617 | \$106.161 | \$44.095 | (\$11.112) | \$497.260 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.040 | \$0.129 | (\$2.485) | \$0.097 | \$0.188 | (\$2.631) | \$0.324 | \$0.318 | (\$2.442) | \$0.332 | \$0.232 | \$0.656 | (\$5.242) |
| Fuel | 0.097 | 0.103 | 0.557 | 0.074 | 0.201 | 0.313 | (0.021) | 0.197 | 0.247 | 0.044 | 0.189 | 3.857 | 5.857 |
| Insurance | 9.601 | 9.491 | 1.372 | 7.391 | 10.272 | (6.193) | 4.835 | 9.472 | (4.048) | 7.280 | 7.755 | (47.502) | 9.725 |
| Claims | 11.797 | 11.196 | 11.997 | 11.396 | 11.997 | 11.730 | 11.663 | 11.997 | 11.596 | 11.797 | 11.730 | 11.511 | 140.405 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 2.000 |
| Maintenance and Other Operating Contracts | 12.730 | 10.315 | 12.212 | 11.247 | 12.390 | 1.325 | 12.716 | 14.531 | 11.874 | 12.798 | 12.818 | (4.415) | 120.541 |
| Professional Services Contracts | 12.633 | 4.914 | 10.076 | 7.036 | 7.651 | (2.430) | 7.988 | 5.728 | 2.985 | 9.217 | 5.753 | (8.196) | 63.355 |
| Materials and Supplies | (5.559) | (4.502) | (10.084) | (5.054) | (5.448) | (12.058) | 4.044 | 1.257 | 2.187 | 3.387 | 7.247 | 7.287 | (17.296) |
| Other Business Expenses | 2.062 | 2.066 | 2.214 | 2.303 | 1.466 | 0.939 | 2.374 | 2.300 | 1.725 | 1.785 | 1.240 | 1.049 | 21.522 |
| Total Non-Labor Expenditures | \$43.401 | \$33.710 | \$26.359 | \$34.489 | \$38.717 | (\$8.507) | \$43.923 | \$45.801 | \$24.625 | \$46.639 | \$46.964 | (\$35.255) | \$340.867 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$8.016) | (\$8.016) | (\$8.020) | (\$56.570) |
| Total Other Expenditure Adjustments | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$3.613) | (\$8.016) | (\$8.016) | (\$8.020) | (\$56.570) |
| Total Expenditures | \$158.088 | \$76.072 | (\$91.673) | \$105.134 | \$151.987 | \$36.493 | \$127.239 | (\$42.854) | \$87.629 | \$144.785 | \$83.043 | (\$54.387) | \$781.556 |
| Total Cash Conversion before Non-Cash Liability Adjs. | (\$4.298) | (\$74.810) | (\$291.772) | (\$73.481) | (\$32.316) | (\$141.280) | (\$53.129) | (\$222.185) | (\$104.983) | (\$58.349) | (\$104.864) | (\$275.211) | (\$1,436.678) |

N/-13

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Consolidated Subsidies
 Accrual Basis
 (\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------------------------------------------------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | | | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$0.0 | \$0.0 | \$689.2 | \$0.0 | \$265.6 | \$272.1 | \$245.2 | \$257.8 | \$241.6 | \$324.4 | \$362.7 | \$104.8 | \$2,763.4 |
| Petroleum Business Tax (PBT) | 41.1 | 55.4 | 46.1 | 44.8 | 45.1 | 65.9 | 48.7 | 46.3 | 63.7 | 50.6 | 43.9 | 59.3 | 610.8 |
| MRT-1 | 33.5 | 33.5 | 33.5 | 33.5 | 33.5 | 33.5 | 33.5 | 33.5 | 33.5 | 33.5 | 33.5 | 33.2 | 401.3 |
| MRT-2 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.8 | 233.0 |
| MRT Transfer to Suburban Counties | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (12.0) | (12.0) |
| Reimburse Agency Security Costs | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MTA Bus Debt Service | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest on MRT Receipts | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 | 6.2 |
| Urban Tax | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>41.7</u> | <u>44.8</u> | <u>503.1</u> |
| | \$135.6 | \$149.9 | \$829.7 | \$139.4 | \$405.3 | \$432.5 | \$388.3 | \$398.6 | \$399.9 | \$469.5 | \$501.1 | \$256.1 | \$4,505.9 |
| PMT and MTA Aid | | | | | | | | | | | | | |
| Payroll Mobility Tax (PMT) | \$34.7 | \$204.5 | \$168.7 | \$156.8 | \$144.8 | \$138.9 | \$138.9 | \$138.9 | \$138.9 | \$138.9 | \$138.9 | \$243.0 | \$1,785.9 |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0 | 0.0 | 0.0 | 48.9 | 0.0 | 48.9 | 0.0 | 48.9 | 0.0 | 48.9 | 48.9 | 244.3 |
| MTA Aid | <u>0.0</u> | <u>0.0</u> | <u>70.7</u> | <u>0.0</u> | <u>0.0</u> | <u>70.7</u> | <u>0.0</u> | <u>0.0</u> | <u>70.7</u> | <u>0.0</u> | <u>0.0</u> | <u>70.7</u> | <u>282.7</u> |
| | \$34.7 | \$204.5 | \$239.4 | \$156.8 | \$193.7 | \$209.6 | \$187.7 | \$138.9 | \$258.4 | \$138.9 | \$187.7 | \$362.6 | \$2,312.8 |
| For-Hire Vehicle (FHV) Surcharge: | | | | | | | | | | | | | |
| Subway Action Plan Account | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$17.3 | \$0.0 | \$300.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 | 39.1 | 50.0 |
| Less: OBTA Projects | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (10.9) | (39.1) | (50.0) |
| General Transportation Account | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>28.7</u> | <u>28.7</u> |
| | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$28.3 | \$17.3 | \$28.7 | \$328.7 |
| Bus Lane Violations (General Transportation Account) | \$1.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$2.9 |
| Capital Program Funding from Lockbox Revenues: | | | | | | | | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 311.7 |
| Internet Marketplace Tax - NYS | 12.8 | 12.8 | 12.8 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 154.2 |
| Internet Marketplace Tax - NYC | <u>14.5</u> | <u>14.5</u> | <u>14.5</u> | <u>14.6</u> | <u>14.6</u> | <u>14.6</u> | <u>14.6</u> | <u>14.6</u> | <u>14.6</u> | <u>14.6</u> | <u>14.6</u> | <u>14.6</u> | <u>174.7</u> |
| Subtotal: | 53.2 | 53.2 | 53.2 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 640.6 |
| Less: Debt Service on Lockbox Bonds | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (130.6) |
| Less: Lockbox Allocated to PAYGO | <u>(42.3)</u> | <u>(42.3)</u> | <u>(42.3)</u> | <u>(42.6)</u> | <u>(42.6)</u> | <u>(42.6)</u> | <u>(42.6)</u> | <u>(42.6)</u> | <u>(42.6)</u> | <u>(42.6)</u> | <u>(42.6)</u> | <u>(42.6)</u> | <u>(509.9)</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | | | | | | | | | |
| State Operating Assistance | \$0.0 | \$0.0 | \$47.0 | \$0.0 | \$7.3 | \$0.0 | \$0.0 | \$47.0 | \$0.0 | \$0.0 | \$47.0 | \$39.7 | \$187.9 |
| Local Operating Assistance | 3.1 | 5.1 | 0.0 | 1.2 | 1.9 | 3.0 | 124.8 | 3.4 | 2.9 | 0.0 | 3.9 | 38.6 | 187.9 |
| Station Maintenance | <u>15.3</u> | <u>15.3</u> | <u>15.3</u> | <u>15.3</u> | <u>15.3</u> | <u>18.1</u> | <u>18.1</u> | <u>18.1</u> | <u>18.1</u> | <u>18.1</u> | <u>18.1</u> | <u>18.1</u> | <u>202.7</u> |
| | \$18.4 | \$20.3 | \$62.2 | \$16.4 | \$24.5 | \$21.1 | \$142.9 | \$68.5 | \$21.0 | \$18.1 | \$69.0 | \$96.3 | \$578.6 |
| Other Investment Income | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| Subtotal: Taxes & State and Local Subsidies | \$218.4 | \$403.0 | \$1,159.7 | \$340.9 | \$651.7 | \$691.4 | \$748.7 | \$634.2 | \$707.5 | \$654.7 | \$775.2 | \$743.7 | \$7,729.1 |
| Other Funding Agreements | | | | | | | | | | | | | |
| City Subsidy for MTA Bus Company | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$43.2 | \$518.2 |
| City Subsidy for Staten Island Railway | 0.5 | 6.3 | 6.0 | 4.5 | 5.5 | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | 59.5 |
| CDOT Subsidy for Metro-North Railroad | <u>22.4</u> | <u>22.7</u> | <u>21.8</u> | <u>18.9</u> | <u>20.9</u> | <u>20.3</u> | <u>20.4</u> | <u>21.3</u> | <u>20.7</u> | <u>18.4</u> | <u>21.2</u> | <u>38.0</u> | <u>267.0</u> |
| | \$66.0 | \$72.2 | \$71.0 | \$66.6 | \$69.5 | \$68.8 | \$68.8 | \$69.7 | \$69.1 | \$66.9 | \$69.6 | \$86.5 | \$844.7 |
| Subtotal, including Other Funding Agreements | \$284.4 | \$475.2 | \$1,230.7 | \$407.4 | \$721.3 | \$760.2 | \$817.5 | \$704.0 | \$776.7 | \$721.6 | \$844.8 | \$830.1 | \$8,573.9 |
| Inter-agency Subsidy Transactions | | | | | | | | | | | | | |
| B&T Operating Surplus Transfer | <u>\$69.0</u> | <u>\$55.3</u> | <u>\$68.2</u> | <u>\$82.8</u> | <u>\$94.9</u> | <u>\$86.1</u> | <u>\$99.4</u> | <u>\$106.9</u> | <u>\$81.0</u> | <u>\$95.2</u> | <u>\$87.3</u> | <u>\$29.8</u> | <u>\$955.9</u> |
| | \$69.0 | \$55.3 | \$68.2 | \$82.8 | \$94.9 | \$86.1 | \$99.4 | \$106.9 | \$81.0 | \$95.2 | \$87.3 | \$29.8 | \$955.9 |
| GROSS SUBSIDIES | \$353.4 | \$530.5 | \$1,298.9 | \$490.3 | \$816.2 | \$846.3 | \$916.9 | \$810.8 | \$857.6 | \$816.9 | \$932.1 | \$859.9 | \$9,529.8 |

N-14

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Consolidated Subsidiaries
Cash Basis
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|------------------|-------------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | | | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$265.6 | \$272.1 | \$245.2 | \$257.8 | \$241.6 | \$324.4 | \$362.7 | \$794.0 | \$2,763.4 |
| Petroleum Business Tax (PBT) | 59.5 | 41.3 | 55.6 | 46.3 | 45.0 | 45.4 | 66.2 | 48.9 | 46.5 | 66.5 | 46.6 | 42.9 | 610.8 |
| MRT-1 | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 400.3 |
| MRT-2 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | 232.7 |
| MRT Transfer to Suburban Counties | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (11.6) | (11.6) |
| Reimburse Agency Security Costs | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MTA Bus Debt Service | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (12.3) | (12.3) |
| Interest on MRT Receipts | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 | 6.2 |
| Urban Tax | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 500.1 |
| | \$154.0 | \$135.7 | \$150.0 | \$140.7 | \$405.1 | \$411.8 | \$405.8 | \$401.1 | \$382.6 | \$485.4 | \$503.7 | \$913.6 | \$4,489.5 |
| PMT and MTA Aid | | | | | | | | | | | | | |
| Payroll Mobility Tax (PMT) | \$34.7 | \$204.5 | \$168.7 | \$156.8 | \$144.8 | \$138.9 | \$138.9 | \$138.9 | \$138.9 | \$138.9 | \$138.9 | \$243.0 | \$1,785.9 |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0 | 0.0 | 0.0 | 48.9 | 0.0 | 48.9 | 0.0 | 48.9 | 0.0 | 48.9 | 48.9 | 244.3 |
| MTA Aid | 0.0 | 0.0 | 64.4 | 0.0 | 0.0 | 68.4 | 0.0 | 0.0 | 75.9 | 0.0 | 0.0 | 74.0 | 282.7 |
| | \$34.7 | \$204.5 | \$233.1 | \$156.8 | \$193.7 | \$207.3 | \$187.7 | \$138.9 | \$263.6 | \$138.9 | \$187.7 | \$365.9 | \$2,312.8 |
| For-Hire Vehicle (FHV) Surcharge | | | | | | | | | | | | | |
| Subway Action Plan Account | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$16.0 | \$0.0 | \$0.0 | \$300.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.5 | 31.6 | 2.9 | 50.0 |
| Less: OBTA Projects | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (15.5) | (31.6) | (2.9) | (50.0) |
| General Transportation Account | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.7 | 28.7 |
| | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$16.0 | \$0.0 | \$28.7 | \$328.7 |
| Bus Lane Violations (General Transportation Account) | | | | | | | | | | | | | |
| | \$1.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$2.9 |
| Capital Program Funding from Lockbox Revenues | | | | | | | | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 311.7 |
| Internet Marketplace Tax - NYS | 12.8 | 12.8 | 12.8 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 12.9 | 154.2 |
| Internet Marketplace Tax - NYC | 14.5 | 14.5 | 14.5 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 14.6 | 174.7 |
| Subtotal: | 53.2 | 53.2 | 53.2 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 640.6 |
| Less: Debt Service on Lockbox Bonds | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (10.9) | (130.6) |
| Less: Lockbox Allocated to PAYGO | (42.3) | (42.3) | (42.3) | (42.6) | (42.6) | (42.6) | (42.6) | (42.6) | (42.6) | (42.6) | (42.6) | (42.6) | (509.9) |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | | | | | | | | | |
| State Operating Assistance | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$47.0 | \$0.0 | \$0.0 | \$47.0 | \$0.0 | \$0.0 | \$47.0 | \$47.0 | \$187.9 |
| Local Operating Assistance | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 7.3 | 123.7 | 0.0 | 7.3 | 0.0 | 0.0 | 42.3 | 187.9 |
| Station Maintenance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 114.1 | 60.0 | 25.8 | 0.0 | 0.0 | 0.0 | 199.9 |
| | \$0.0 | \$0.0 | \$7.3 | \$0.0 | \$47.0 | \$7.3 | \$237.8 | \$107.0 | \$33.1 | \$0.0 | \$47.0 | \$89.3 | \$575.8 |
| Other Investment Income | | | | | | | | | | | | | |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| Other Subsidy Adjustments | | | | | | | | | | | | | |
| NYCT Charge Back of MTA Bus Debt Service | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | (\$11.5) | (\$11.5) |
| Forward Energy Contracts Program - Gain/(Loss) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.9 | 18.9 |
| Committed to Capital Program Contributions | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (114.1) | (114.1) |
| Local Subsidy Available Due to Federal COVID Funding | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,785.5 | 1,785.5 |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1,678.7 | \$1,678.7 |
| Subtotal: Taxes & State and Local Subsidies | \$221.7 | \$371.8 | \$422.1 | \$329.1 | \$677.3 | \$658.0 | \$864.3 | \$678.6 | \$710.8 | \$640.3 | \$738.5 | \$3,076.2 | \$9,388.7 |
| Other Funding Agreements | | | | | | | | | | | | | |
| City Subsidy for MTA Bus Company | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$516.0 |
| City Subsidy for Staten Island Railway | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.7 | 0.0 | 0.0 | 0.0 | 0.0 | 52.7 |
| CDOT Subsidy for Metro-North Railroad | 23.2 | 23.5 | 24.3 | 19.7 | 21.7 | 22.9 | 21.2 | 22.1 | 23.2 | 19.2 | 22.0 | 24.1 | 267.0 |
| | \$66.2 | \$66.5 | \$67.3 | \$62.7 | \$64.7 | \$65.9 | \$64.2 | \$117.8 | \$66.2 | \$62.2 | \$65.0 | \$67.1 | \$835.6 |
| Subtotal, including Other Funding Agreements | \$287.9 | \$438.3 | \$489.4 | \$391.7 | \$742.0 | \$723.9 | \$928.5 | \$796.4 | \$777.0 | \$702.5 | \$803.4 | \$3,143.2 | \$10,224.3 |
| Inter-agency Subsidy Transactions | | | | | | | | | | | | | |
| B&T Operating Surplus Transfer | \$0.0 | \$172.2 | \$49.8 | \$61.4 | \$74.6 | \$85.5 | \$77.5 | \$89.4 | \$96.2 | \$72.9 | \$85.7 | \$105.4 | \$970.4 |
| | \$0.0 | \$172.2 | \$49.8 | \$61.4 | \$74.6 | \$85.5 | \$77.5 | \$89.4 | \$96.2 | \$72.9 | \$85.7 | \$105.4 | \$970.4 |
| GROSS SUBSIDIES | \$287.9 | \$610.5 | \$539.2 | \$453.1 | \$816.6 | \$809.4 | \$1,006.0 | \$885.8 | \$873.2 | \$775.4 | \$889.2 | \$3,248.6 | \$11,194.7 |

MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION
February Financial Plan - 2023 Adopted Budget
Cash Basis
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|
| MMTOA, PBT, Real Estate Taxes and Other | | | | | | | | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$181.8 | \$186.2 | \$167.8 | \$176.4 | \$165.4 | \$222.1 | \$248.3 | \$543.4 | \$1,891.4 |
| Petroleum Business Tax (PBT) | 50.6 | 35.1 | 47.3 | 39.4 | 38.3 | 38.6 | 56.3 | 41.6 | 39.5 | 56.5 | 39.6 | 36.4 | 519.1 |
| Urban Tax | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 500.1 |
| | \$92.3 | \$76.8 | \$88.9 | \$81.0 | \$261.8 | \$266.4 | \$265.7 | \$259.7 | \$246.6 | \$320.3 | \$329.5 | \$621.5 | \$2,910.6 |
| PMT and MTA Aid | | | | | | | | | | | | | |
| Payroll Mobility Tax (PMT) | \$18.4 | \$108.4 | \$89.4 | \$83.1 | \$76.8 | \$73.6 | \$73.6 | \$73.6 | \$73.6 | \$73.6 | \$73.6 | \$128.8 | \$946.6 |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0 | 0.0 | 0.0 | 34.2 | 0.0 | 34.2 | 0.0 | 34.2 | 0.0 | 34.2 | 34.2 | 171.0 |
| MTA Aid | 0.0 | 0.0 | 45.1 | 0.0 | 0.0 | 47.9 | 0.0 | 0.0 | 53.1 | 0.0 | 0.0 | 51.8 | 197.9 |
| | \$18.4 | \$108.4 | \$134.5 | \$83.1 | \$111.0 | \$121.5 | \$107.8 | \$73.6 | \$160.9 | \$73.6 | \$107.8 | \$214.8 | \$1,315.5 |
| For-Hire Vehicle (FHV) Surcharge | | | | | | | | | | | | | |
| Subway Action Plan Account | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$16.0 | \$0.0 | \$0.0 | \$300.0 |
| Less: Transfer to Committed to Capital for SAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Outerborough Transportation Account (OBTA) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.5 | 31.6 | 2.9 | 50.0 |
| Less: OBTA Projects | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (15.5) | (31.6) | (2.9) | (50.0) |
| General Transportation Account | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.1 | 20.1 |
| | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$31.6 | \$16.0 | \$0.0 | \$20.1 | \$320.1 |
| Bus Lane Violations (General Transportation Account) | | | | | | | | | | | | | |
| | \$1.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$2.9 |
| Capital Program Funding from Lockbox Revenues | | | | | | | | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 20.8 | 249.3 |
| Internet Marketplace - NYS | 10.2 | 10.2 | 10.2 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 123.3 |
| Internet Marketplace Tax - NYC | 11.6 | 11.6 | 11.6 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 139.8 |
| Subtotal: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Less: Debt Service on Lockbox Bonds | (8.7) | (8.7) | (8.7) | (8.7) | (8.7) | (8.7) | (8.7) | (8.7) | (8.7) | (8.7) | (8.7) | (8.7) | (104.5) |
| Less: Lockbox Allocated to PAYGO | (33.8) | (33.8) | (33.8) | (34.1) | (34.1) | (34.1) | (34.1) | (34.1) | (34.1) | (34.1) | (34.1) | (34.1) | (408.0) |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | | | | | | | | | |
| State Operating Assistance | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$39.5 | \$0.0 | \$0.0 | \$39.5 | \$0.0 | \$0.0 | \$39.5 | \$39.5 | \$158.1 |
| Local Operating Assistance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 123.2 | 0.0 | 0.0 | 0.0 | 0.0 | 34.9 | 158.1 |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$39.5 | \$0.0 | \$123.2 | \$39.5 | \$0.0 | \$0.0 | \$39.5 | \$74.4 | \$316.2 |
| Other Investment Income | | | | | | | | | | | | | |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| Other Subsidy Adjustments | | | | | | | | | | | | | |
| Forward Energy Contracts Program - Gain/(Loss) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$13.2 | \$13.2 |
| NYCT Charge Back of MTA Bus Debt Service | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (11.5) | (11.5) |
| Local Subsidy Available Due to Federal COVID Funding | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,361.1 | 1,361.1 |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1,181.0 | \$1,181.0 |
| Subtotal: Taxes & State and Local Subsidies | | | | | | | | | | | | | |
| | \$143.7 | \$216.7 | \$255.0 | \$195.7 | \$443.8 | \$419.5 | \$529.8 | \$404.4 | \$439.1 | \$409.9 | \$476.9 | \$2,111.9 | \$6,046.5 |
| Inter-agency Subsidy Transactions | | | | | | | | | | | | | |
| B&T Operating Surplus Transfer | \$0.0 | \$77.4 | \$21.0 | \$26.8 | \$33.4 | \$38.8 | \$34.8 | \$40.8 | \$44.2 | \$32.5 | \$38.9 | \$45.1 | \$433.6 |
| | \$0.0 | \$77.4 | \$21.0 | \$26.8 | \$33.4 | \$38.8 | \$34.8 | \$40.8 | \$44.2 | \$32.5 | \$38.9 | \$45.1 | \$433.6 |
| TOTAL SUBSIDIES | \$143.7 | \$294.1 | \$276.0 | \$222.5 | \$477.2 | \$458.3 | \$564.6 | \$445.2 | \$483.3 | \$442.4 | \$515.8 | \$2,156.9 | \$6,480.1 |

N-16

MTA COMMUTER RAILROADS SUBSIDY ALLOCATION
February Financial Plan - 2023 Adopted Budget
Cash Basis
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------------------------------------------------------|---------------|----------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| MMTOA, PBT and Other Taxes | | | | | | | | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$83.2 | \$85.2 | \$76.8 | \$80.7 | \$75.7 | \$101.6 | \$113.6 | \$248.6 | \$865.2 |
| Petroleum Business Tax (PBT) | 8.9 | 6.2 | 8.3 | 6.9 | 6.8 | 6.8 | 9.9 | 7.3 | 7.0 | 10.0 | 7.0 | 6.4 | 91.6 |
| | \$8.9 | \$6.2 | \$8.3 | \$6.9 | \$89.9 | \$92.0 | \$86.7 | \$88.0 | \$82.6 | \$111.6 | \$120.6 | \$255.0 | \$956.8 |
| PMT and MTA Aid | | | | | | | | | | | | | |
| Payroll Mobility Tax (PMT) | \$5.5 | \$32.5 | \$26.8 | \$24.9 | \$23.0 | \$22.1 | \$22.1 | \$22.1 | \$22.1 | \$22.1 | \$22.1 | \$38.7 | \$284.0 |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 0.0 | 14.7 | 0.0 | 14.7 | 0.0 | 14.7 | 14.7 | 73.3 |
| MTA Aid | 0.0 | 0.0 | 19.3 | 0.0 | 0.0 | 20.5 | 0.0 | 0.0 | 22.8 | 0.0 | 0.0 | 22.2 | 84.8 |
| | \$5.5 | \$32.5 | \$46.2 | \$24.9 | \$37.7 | \$42.6 | \$36.7 | \$22.1 | \$59.5 | \$22.1 | \$36.7 | \$75.5 | \$442.1 |
| For-Hire Vehicle (FHV) Surcharge | | | | | | | | | | | | | |
| General Transportation Account | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$8.6 | \$8.6 |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$8.6 | \$8.6 |
| Capital Program Funding from Lockbox Revenues | | | | | | | | | | | | | |
| Central Business District Tolling Program (CBDTP) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Real Property Transfer Tax Surcharge (Mansion Tax) | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 62.3 |
| Internet Marketplace Tax - NYS | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 30.8 |
| Internet Marketplace Tax - NYC | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 34.9 |
| Subtotal: | 10.6 | 10.6 | 10.6 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 128.1 |
| Less: Debt Service on Lockbox Bonds | (2.2) | (2.2) | (2.2) | (2.2) | (2.2) | (2.2) | (2.2) | (2.2) | (2.2) | (2.2) | (2.2) | (2.2) | (26.1) |
| Less: Lockbox Allocated to PAYGO | (8.5) | (8.5) | (8.5) | (8.5) | (8.5) | (8.5) | (8.5) | (8.5) | (8.5) | (8.5) | (8.5) | (8.5) | (102.0) |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| State and Local Subsidies | | | | | | | | | | | | | |
| State Operating Assistance | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$7.3 | \$0.0 | \$0.0 | \$7.3 | \$0.0 | \$0.0 | \$7.3 | \$7.3 | \$29.3 |
| Local Operating Assistance | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 7.3 | 29.3 |
| Station Maintenance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 114.1 | 60.0 | 25.8 | 0.0 | 0.0 | 0.0 | 199.9 |
| | \$0.0 | \$0.0 | \$7.3 | \$0.0 | \$7.3 | \$7.3 | \$114.1 | \$67.4 | \$33.1 | \$0.0 | \$7.3 | \$14.6 | \$258.4 |
| Other Investment Income | | | | | | | | | | | | | |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Subsidy Adjustments | | | | | | | | | | | | | |
| Forward Energy Contracts Program - Gain/(Loss) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$5.7 | \$5.7 |
| Committed to Capital Program Contributions | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 67.7 | 67.7 |
| Local Subsidy Available Due to Federal COVID Funding | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 424.4 | 424.4 |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$497.7 | \$497.7 |
| Subtotal: Taxes & State and Local Subsidies | | | | | | | | | | | | | |
| | \$14.5 | \$38.7 | \$61.8 | \$31.9 | \$134.9 | \$141.9 | \$237.5 | \$177.5 | \$175.2 | \$133.7 | \$164.6 | \$851.4 | \$2,163.7 |
| Other Funding Agreements | | | | | | | | | | | | | |
| CDOT Subsidy for Metro-North Railroad | \$23.2 | \$23.5 | \$24.3 | \$19.7 | \$21.7 | \$22.9 | \$21.2 | \$22.1 | \$23.2 | \$19.2 | \$22.0 | \$24.1 | \$267.0 |
| | \$23.2 | \$23.5 | \$24.3 | \$19.7 | \$21.7 | \$22.9 | \$21.2 | \$22.1 | \$23.2 | \$19.2 | \$22.0 | \$24.1 | \$267.0 |
| Subtotal, including Other Funding Agreements | | | | | | | | | | | | | |
| | \$37.6 | \$62.2 | \$86.2 | \$51.5 | \$156.6 | \$164.8 | \$258.7 | \$199.6 | \$198.4 | \$152.9 | \$186.6 | \$875.5 | \$2,430.7 |
| Inter-agency Subsidy Transactions | | | | | | | | | | | | | |
| B&T Operating Surplus Transfer | \$0.0 | \$94.9 | \$28.8 | \$34.6 | \$41.2 | \$46.6 | \$42.7 | \$48.6 | \$52.0 | \$40.4 | \$46.8 | \$60.3 | \$536.9 |
| | \$0.0 | \$94.9 | \$28.8 | \$34.6 | \$41.2 | \$46.6 | \$42.7 | \$48.6 | \$52.0 | \$40.4 | \$46.8 | \$60.3 | \$536.9 |
| TOTAL SUBSIDIES | \$37.6 | \$157.1 | \$115.0 | \$86.1 | \$197.8 | \$211.4 | \$301.4 | \$248.2 | \$250.4 | \$193.2 | \$233.4 | \$935.8 | \$2,967.6 |

N-17

MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION
February Financial Plan - 2023 Adopted Budget
Cash Basis
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|---------------|
| MMTOA | | | | | | | | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | <u>\$0.0</u> | <u>\$0.0</u> | <u>\$0.0</u> | <u>\$0.0</u> | <u>\$0.7</u> | <u>\$0.7</u> | <u>\$0.6</u> | <u>\$0.6</u> | <u>\$0.6</u> | <u>\$0.8</u> | <u>\$0.9</u> | <u>\$1.9</u> | <u>\$6.8</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.7 | \$0.7 | \$0.6 | \$0.6 | \$0.6 | \$0.8 | \$0.9 | \$1.9 | \$6.8 |
| State and Local Subsidies | | | | | | | | | | | | | |
| State Operating Assistance | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.1 | \$0.0 | \$0.0 | \$0.1 | \$0.0 | \$0.0 | \$0.1 | \$0.1 | \$0.6 |
| Local Operating Assistance | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.4</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.0</u> | <u>0.1</u> | <u>0.6</u> |
| | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.1 | \$0.0 | \$0.4 | \$0.1 | \$0.0 | \$0.0 | \$0.1 | \$0.3 | \$1.1 |
| Subtotal: Taxes & State and Local Subsidies | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.8 | \$0.7 | \$1.0 | \$0.8 | \$0.6 | \$0.8 | \$1.0 | \$2.2 | \$7.9 |
| City Subsidy for Staten Island Railway | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$52.7 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$52.7 |
| TOTAL SUBSIDIES | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.8 | \$0.7 | \$1.0 | \$53.4 | \$0.6 | \$0.8 | \$1.0 | \$2.2 | \$60.6 |

MTA HEADQUARTERS SUBSIDY ALLOCATION
February Financial Plan - 2023 Adopted Budget
Cash Basis
(\$ in Millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-----------------------------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|
| Net Funding Required for MTA Headquarters | (\$75.3) | (\$72.5) | (\$94.5) | (\$80.4) | (\$73.2) | (\$101.1) | (\$74.9) | (\$73.7) | (\$86.4) | (\$74.7) | (\$76.1) | (\$97.8) | (\$980.6) |
| <u>Mortgage Recording Tax -1</u> | | | | | | | | | | | | | |
| <i>MRT-1 Gross Receipts</i> | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$400.3 |
| <u>Adjustments to MRT -1</u> | | | | | | | | | | | | | |
| <i>Diversion of MRT to Suburban Highway</i> | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| <i>Total Adjustments to MRT-1</i> | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total MRT-1 Available to Fund MTA HQ | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$33.4 | \$400.3 |
| Remaining Requirement to Fund MTA HQ, after MRT-1 | (\$42.0) | (\$39.2) | (\$61.1) | (\$47.0) | (\$39.9) | (\$67.7) | (\$41.5) | (\$40.4) | (\$53.0) | (\$41.3) | (\$42.7) | (\$64.5) | (\$580.3) |
| <u>Mortgage Recording Tax -2</u> | | | | | | | | | | | | | |
| <i>MRT-2 Gross Receipts</i> | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$232.7 |
| <u>Adjustments to MRT - 2</u> | | | | | | | | | | | | | |
| <i>Funding of General Reserve</i> | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | (\$190.0) | (\$190.0) |
| <i>MTA Bus Debt Service</i> | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (12.3) | (12.3) |
| <i>Reimburse Agency Security Costs</i> | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| <i>MRT Transfer To Suburban Counties</i> | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (11.6) | (11.6) |
| <i>Interest on MRT Receipts</i> | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 | 6.2 |
| <i>Total Adjustments to MRT-2</i> | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | (\$207.6) | (\$207.6) |
| Total MRT-2 Available to Fund MTAHQ | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | \$19.4 | (\$188.2) | \$25.0 |
| Remaining Requirement to Fund MTA HQ, after MRT-2 | (\$22.6) | (\$19.8) | (\$41.7) | (\$27.6) | (\$20.5) | (\$48.3) | (\$22.1) | (\$21.0) | (\$33.6) | (\$21.9) | (\$23.3) | (\$252.7) | (\$555.2) |
| Payroll Mobility Tax for Fund Unallocated MRT-2 Receipts | \$22.6 | \$19.8 | \$41.7 | \$27.6 | \$20.5 | \$48.3 | \$22.1 | \$21.0 | \$33.6 | \$21.9 | \$23.3 | \$252.7 | \$555.2 |

N-19

MTA BUS COMPANY SUBSIDY ALLOCATION
February Financial Plan - 2023 Adopted Budget
Cash Basis
(\$ in millions)

Other Funding Agreements
City Subsidy for MTA Bus Company

| Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|
| \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$43.0 | \$516.0 |

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Debt Service
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|----------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Debt Service | | | | | | | | | | | | | |
| MTA Transportation Revenue | | | | | | | | | | | | | |
| NYC Transit | \$78.514 | \$78.514 | \$78.514 | \$78.514 | \$61.178 | \$78.514 | \$78.514 | \$78.514 | \$79.266 | \$80.395 | \$57.534 | \$85.346 | \$913.314 |
| Commuter Railroads | 54.707 | 54.707 | 54.707 | 54.707 | 48.315 | 54.707 | 54.707 | 54.707 | 55.233 | 56.022 | 45.778 | 59.482 | 647.777 |
| MTA Bus | 1.764 | 1.764 | 1.764 | 1.764 | 1.732 | 1.764 | 1.764 | 1.764 | 1.780 | 1.805 | 1.840 | 1.914 | 21.417 |
| SIRTOA | 0.502 | 0.502 | 0.502 | 0.502 | 0.502 | 0.502 | 0.502 | 0.502 | 0.507 | 0.514 | 0.534 | 0.546 | 6.117 |
| | \$135.486 | \$135.486 | \$135.486 | \$135.486 | \$111.726 | \$135.486 | \$135.486 | \$135.486 | \$136.786 | \$138.736 | \$105.686 | \$147.289 | \$1,588.626 |
| Dedicated Tax Fund | | | | | | | | | | | | | |
| NYC Transit | \$27.970 | \$27.970 | \$27.970 | \$18.527 | \$8.649 | \$27.970 | \$27.970 | \$27.970 | \$22.752 | \$10.164 | \$9.374 | \$35.704 | \$272.992 |
| Commuter Railroads | 5.953 | 5.953 | 5.953 | 3.943 | 0.895 | 5.953 | 5.953 | 5.953 | 4.842 | 2.163 | 1.049 | 7.598 | 56.206 |
| | \$33.923 | \$33.923 | \$33.923 | \$22.469 | \$9.544 | \$33.923 | \$33.923 | \$33.923 | \$27.594 | \$12.327 | \$10.423 | \$43.302 | \$329.198 |
| Payroll Mobility Tax Bonds | | | | | | | | | | | | | |
| NYC Transit | \$13.351 | \$16.063 | \$15.041 | \$6.922 | \$7.414 | \$14.693 | \$14.558 | \$14.717 | \$15.513 | \$8.231 | \$8.231 | \$15.648 | \$150.380 |
| Commuter Railroads | 19.561 | 21.457 | 20.158 | 9.376 | 8.808 | 19.559 | 19.501 | 19.749 | 20.990 | 10.977 | 10.977 | 21.048 | 203.161 |
| MTA Bus | 1.058 | 1.118 | 0.950 | 0.387 | 0.450 | 1.447 | 1.994 | 2.001 | 2.033 | 1.625 | 1.625 | 1.486 | 16.175 |
| SIRTOA | 0.997 | 1.014 | 0.875 | 0.366 | 0.413 | 0.871 | 0.916 | 0.924 | 0.961 | 0.571 | 0.571 | 0.916 | 9.396 |
| | \$34.967 | \$39.652 | \$37.024 | \$17.051 | \$18.086 | \$36.571 | \$36.970 | \$37.391 | \$39.497 | \$21.403 | \$21.403 | \$39.098 | \$379.112 |
| 2 Broadway COPs | | | | | | | | | | | | | |
| NYC Transit | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$3.812 |
| Commuter Railroads | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 1.164 |
| Bridges & Tunnels | 0.048 | 0.048 | 0.048 | 0.048 | 0.048 | 0.048 | 0.048 | 0.048 | 0.048 | 0.048 | 0.048 | 0.048 | 0.573 |
| MTA HQ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$0.462 | \$5.549 |
| Capital Lockbox | | | | | | | | | | | | | |
| NYC Transit | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Commuter Railroads | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MTA Bus | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SIRTOA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| TBTA General Resolution | | | | | | | | | | | | | |
| NYC Transit | \$15.034 | \$15.034 | \$15.034 | \$15.034 | \$15.034 | \$15.034 | \$15.034 | \$15.034 | \$15.034 | \$15.034 | \$14.967 | \$14.893 | \$180.198 |
| Commuter Railroads | 6.693 | 6.693 | 6.693 | 6.693 | 6.693 | 6.693 | 6.693 | 6.693 | 6.693 | 6.693 | 6.663 | 6.630 | 80.218 |
| Bridges & Tunnels | 34.108 | 34.108 | 34.108 | 34.108 | 29.954 | 34.108 | 34.526 | 34.526 | 34.526 | 34.526 | 30.275 | 36.729 | 405.604 |
| | \$55.835 | \$55.835 | \$55.835 | \$55.835 | \$51.680 | \$55.835 | \$56.253 | \$56.253 | \$56.253 | \$56.253 | \$51.905 | \$58.252 | \$666.020 |
| TBTA Subordinate | | | | | | | | | | | | | |
| NYC Transit | \$4.898 | \$4.898 | \$4.898 | \$4.898 | \$4.898 | \$4.898 | \$4.898 | \$4.898 | \$4.898 | \$4.898 | \$4.634 | \$4.392 | \$58.007 |
| Commuter Railroads | 2.533 | 2.533 | 2.533 | 2.533 | 2.533 | 2.533 | 2.533 | 2.533 | 2.533 | 2.533 | 2.397 | 2.272 | 30.001 |
| Bridges & Tunnels | 1.272 | 1.272 | 1.272 | 1.272 | 1.272 | 1.272 | 1.272 | 1.272 | 1.272 | 1.272 | 1.204 | 1.141 | 15.068 |
| | \$8.704 | \$8.704 | \$8.704 | \$8.704 | \$8.704 | \$8.704 | \$8.704 | \$8.704 | \$8.704 | \$8.704 | \$8.235 | \$7.805 | \$103.077 |
| TBTA 2nd Subordinate Debt | | | | | | | | | | | | | |
| Bridges & Tunnels | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$12.886 |
| | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$1.074 | \$12.886 |
| Total Debt Service | \$270.451 | \$275.136 | \$272.507 | \$241.081 | \$201.276 | \$272.055 | \$272.871 | \$273.293 | \$270.369 | \$238.959 | \$199.188 | \$297.281 | \$3,084.467 |

Notes:

- (1) Budgeted debt service is calculated as resolution required funding from available pledged revenues into debt service accounts. Actual payments to bondholders are made when due and do not conform to this schedule.
- (2) Debt service is allocated between Transit, Commuter, MTA Bus, SIRTOA and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.
- (3) Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Total Positions by Category and Agency

| CATEGORY/AGENCY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Total Baseline Positions | 73,443 | 73,511 | 73,649 | 73,754 | 73,830 | 73,943 | 73,697 | 73,735 | 73,866 | 73,877 | 73,853 | 74,159 |
| NYC Transit | 49,281 | 49,306 | 49,326 | 49,399 | 49,475 | 49,515 | 49,363 | 49,383 | 49,446 | 49,453 | 49,472 | 49,532 |
| Long Island Rail Road | 8,038 | 8,038 | 8,075 | 8,069 | 8,062 | 8,060 | 8,048 | 8,049 | 8,045 | 8,030 | 7,997 | 7,987 |
| Metro-North Railroad | 6,628 | 6,671 | 6,752 | 6,790 | 6,797 | 6,872 | 6,790 | 6,807 | 6,879 | 6,899 | 6,889 | 7,144 |
| Bridges & Tunnels | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 |
| Headquarters | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 |
| Staten Island Railway | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 |
| Construction & Development | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 |
| Bus Company | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 |
| Non-Reimbursable | 66,447 | 66,547 | 66,359 | 66,475 | 66,522 | 66,668 | 66,417 | 66,494 | 66,705 | 66,713 | 66,717 | 66,990 |
| NYC Transit | 44,488 | 44,513 | 44,533 | 44,603 | 44,679 | 44,719 | 44,564 | 44,584 | 44,646 | 44,651 | 44,670 | 44,745 |
| Long Island Rail Road | 7,032 | 7,067 | 6,820 | 6,935 | 6,909 | 6,929 | 6,926 | 6,944 | 7,039 | 7,003 | 6,953 | 6,902 |
| Metro-North Railroad | 5,928 | 5,967 | 6,006 | 5,938 | 5,934 | 6,021 | 5,928 | 5,967 | 6,020 | 6,059 | 6,093 | 6,343 |
| Bridges & Tunnels | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 |
| Headquarters | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 |
| Staten Island Railway | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 |
| Construction & Development | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 |
| Bus Company | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 |
| Reimbursable | 6,996 | 6,964 | 7,289 | 7,279 | 7,308 | 7,274 | 7,279 | 7,241 | 7,160 | 7,165 | 7,136 | 7,169 |
| NYC Transit | 4,793 | 4,793 | 4,793 | 4,796 | 4,796 | 4,796 | 4,799 | 4,799 | 4,799 | 4,801 | 4,801 | 4,787 |
| Long Island Rail Road | 1,007 | 971 | 1,254 | 1,134 | 1,153 | 1,131 | 1,122 | 1,105 | 1,006 | 1,027 | 1,043 | 1,085 |
| Metro-North Railroad | 700 | 704 | 746 | 852 | 863 | 851 | 862 | 840 | 859 | 840 | 796 | 801 |
| Bridges & Tunnels | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 |
| Headquarters | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Staten Island Railway | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 |
| Construction & Development | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 |
| Bus Company | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 |

N-22

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Total Positions by Category and Agency

| CATEGORY/AGENCY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Total Full-Time | 73,256 | 73,324 | 73,462 | 73,567 | 73,643 | 73,756 | 73,510 | 73,548 | 73,682 | 73,694 | 73,670 | 73,976 |
| NYC Transit | 49,113 | 49,138 | 49,158 | 49,231 | 49,307 | 49,347 | 49,195 | 49,215 | 49,281 | 49,288 | 49,307 | 49,368 |
| Long Island Rail Road | 8,038 | 8,038 | 8,075 | 8,069 | 8,062 | 8,060 | 8,048 | 8,049 | 8,045 | 8,030 | 7,997 | 7,987 |
| Metro-North Railroad | 6,627 | 6,670 | 6,751 | 6,789 | 6,796 | 6,871 | 6,789 | 6,806 | 6,878 | 6,898 | 6,888 | 7,143 |
| Bridges & Tunnels | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 |
| Headquarters | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 |
| Staten Island Railway | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 |
| Construction & Development | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 |
| Bus Company | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 |
| Total- Full-Time Equivalents | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 184 | 184 | 184 | 184 |
| NYC Transit | 168 | 168 | 168 | 168 | 168 | 168 | 168 | 168 | 165 | 165 | 165 | 165 |
| Long Island Rail Road | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro-North Railroad | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Bridges & Tunnels | - | - | - | - | - | - | - | - | - | - | - | - |
| Headquarters | - | - | - | - | - | - | - | - | - | - | - | - |
| Staten Island Railway | - | - | - | - | - | - | - | - | - | - | - | - |
| Construction & Development | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Company | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |

Note: Totals may differ due to rounding

IV-23

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Agency

| FUNCTION/AGENCY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|----------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Administration | 4,369 | 4,373 | 4,373 | 4,374 | 4,374 | 4,372 | 4,372 | 4,372 | 4,366 | 4,366 | 4,366 | 4,369 |
| NYC Transit | 977 | 977 | 977 | 977 | 977 | 977 | 977 | 977 | 974 | 974 | 974 | 974 |
| Long Island Rail Road | 488 | 488 | 488 | 488 | 488 | 486 | 486 | 486 | 484 | 484 | 484 | 484 |
| Metro-North Railroad | 475 | 479 | 479 | 480 | 480 | 480 | 480 | 480 | 480 | 480 | 480 | 482 |
| Bridges & Tunnels | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Headquarters | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 |
| Staten Island Railway | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Construction & Development | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Bus Company | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| Operations | 31,370 | 31,384 | 31,416 | 31,429 | 31,449 | 31,499 | 31,285 | 31,297 | 31,369 | 31,331 | 31,347 | 31,483 |
| NYC Transit | 23,477 | 23,479 | 23,479 | 23,480 | 23,524 | 23,544 | 23,334 | 23,334 | 23,400 | 23,357 | 23,376 | 23,449 |
| Long Island Rail Road | 2,807 | 2,807 | 2,825 | 2,829 | 2,808 | 2,817 | 2,817 | 2,817 | 2,815 | 2,810 | 2,809 | 2,809 |
| Metro-North Railroad | 2,156 | 2,168 | 2,182 | 2,190 | 2,187 | 2,208 | 2,204 | 2,216 | 2,224 | 2,234 | 2,232 | 2,295 |
| Bridges & Tunnels | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 |
| Headquarters | - | - | - | - | - | - | - | - | - | - | - | - |
| Staten Island Railway | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 |
| Construction & Development | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Company | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 |
| Maintenance | 33,082 | 33,132 | 33,238 | 33,329 | 33,384 | 33,449 | 33,417 | 33,443 | 33,507 | 33,557 | 33,517 | 33,649 |
| NYC Transit | 22,855 | 22,878 | 22,898 | 22,970 | 23,002 | 23,022 | 23,080 | 23,100 | 23,100 | 23,150 | 23,150 | 23,138 |
| Long Island Rail Road | 4,536 | 4,536 | 4,555 | 4,545 | 4,558 | 4,550 | 4,538 | 4,539 | 4,539 | 4,529 | 4,497 | 4,486 |
| Metro-North Railroad | 3,934 | 3,961 | 4,028 | 4,057 | 4,067 | 4,121 | 4,043 | 4,048 | 4,112 | 4,122 | 4,114 | 4,268 |
| Bridges & Tunnels | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 |
| Headquarters | - | - | - | - | - | - | - | - | - | - | - | - |
| Staten Island Railway | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 |
| Construction & Development | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Company | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 |

IV-24

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Agency

| FUNCTION/AGENCY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Engineering/Capital | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,883 |
| NYC Transit | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 |
| Long Island Rail Road | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 |
| Metro-North Railroad | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 99 |
| Bridges & Tunnels | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 |
| Headquarters | - | - | - | - | - | - | - | - | - | - | - | - |
| Staten Island Railway | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Construction & Development | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 |
| Bus Company | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 |
| Public Safety | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 |
| NYC Transit | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 |
| Long Island Rail Road | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro-North Railroad | - | - | - | - | - | - | - | - | - | - | - | - |
| Bridges & Tunnels | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 |
| Headquarters | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 |
| Staten Island Railway | - | - | - | - | - | - | - | - | - | - | - | - |
| Construction & Development | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Company | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupational Group

| FUNCTION/OCCUPATIONAL GROUP | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Administration | 4,369 | 4,373 | 4,373 | 4,374 | 4,374 | 4,372 | 4,372 | 4,372 | 4,366 | 4,366 | 4,366 | 4,369 |
| Managers/Supervisors | 1,585 | 1,586 | 1,586 | 1,586 | 1,586 | 1,584 | 1,584 | 1,584 | 1,582 | 1,582 | 1,582 | 1,590 |
| Professional, Technical, Clerical | 2,732 | 2,735 | 2,735 | 2,736 | 2,736 | 2,736 | 2,736 | 2,736 | 2,732 | 2,732 | 2,732 | 2,727 |
| Operational Hourlies | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 |
| Operations | 31,370 | 31,384 | 31,416 | 31,429 | 31,449 | 31,499 | 31,285 | 31,297 | 31,369 | 31,331 | 31,347 | 31,483 |
| Managers/Supervisors | 4,015 | 4,014 | 4,016 | 4,016 | 4,017 | 4,017 | 4,002 | 4,002 | 4,002 | 4,001 | 4,001 | 3,988 |
| Professional, Technical, Clerical | 995 | 995 | 995 | 996 | 997 | 997 | 999 | 999 | 999 | 997 | 996 | 996 |
| Operational Hourlies | 26,360 | 26,375 | 26,405 | 26,417 | 26,435 | 26,485 | 26,284 | 26,296 | 26,368 | 26,333 | 26,350 | 26,499 |
| Maintenance | 33,082 | 33,132 | 33,238 | 33,329 | 33,384 | 33,449 | 33,418 | 33,444 | 33,507 | 33,557 | 33,517 | 33,649 |
| Managers/Supervisors | 6,064 | 6,073 | 6,086 | 6,086 | 6,084 | 6,081 | 6,072 | 6,074 | 6,071 | 6,071 | 6,071 | 6,138 |
| Professional, Technical, Clerical | 1,908 | 1,912 | 1,915 | 1,922 | 1,927 | 1,927 | 1,936 | 1,940 | 1,941 | 1,934 | 1,922 | 1,947 |
| Operational Hourlies | 25,110 | 25,146 | 25,237 | 25,321 | 25,373 | 25,441 | 25,410 | 25,431 | 25,496 | 25,553 | 25,524 | 25,564 |
| Engineering/Capital | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,847 | 1,883 |
| Managers/Supervisors | 534 | 534 | 534 | 534 | 534 | 534 | 534 | 534 | 534 | 534 | 534 | 553 |
| Professional, Technical, Clerical | 1,311 | 1,311 | 1,311 | 1,311 | 1,311 | 1,311 | 1,311 | 1,311 | 1,311 | 1,311 | 1,311 | 1,328 |
| Operational Hourlies | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Public Safety | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 | 2,776 |
| Managers/Supervisors | 783 | 783 | 783 | 783 | 783 | 783 | 783 | 783 | 783 | 783 | 783 | 783 |
| Professional, Technical, Clerical | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 |
| Operational Hourlies | 1,844 | 1,844 | 1,844 | 1,844 | 1,844 | 1,844 | 1,844 | 1,844 | 1,844 | 1,844 | 1,844 | 1,844 |
| Total Baseline Positions | 73,443 | 73,511 | 73,649 | 73,754 | 73,830 | 73,943 | 73,697 | 73,735 | 73,866 | 73,877 | 73,853 | 74,159 |
| Managers/Supervisors | 12,979 | 12,988 | 13,003 | 13,003 | 13,002 | 12,997 | 12,973 | 12,975 | 12,970 | 12,969 | 12,969 | 13,050 |
| Professional, Technical, Clerical | 7,096 | 7,104 | 7,106 | 7,115 | 7,121 | 7,121 | 7,132 | 7,136 | 7,134 | 7,125 | 7,112 | 7,148 |
| Operational Hourlies | 53,367 | 53,419 | 53,540 | 53,636 | 53,706 | 53,824 | 53,592 | 53,624 | 53,762 | 53,783 | 53,772 | 53,961 |

Note: Totals may differ due to rounding

IV-26

V. MTA Capital Program Information

MTA New York City Transit
2023 Commitments

\$ in millions

| | | 2023 Commitments Goal |
|----------|--------------------------------------------------------------|-----------------------------|
| ET060305 | Sandy Mitigation: 17 Fan Plant Wrap-up 2 Locs FP 7222 & 7232 | \$ 9.7 |
| ET060336 | Sandy Resiliency: 4 Pump Rooms (Jerome/Pelham Tube) | \$ 41.5 |
| | Element Total | \$ 51.2 |
| ET100222 | Sandy Repairs: Culver Yard Track, Signals and Switches | \$ 276.7 |
| | Element Total | \$ 276.7 |
| ET100315 | Sandy Mitigation: Resiliency Improvements at Corona Yard | \$ 13.2 |
| ET100315 | Sandy Mitigation: Resiliency Improvements at Westchester Yar | \$ 77.9 |
| | Element Total | \$ 91.1 |
| S8070107 | ADA: Huguenot / SIR | \$ 34.4 |
| S8070112 | Track and Switch Rehabilitation: SIR Mainline (Switches) | \$ 91.0 |
| | Element Total | \$ 125.3 |
| T6160707 | Perimeter Hardening: PCC [SBMP] | \$ 4.2 |
| | Element Total | \$ 4.2 |
| T7041210 | 111 Street / Flushing | \$ 57.8 |
| T7041211 | 103 St-Corona Plaza / Flushing | \$ 55.2 |
| T7041212 | 82 Street-Jackson Heights / Flushing | \$ 48.9 |
| T7041217 | 69 Street / Flushing | \$ 54.0 |
| T7041219 | 52 Street / Flushing | \$ 62.8 |
| T70412L6 | Station Vents: 50 St/BW7 (Batteries G,L,M) [SBMP] | \$ 1.0 |
| | Element Total | \$ 279.7 |
| T7041429 | Sutphin Blvd-Archer Ave: Comm and Security Upgrades | \$ 6.5 |
| | Element Total | \$ 6.5 |
| T7080604 | Fiber Optic Cable Replacement Ph 2 (2023) - Sea Beach/CUL | \$ 4.2 |
| T7080607 | UHF T-Band Radio System Replacement | \$ 3.1 |
| | Element Total | \$ 7.3 |
| T7100441 | Rail Car Acceptance and Testing Facility, Brooklyn | \$ 116.2 |
| | Element Total | \$ 116.2 |
| T80302 | 355 Standard Battery Electric Buses (BEB) | \$ 497.4 |
| T8030203 | 90 Articulated Battery Electric Buses (BEB) | \$ 164.1 |
| T8030230 | Batt Elec Bus Charging Infra Phase 2 (5 Depots) | \$ 164.0 |
| T8030230 | Batt Elec Bus Charging Infra Phase 3 (5 Depots) | \$ 175.8 |
| | Element Total | \$ 1,001.3 |
| T8040714 | Replace 3 Escalators at Broadway Junction / Fulton | \$ 50.4 |
| | Element Total | \$ 50.4 |
| T80412 | Station Ventilators: Phase 23 - 3 Locations, Queens | \$ 7.5 |
| T80412 | 4 Elev Stairs: 161 ST/JER (S1,M1,S2,M2) [SBMP] | \$ 2.9 |
| T80412 | 2 Sub Str Stairs: Court Sq/QBL (S3/M3,S4/M4) [SBMP T2] | \$ 2.9 |
| T80412 | 2 Sub Str Stairs: 67 Av / QBL (S2/M2/M3AB,S3/M5AB) [SBMP T2] | \$ 2.9 |
| T80412 | 2 Sub Str Stairs: 110 St / LEX (S2/P2,S4/P4) [SBMP T2] | \$ 2.9 |
| T80412 | 1 Elev Stair,Ramp,Overpass: 161 ST/JER (P6AB-P8AB) [SBMP T2] | \$ 2.9 |
| T80412 | 1 Elev Stair,Ramp,Overpass: 161 ST/JER (P2AB-P4AB) [SBMP T2] | \$ 2.9 |
| T80412 | Station Lighting: Fresh Pond Rd (Platform) / Myrtle [SBMP] | \$ 2.1 |
| T80412 | Station Lighting: Forrest Ave (Platform) / Myrtle [SBMP] | \$ 2.1 |
| T80412 | 2 Interior Stairs:Utica Av/FUL(P5/P7, P9/P11) [SBMP] | \$ 4.6 |
| T80412 | 2 Interior Stairs:Utica Av/FUL (P13/P14, P15/P16) [SBMP] | \$ 4.6 |
| T80412 | Station Vents: 50 St/BW7 (Batteries B,C,D) [SBMP] | \$ 1.0 |
| T80412 | Station Vents: 50 St/BW7 (Batteries A,E,F) [SBMP] | \$ 1.0 |
| T80412 | Station Vents: 23 St/8AV (Batteries M,N,O,P) [SBMP] | \$ 1.2 |
| T80412 | Station Vents: 23 St/8AV (Batteries A,B,C,D) [SBMP] | \$ 2.1 |
| T80412 | Stormwater Mitigation: Street Stairs Package 2 | \$ 13.9 |
| T8041206 | 3 Sub Str Stairs: 63 Dr / QBL (S2/M2AB,S4/M4AB,S5) [SBMP T2] | \$ 2.7 |
| T8041206 | 3 Sub Str Stairs: 46 St / QBL (S2,S3,S4) [SBMP T2] | \$ 2.5 |
| T8041206 | 1 Elev Str Stair: 231 St / BW7 (S2/P2/P4) [SBMP] | \$ 1.3 |
| T8041206 | 1 Subway Street Stair: Sutphin Blvd/QBL (S5) [SBMP] | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Grand AV/QBL (S5) [SBMP] | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Grand AV/QBL (S2) [SBMP] | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Dyckman St/8 AV (S2) [SBMP] | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Canal St/8 AV (S1) [SBMP] | \$ 1.1 |

MTA New York City Transit

2023 Commitments

\$ in millions

| | | | |
|----------------------|------------------------------------------------------------|-----------|----------------|
| T8041206 | 1 Subway Street Stair: 63 Dr/QBL (S6) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 63 Dr/ QBL (SB7/M3A/B) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 23 St/BW7 (S3) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 23 St/BW7 (S2) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 205 St/BXC (S3) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 205 St/BXC (S1) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Elevated Street Stair: Freeman St/WPR (S3/P5/P7) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Elevated Street Stair: Freeman St/WPR (S1/P1/P3) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Elevated Street Stair: 90 St/FLS (S3/M3) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Elevated Street Stair: 90 St/FLS (S1/M1A/B) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Elevated Street Stair: 167 St/JER (S4/M4A/B) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: Union Tpk/QBL (S1) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: Sutphin Blvd/QBL (S7) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 71 AV/QBL (S3/M3A/B) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 71 AV/QBL (S2/M2A/B) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 67 AV/QBL (S1/M1A/B) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Subway Street Stair: 205 St/BXC (S4) [SBMP] | \$ | 1.1 |
| T8041206 | 1 Elevated Street Stair: 90 St/FLS (S2/M2) [SBMP] | \$ | 1.1 |
| T8041218 | Platform Components: 5 Locations / Broadway-7th Avenue | \$ | 80.7 |
| T8041234 | Platform Components: Broadway Junction / JAM | \$ | 9.5 |
| T8041237 | Platform Screen Doors (PSD) Pilot: 3 Stations | \$ | 249.5 |
| T8041255 | Station Condition Survey & 2025-29 Prelim Design (Group 1) | \$ | 18.4 |
| T8041256 | Platform Components: New Lots Avenue / NLT | \$ | 11.2 |
| T8041257 | Station Renewal: 242 St / BW7 | \$ | 50.7 |
| T8041259 | Station Components: 46 St- Bliss St / FLS | \$ | 10.4 |
| T8041260 | Stormwater Mitigation: Street Stairs Package 1 | \$ | 6.1 |
| T8041262 | Platform Components: 111 Street / Flushing | \$ | 6.3 |
| Element Total | | \$ | 531.0 |
| T80413 | ADA: 168th Street / 7th Ave-Bway | \$ | 245.8 |
| T8041302 | ADA: 96th Street / 8th Ave. | \$ | 52.7 |
| T8041306 | ADA: 86th Street / Lexington | \$ | 61.8 |
| T8041309 | ADA: 81 St - Museum of Natural History / 8AV | \$ | 54.0 |
| T8041318 | ADA: Hoyt-Schermerhorn / FUL Mezzanine Facility Work | \$ | 5.0 |
| T8041322 | ADA: Classon Avenue / Crosstown | \$ | 80.0 |
| T8041323 | ADA: New Lots Av / New Lots | \$ | 102.5 |
| T8041326 | ADA: 36th Street / 4th Ave. | \$ | 66.1 |
| T8041334 | ADA: 242 St / BW7 | \$ | 54.0 |
| T8041341 | ADA: Broadway / AST | \$ | 42.0 |
| T8041346 | ADA: Broadway Junction Complex (JAM, CNR, FUL) | \$ | 367.1 |
| T8041349 | ADA: 33 St - Rawson St / Flushing | \$ | 71.7 |
| T8041352 | ADA: 46 Street-Bliss Street / Flushing | \$ | 68.1 |
| T8041372 | ADA: Harlem-148 Street / Lenox Avenue | \$ | 73.6 |
| T8041373 | ADA: Court Square - 23rd Street / Queens | \$ | 35.5 |
| Element Total | | \$ | 1,380.1 |
| T80502 | Track Force Account - 2023 | \$ | 35.0 |
| T8050239 | Mainline Track Replacement: 86 St / Broadway-7 Ave | \$ | 9.9 |
| T8050256 | Mainline Track Replacement 2022 / Broadway-7th Ave | \$ | 3.1 |
| T8050268 | Mainline Track Replacement 2023 / 6th Ave-Culver | \$ | 53.0 |
| T8050269 | Continuous Welded Rail 2023 | \$ | 77.7 |
| T8050270 | Mainline Track Replacement 2023 / Queens-63 St | \$ | 8.4 |
| T8050271 | Mainline Track Replacement: Times Sq/ FLS and 3 Av/ CNR | \$ | 4.9 |
| T8050272 | Mainline Track - 2023 DES/EFA | \$ | 23.2 |
| T8050273 | Mainline Track Replacement 2023 / Eastern Parkway | \$ | 16.8 |
| T8050274 | Mainline Track Replacement 2023 / Astoria | \$ | 16.8 |
| T8050275 | Mainline Track Replacement 2023 / Brighton | \$ | 28.1 |
| T8050276 | Mainline Track Replacement 2023 / Jamaica | \$ | 12.2 |
| T8050277 | Mainline Track Replacement 2023 / Canarsie | \$ | 56.1 |
| T8050278 | Mainline Track Replacement 2023 / Jerome | \$ | 5.9 |
| T8050279 | Mainline Track Replacement 2023 / Lenox-WPR | \$ | 19.6 |
| T8050280 | Mainline Track Replacement 2023 / Pelham | \$ | 3.6 |
| T8050281 | Mainline Track Replacement 2023 / West End | \$ | 9.3 |
| T8050282 | Mainline Track Replacement 2023 / Rockaway | \$ | 9.1 |

MTA New York City Transit

2023 Commitments

\$ in millions

| | | | |
|----------|----------------------------------------------------------------|-----------|----------------|
| T8050283 | Mainline Track Replacement 2023 / Manhattan Bridge | \$ | 10.9 |
| T8050284 | Mainline Track Replacement 2023 / 4 Avenue | \$ | 11.3 |
| T8050285 | Mainline Track Replacement 2023 / Flushing | \$ | 5.6 |
| | Element Total | \$ | 420.5 |
| T8050330 | CBTC: Fulton - Switch Replacement | \$ | 19.5 |
| T8050333 | Mainline Track Switches 2023 / West End | \$ | 7.3 |
| T8050334 | Mainline Switches - 2023 DES/EFA | \$ | 12.7 |
| T8050335 | Mainline Track Switches 2023 / 6th Ave-Culver | \$ | 17.6 |
| T8050336 | Mainline Track Switches 2023 / Fulton | \$ | 40.8 |
| T8050337 | Mainline Track Switches 2023 / Brighton | \$ | 12.4 |
| T8050338 | Mainline Track Switches 2023 / Lenox-WPR | \$ | 5.9 |
| T8050339 | Mainline Track Switches 2023 / Rockaway | \$ | 18.0 |
| T8050340 | Mainline Track Switches 2023 / Sea Beach | \$ | 10.3 |
| T8050341 | Mainline Track Switches 2023 / Myrtle | \$ | 13.5 |
| | Element Total | \$ | 158.1 |
| T8060520 | Fan Plant Computer Aided Decision Support (CADS) Pilot | \$ | 21.8 |
| | Element Total | \$ | 21.8 |
| T80703 | Overcoating: 9 Avenue Portal - 79 Street / West End | \$ | 122.9 |
| T80703 | Overcoating: 79 Street - 24 Avenue / West End | \$ | 80.1 |
| T80703 | Overcoating: 24 Ave to Stillwell Terminal / West End | \$ | 108.0 |
| T80703 | Structural Repairs: 9 Ave / WST | \$ | 51.0 |
| T80703 | Structure Painting: Myrtle Line Outstanding Work | \$ | 100.0 |
| T80703 | Repair Expansion Joints: 133 and LaSalle, Broadway-7 Ave | \$ | 5.0 |
| T80703 | Stormwater Mitigation: 81 St & Broadway Sewer Connection/BW7 | \$ | 4.3 |
| T80703 | LSCRP: Uptown Manhattan (BW7) | \$ | 103.6 |
| T80703 | LSCRP: Uptown Manhattan (8AV) | \$ | 117.9 |
| T80703 | Stormwater Mitigation: Miscellaneous Vulnerabilities | \$ | 10.0 |
| | Element Total | \$ | 702.7 |
| T80803 | CBTC Fulton - Switch Replacement (SI) | \$ | 73.5 |
| T8080321 | Equip Track Geometry Cars with CBTC | \$ | 12.1 |
| T8080325 | CBTC: Fulton Line and 5 Interlockings | \$ | 1,659.8 |
| | Element Total | \$ | 1,745.4 |
| T80806 | Comm Room Upgrade: APC Replacement (2020-24) | \$ | 20.6 |
| T80806 | Comm Room Upgrade: 79th St / Broadway MR#312 [SBMP] | \$ | 1.5 |
| T80806 | PSLAN: Expand Partial to Full at 40 Locs for New PA/CIS(Ph0) | \$ | 12.1 |
| T80806 | Antenna Cable Replacement: Jay Street | \$ | 7.5 |
| T8080603 | Fiber Optic Cable Replacement Phase 3 (2020-2024) | \$ | 34.6 |
| T8080611 | Comm Room Upgrade: Houston St / BW7 MR#324 [SBMP] | \$ | 1.4 |
| T8080611 | Passenger ID CCTV: Longwood Av, E143 St, Cypress Av/PEL [SBMP] | \$ | 2.4 |
| T8080611 | Passenger ID CCTV: Zerega Av / PEL [SBMP] | \$ | 1.1 |
| T8080611 | Passenger ID CCTV: St Lawrence Av / PEL [SBMP] | \$ | 1.1 |
| T8080611 | Passenger ID CCTV: Pelham Bay Park / PEL [SBMP] | \$ | 1.1 |
| T8080611 | Passenger ID CCTV: Buhre Av / PEL [SBMP] | \$ | 1.1 |
| T8080611 | Comm Room Upgrade: Wall St / Lex MR#413 [SBMP] | \$ | 1.5 |
| T8080624 | PA/CIS Upgrade: Canarsie Line, Phase 2 | \$ | 62.8 |
| | Element Total | \$ | 148.8 |
| T8090217 | Replace Transformers and Associated Equipment, 2 Substations | \$ | 28.5 |
| T8090218 | Replace DC Lineup at Jamaica Yard Substation | \$ | 17.9 |
| T8090219 | Replace High Tension Switchgear at 5 Substations | \$ | 33.5 |
| T8090220 | Replace High Tension Switchgear at 1 Substation | \$ | 4.4 |
| T8090221 | Substation Renewal: 13 St / Culver | \$ | 39.3 |
| T8090222 | Substation Renewal: 82nd Road / QBL | \$ | 36.1 |
| T8090223 | Replace High Tension Switchgear (Seeley St Substation) | \$ | 11.4 |
| | Element Total | \$ | 171.2 |
| T8100418 | Yard Lighting: Fresh Pond Yard | \$ | 14.1 |
| T8100420 | Yard Track - 2023 | \$ | 4.4 |
| T8100421 | Yard Switches - 2023 | \$ | 5.5 |
| | Element Total | \$ | 24.0 |
| T81203 | Platform Lifts at Tuskegee Airmen Depot | \$ | 5.5 |
| | Element Total | \$ | 5.5 |
| T81204 | Automated Bus Lane Enforcement (ABLE), Ph 2A2 (200 Buses) | \$ | 5.8 |

MTA New York City Transit

2023 Commitments

\$ in millions

| | | | |
|----------|-------------------------------------------------------------|-----------|----------------|
| T81204 | Automated Bus Lane Enforcement (ABLE), Phase 2B (270 Buses) | \$ | 10.9 |
| | Element Total | \$ | 16.7 |
| T8130205 | Upgrade of Critical Systems of Track Geometry Cars 3 & 4 | \$ | 5.1 |
| T8130207 | Purchase 9 Ten-Ton Crane Cars | \$ | 23.6 |
| | Element Total | \$ | 28.7 |
| T8160401 | Enterprise Asset Management - EAM (2023) | \$ | 14.6 |
| | Element Total | \$ | 14.6 |
| T81605 | GO Support - Traffic Checkers 2023 | \$ | 10.0 |
| T81605 | MTA Independent Engineering Consultant 2020-2024 (2022) | \$ | 3.5 |
| T8160606 | Fire Alarm Systems & Sprinklers: Various DOS Locations | \$ | 88.4 |
| | Element Total | \$ | 101.9 |
| T81607 | Employee Facility Repairs at Station Component Locs (2023) | \$ | 7.0 |
| T81607 | Employee Facility Repairs at ADA Locations | \$ | 5.0 |
| | Element Total | \$ | 12.0 |
| | Total 2023 Commitments for New York City Transit | \$ | 7,493.0 |

MTA Long Island Rail Road

2023 Commitments

\$ in millions

| | | 2023 Commitments Goal |
|----------|-----------------------------------------------------------|-----------------------------|
| ACEP | Project Description | |
| EL0303ZH | Emergency Mgmt Equipment | \$ 0.1 |
| | Element Total | \$ 0.1 |
| EL0502ZC | LB Branch Systems Restoration | \$ 0.1 |
| | Element Total | \$ 0.1 |
| EL0603ZP | West Side Yd/East Rvr Tnl | \$ 53.7 |
| EL0603ZS | Long Island City Yard Res | \$ 0.6 |
| | Element Total | \$ 54.3 |
| G7090134 | Protect Locomotives | \$ 0.5 |
| | Element Total | \$ 0.5 |
| L60101MF | Work Locomotives | \$ 25.0 |
| | Element Total | \$ 25.0 |
| L60502LR | Centralized Train Control | \$ 2.9 |
| | Element Total | \$ 2.9 |
| L606016J | Long Island City Yard Phase 3B Construction | \$ 0.9 |
| | Element Total | \$ 0.9 |
| L60701AS | Penn Station Substation Replacement | \$ 26.7 |
| | Element Total | \$ 26.7 |
| L70204UA | Station Component Replace | \$ 2.3 |
| L70204UO | E Yaphank Station | \$ 13.5 |
| L70204UQ | Babylon Station Platform Replacement | \$ 0.5 |
| L70204VH | Ronkonkoma Garage Stairs Rehab [SBDP] | \$ 1.0 |
| | Element Total | \$ 17.4 |
| L70304WU | JCI Phase II | \$ 0.5 |
| | Element Total | \$ 0.5 |
| L70501SN | Penn Stn Radio Retroft | \$ 0.1 |
| | Element Total | \$ 0.1 |
| L70502LH | Babylon Interlocking | \$ 0.8 |
| | Element Total | \$ 0.8 |
| L7060469 | HSF Loading Dock Exhaust | \$ 0.2 |
| L70604YV | HSF Facility Improvements | \$ 5.0 |
| L70604YX | Fire Protection Improvements | \$ 1.7 |
| | Element Total | \$ 6.9 |
| L8010101 | Work Locomotives | \$ 30.0 |
| | Element Total | \$ 30.0 |
| L8020401 | Great Neck Station Renew | \$ 0.6 |
| L8020402 | Forest Hills ADA & Platform Replacement at Babylon | \$ 258.8 |
| L8020403 | Station Platform Components | \$ 0.5 |
| L8020408 | Valley Stream Canopy Roof Rehab | \$ 4.2 |
| L8020411 | ADA Locust Manor Station | \$ 1.7 |
| L8020413 | ADA Copiague Station | \$ 1.9 |
| L8020414 | ADA St Albans Station | \$ 2.2 |
| L8020416 | Locust Manor Column | \$ 0.9 |
| L8020420 | ADA Amityville Station | \$ 1.9 |
| L8020421 | ADA Laurelton Station | \$ 2.0 |
| L8020422 | ADA Massapequa Park Station | \$ 1.3 |
| L8020423 | ADA Lindenhurst Station | \$ 1.9 |
| L8020424 | Valley Stream Escalator / Elevator Replacement | \$ 1.8 |
| L8020425 | Auburndale Elevator Replacement | \$ 0.6 |
| L80204DD | Pkg III-3 ADA Stations (Bellerose, Bellmore, Kew Gardens) | \$ 3.5 |
| | Element Total | \$ 283.8 |
| L8020501 | Surface Parking Rehabilit | \$ 1.3 |
| L8020502 | Small Business Mentoring Program - Parking | \$ 1.0 |
| | Element Total | \$ 2.3 |
| L8020701 | GCT Facility Needs | \$ 3.3 |
| | Element Total | \$ 3.3 |
| L8030101 | Construction Equipment | \$ 39.1 |
| L8030108 | 2023 Annual Track Program | \$ 62.0 |

MTA Long Island Rail Road

2023 Commitments

\$ in millions

| | | | |
|-------------------------------------------------------------|-------------------------------------------------------------|-----------|--------------|
| L8030113 | Patchogue Siding | \$ | 4.1 |
| | Element Total | \$ | 105.2 |
| L8030402 | Jamaica Capacity Improvements | \$ | 0.4 |
| L8030403 | Hall Interlocking Expansion | \$ | 18.7 |
| | Element Total | \$ | 19.1 |
| L8040101 | Small Bus Ment - Jamaica Ave Bridge Painting | \$ | 6.9 |
| L8040103 | Systemwide Bridge Assessment | \$ | 18.0 |
| L8040107 | INF PROJ PTC ADD ONS | \$ | 6.5 |
| L8040108 | HSF West Overpass Replacement | \$ | 1.3 |
| L8040109 | Webster Ave Bridge Replacement | \$ | 23.8 |
| L8040110 | Van Wyck Bridge Spans - Structural Renewal | \$ | 4.0 |
| | Element Total | \$ | 60.5 |
| L8040204 | Small Bus Ment Pro Tunn | \$ | 2.7 |
| | Element Total | \$ | 2.7 |
| L8050201 | Babylon Interlocking | \$ | 1.2 |
| L8050203 | Babylon to Patchogue | \$ | 10.0 |
| L8050205 | Signal Replacement and Interlocking Improvements | \$ | 2.6 |
| | Element Total | \$ | 13.8 |
| L8060101 | RSSE Shop Equipment - WaterJet Cutting System | \$ | 8.6 |
| L8060102 | HMC Shop Infrastructure | \$ | 2.1 |
| L8060105 | Mid Suffolk Yard Phase 2 | \$ | 3.6 |
| | Element Total | \$ | 14.3 |
| L8060401 | Bolands Landing Platform | \$ | 8.3 |
| L8060403 | Fire Protection Improvements | \$ | 0.9 |
| L8060405 | HSF Coolers Walk-In Freezer | \$ | 10.8 |
| L8060406 | Employee Facilities-Bethpage | \$ | 10.1 |
| | Element Total | \$ | 30.0 |
| L8070102 | Yard Lighting and Amenities | \$ | 4.0 |
| L8070106 | Substation Component Ren | \$ | 5.1 |
| L8070107 | Jamaica Substation | \$ | 2.3 |
| | Element Total | \$ | 11.4 |
| L8090401 | Security Camera Replacement Program | \$ | 1.0 |
| L8090402 | Access Control at Stations, Platforms, Yards and Facilities | \$ | 1.1 |
| L8090404 | Equipment Upgrades for Security Command Centers | \$ | 1.0 |
| L8090406 | Centralized Video Storage/Management Solution | \$ | 1.1 |
| L8090407 | Physical Evidence of all LIRR Right of Way | \$ | 2.4 |
| L8090410 | Project Controls | \$ | 22.1 |
| L8090411 | Program Development | \$ | 2.5 |
| | Element Total | \$ | 31.1 |
| Total 2023 Commitments for the Long Island Rail Road | | \$ | 743.6 |

MTA Metro-North Railroad

2023 Commitments

\$ in millions

| ACEP | Project Description | 2023 | |
|--------------------------------------------------------|---------------------------------------------------------|-------------|--------------|
| | | Commitments | Goal |
| M7020112 | PAT Exit Repairs, 86th Street | \$ | 2.7 |
| | Element Total | \$ | 2.7 |
| M7030201 | F/A Overhead Bridges East of Hudson | \$ | 2.1 |
| | Element Total | \$ | 2.1 |
| M7040102 | Harmon to Poughkeepsie SignalSystem ** | \$ | 38.3 |
| M7040105 | PBX Replacement | \$ | 1.4 |
| M7040113 | Node House Roof Replacement | \$ | 2.5 |
| | Element Total | \$ | 42.2 |
| M7050103 | Replace AC Circuit Breaker/Switchgear | \$ | 1.2 |
| | Element Total | \$ | 1.2 |
| M7060105 | Metro-Enviro Site Work | \$ | 0.5 |
| | Element Total | \$ | 0.5 |
| M8020101 | GCT Trainshed Sector 1 | \$ | 11.5 |
| M8020102 | Park Avenue Tunnel Improvements | \$ | 11.4 |
| M8020103 | GCT Fire Stand Pipe Phase II | \$ | 43.7 |
| | Element Total | \$ | 66.6 |
| M8020205 | Ludlow Station Accessibility Improvements | \$ | 2.0 |
| M8020207 | Small Business Project Creation Pkg 2 | \$ | 4.7 |
| | Element Total | \$ | 6.7 |
| M8020301 | Brewster Yard Improvements-SE Parking | \$ | 214.1 |
| M8020302 | Sidewalk Const. Hastings Install Bike Racks 13 Stations | \$ | 3.5 |
| | Element Total | \$ | 217.6 |
| M8030103 | Mainline Turnouts 2023 | \$ | 29.9 |
| M8030107 | MoW Equipment | \$ | 18.3 |
| M8030111 | 2023 Cyclical Track Program | \$ | 30.1 |
| | Element Total | \$ | 78.3 |
| M8030201 | Park Avenue Viaduct Replacement | \$ | 1.1 |
| M8030203 | Fulton/South Street | \$ | 5.2 |
| M8030204 | Railtop Culverts | \$ | 1.5 |
| M8030205 | Bridge Walkways | \$ | 0.5 |
| M8030206 | Replace Timbers UG Bridges | \$ | 1.0 |
| M8030207 | Right-of-Way Fencing | \$ | 0.3 |
| M8030212 | Fulton/South Street | \$ | 44.9 |
| M8030213 | Undergrade Bridge Program - EoH F/A Priority Repairs | \$ | 1.5 |
| | Element Total | \$ | 56.0 |
| M8030304 | Moodna/Woodbury Viaduct Repairs | \$ | 1.2 |
| M8030305 | WoH Improvements | \$ | 0.7 |
| | Element Total | \$ | 1.9 |
| M8040101 | Harmon to Poughkeepsie Signal System Phase II | \$ | 6.1 |
| M8040104 | Network Infrastructure | \$ | 6.0 |
| M8040106 | Radio System | \$ | 8.6 |
| M8040113 | Positive Train Stop Release | \$ | 0.4 |
| | Element Total | \$ | 21.1 |
| M8050106 | Hudson Line Track 1 Electrification | \$ | 2.5 |
| M8050108 | Transformer Rehabilitation | \$ | 3.4 |
| M8050109 | NHL Pelham Substation Replacement | \$ | 30.0 |
| M8050110 | Rebuild 2 NHL AC Substations 128/178 | \$ | 3.8 |
| | Element Total | \$ | 39.7 |
| M8060101 | Upgrade Automotive Fuel System | \$ | 2.3 |
| | Element Total | \$ | 2.3 |
| M8080102 | Systemwide Lead/Asbestos Abatement | \$ | 0.9 |
| M8080105 | Program Administration | \$ | 10.2 |
| M8080106 | Program Scope Development | \$ | 4.0 |
| | Element Total | \$ | 15.1 |
| Total 2023 Commitments for Metro-North Railroad | | \$ | 554.0 |

MTA Bus
2023 Commitments
 \$ in millions

| ACEP | Project Description | 2023 Commitments Goal | |
|-------------------------------------------|------------------------------------------------------------|------------------------------|--------------|
| U80302 | Automated Bus Lane Enforcement (ABLE), Phase 2B (30 Buses) | \$ | 1.2 |
| U80302 | Batt Elec Bus Charging Infra Phase 3 (1 Depot) | \$ | 32.8 |
| U80302 | HVAC Phase 2: Spring Creek | \$ | 8.9 |
| U80302 | Fire Control and CNG: Spring Creek Depot | \$ | 4.5 |
| U80302 | CNG Phase 2: College Point | \$ | 14.9 |
| U80302 | HVAC Phase 2: College Point | \$ | 9.1 |
| U8030201 | 25 Standard Battery Electric Buses (BEB) | \$ | 34.9 |
| U8030219 | Generator Replacement: Spring Creek & College Point | \$ | 15.5 |
| U8030224 | Boiler Replacement: LaGuardia and Spring Creek | \$ | 3.1 |
| Element Total | | \$ | 124.8 |
| Total 2023 Commitments for MTA Bus | | \$ | 124.8 |

MTA Network Expansion

2023 Commitments

\$ in millions

| | | 2023 |
|-------------|-------------------------------------------------------------------------------------------|--------------------|
| ACEP | Project Description | Commitments |
| | | Goal |
| G7090103 | [ESA/RI] MTA Management: Change Management Group (CMG)- PMA Consultants | \$ 0.1 |
| G7090160 | [ESA/RI] GCT Concourse & Facilities (CM014B): GCT Concourse & Facilities CM014B | \$ 4.0 |
| | Element Total | \$ 4.1 |
| G7100104 | [SAS2] SAS 2 Construction Management: SAS Phase 2 Program Management Consultant | \$ 50.0 |
| G7100107 | [SAS2] SAS 2 Prelim Const/Utilities: SAS Phase 2 Package 1 - Early Utilities | \$ 138.0 |
| G7100199 | [SAS2] SAS2 Real Estate: Purchase of Extell Property | \$ 90.0 |
| | Element Total | \$ 278.0 |
| G7110113 | [PSA] Arts at Stations | \$ 3.7 |
| | Element Total | \$ 3.7 |
| G7130109 | [3rd Track] 3rd Track-Force Account: LIRR F/A Operations Transp. (FA Support) | \$ 12.0 |
| | Element Total | \$ 12.0 |
| G8090101 | [ESA/RI] 3rd Party EAC Needs - Manhattan: CM031 | \$ 8.0 |
| G8090102 | [ESA/RI] 3rd Party EAC Needs - Queens/Harold: Midday Yard CILs | \$ 5.0 |
| G8090103 | [ESA/RI] 3rd Party EAC Needs - Systems: CS084 Traction Power Systems Package 4 | \$ 22.4 |
| G8090106 | [ESA/RI] Force Account EAC Needs - Indirect: FMM19 Manhattan MNR Force Account | \$ 8.8 |
| G8090107 | [ESA/RI] Soft Costs EAC Needs - Design/CPS: Design - GEC | \$ 3.0 |
| G8090108 | [ESA/RI] Soft Costs EAC Needs - PM: Reserve P0900 | \$ 9.0 |
| G8090109 | [ESA/RI] Soft Costs EAC Needs - CM: PMC and CCM | \$ 6.0 |
| G8090111 | [ESA/RI] OCIP - EAC Needs: OCIP - EAC Needs | \$ 9.2 |
| G8090115 | [ESA/RI] LIRR Force Account - Harold Stage 4: FHL04 - LIRR Force Account - Harold Stage 4 | \$ 1.0 |
| G8090118 | [ESA/RI] Utility Allowance Package: Utility Allowance Package | \$ 5.0 |
| G8090119 | [ESA/RI] LIRR Operating Support Services: LIRR Support Services | \$ 2.5 |
| G8090120 | [ESA/RI] FA System Testing & Commissioning: FA System Testing & Commissioning | \$ 4.9 |
| G8090121 | [ESA/RI] LIRR Force Account - Harold Stage 3: FHL03 - Harold Stage 3 - LIRR | \$ 5.1 |
| G8090126 | [ESA/RI] Amtrak Operating Support Services: Amtrak Construction Management | \$ 2.5 |
| | Element Total | \$ 92.4 |
| G8110102 | [PSA] Penn Station Access Program Management: Penn Station Access MTA C&D | \$ 1.7 |
| G8110112 | [PSA] PSA Real Estate | \$ 60.0 |
| | Element Total | \$ 61.7 |
| G8130107 | [3rd Track] 3rd Track-Force Account: LIRR F/A Construction for Third Track | \$ 27.5 |
| | Element Total | \$ 27.5 |
| G8140103 | [ESA/RI] Loop & T Interlocking: Loop Interlocking Amtrak | \$ 5.4 |
| G8140104 | [ESA/RI] Amtrak Direct Force Account: FHA03 Harold Stage 3 F/A | \$ 17.0 |
| G8140105 | [ESA/RI] LIRR Direct Force Account: FHL58B - Eastbound Reroute | \$ 7.7 |
| G8140106 | [ESA/RI] PM/CM: SC900 RI Program Management Consultant (PMC) | \$ 6.8 |
| G8140107 | [ESA/RI] Design/CPS: Design/CPS - GEC | \$ 1.0 |
| G8140110 | [ESA/RI] OCIP: OCIP - CH058B Reserve | \$ 3.3 |
| G8140116 | [ESA/RI] Harold Catenary Work: Harold Catenary Work F/A | \$ 8.3 |
| G8140119 | [ESA/RI] LIRR Access and Protection: Harold Stage 3 | \$ 7.7 |
| G8140120 | [ESA/RI] Other Regional Investments Support: NYC Water Board Dewatering Charge | \$ 0.5 |
| | Element Total | \$ 57.7 |
| G8150101 | [Penn Reconstruction] Penn Reconstruction: Architectural & Engineering Design Svcs | \$ 60.8 |
| G8150102 | [Penn Reconstruction] Penn Reconstruction: Additional support costs | \$ 2.5 |
| | Element Total | \$ 63.3 |
| L70206EG | [EEG/LIRR Concourse] PSNY-33rd Corridor (Phase 2 Construction) | \$ 8.3 |
| | Element Total | \$ 8.3 |
| L70206VN | [EEG/LIRR Concourse] PSNY-33rd Corridor (Ph1A Constr. & Shared Support) | \$ 1.7 |
| | Element Total | \$ 1.7 |
| | Total 2023 Commitments for Network Expansion | \$ 610.5 |

MTA Bridges and Tunnels

2023 Commitments

\$ in millions

| ACEP | Project Description | 2023 Commitments Goal |
|-------------|-------------------------------------------------------------------------------------|--------------------------------------|
| C801CP02* | Central Business District Tolling Program (CBDTP) | \$ 1.2 |
| | Element Total | \$ 1.2 |
| D703AW57 | Adv. Traveler Info. Systems (ATIS) & VMS Upgrades | \$ 1.3 |
| | Element Total | \$ 1.3 |
| D704AW80 | Advanced Traveler Information Systems | \$ 0.8 |
| | Element Total | \$ 0.8 |
| D705HC80 | Rehabilitation of Ventilation Buildings | \$ 0.5 |
| | Element Total | \$ 0.5 |
| D705QM36 | Rehabilitation of Ventilation Buildings | \$ 0.5 |
| | Element Total | \$ 0.5 |
| D801HC48 | Rehabilitation of Tunnel Entrance/Exit - Manhattan | \$ 2.2 |
| | Element Total | \$ 2.2 |
| D801HH37 | Upper Level North Abutment and Retaining Wall Reconstruction | \$ 7.7 |
| | Element Total | \$ 7.7 |
| D801RK04 | Ward's island/Queens Anchorage Rehabilitation | \$ 3.7 |
| D801RK19 | Suspended Span Retrofit | \$ 45.0 |
| D801RK70 | Structural Repairs/Flag Repairs | \$ 8.2 |
| D801RK93 | Reconstruct / Relocate RI Ramps (QR & RM) to and from Manhattan Plaza | \$ 7.7 |
| | Element Total | \$ 64.6 |
| D801TN49 | Main Cable and Suspender Rope Investigation | \$ 0.9 |
| D801TN52 | Miscellaneous Structural Rehabilitation | \$ 3.7 |
| D801TN87 | Anchorage & Tower Protection | \$ 18.5 |
| | Element Total | \$ 23.2 |
| D802HH07 | Shared Use Path at the HHB | \$ 15.6 |
| | Element Total | \$ 15.6 |
| D802RK90 | Widening of S/B FDR Drive - from 125th St Entrance Ramp to 116th St. Exit Ramp | \$ 23.5 |
| | Element Total | \$ 23.5 |
| D802VN81 | Lower Level Main Span Deck Rehabilitation at the VNB | \$ 87.9 |
| D802VN86 | Widening Belt Parkway, Phase 1B | \$ 3.0 |
| | Element Total | \$ 90.9 |
| D803AW65 | Toll Collection System Rehabilitation/Upgrades | \$ 1.7 |
| D803AW80 | Adv. Traveler Info. Systems (ATIS) & VMS Upgrades | \$ 0.9 |
| | Element Total | \$ 2.6 |
| D804AW73 | Overhaul and Replace Facility Monitoring and Safety Systems | \$ 37.0 |
| | Element Total | \$ 37.0 |
| D804BW96 | Bridge Structural lighting, Power Redundancy and Resiliency Improvements at the BWB | \$ 5.4 |
| | Element Total | \$ 5.4 |
| D804HC83 | Installation of Fire Suppression System | \$ 0.7 |
| | Element Total | \$ 0.7 |
| D804QM85 | Installation of Fire Suppression System | \$ 0.9 |
| | Element Total | \$ 0.9 |
| D804TN85 | Bridge Structural Lighting and Miscellaneous Structural Upgrades | \$ 0.9 |
| | Element Total | \$ 0.9 |
| D804VN12 | Phase 1 - SCADA and anchorage Substation upgrades at the VNB | \$ 19.5 |
| | Element Total | \$ 19.5 |
| D805AW12 | Hazardous Materials Abatement | \$ 0.3 |
| D805AWX9 | Service Building Upgrades at the HCT and QMT | \$ 5.6 |
| | Element Total | \$ 5.9 |
| D806AW18 | Protective Liability Insurance | \$ 1.0 |
| D806AW21 | Program Administration | \$ 1.9 |

MTA Bridges and Tunnels

2023 Commitments

\$ in millions

| | | | |
|----------|----------------------------------------------|-----------|--------------|
| D806AW22 | Miscellaneous | \$ | 2.5 |
| D806AW28 | Scope Development | \$ | 4.1 |
| D806AW29 | Preliminary Design | \$ | 5.7 |
| D806AW85 | TEA | \$ | 1.0 |
| | Element Total | \$ | 16.2 |
| D807RK19 | Zone/Maintenance Painting of Suspended Spans | \$ | 4.8 |
| | Element Total | \$ | 4.8 |
| D807TNPT | TN Facility Wide Painting Program | \$ | 17.2 |
| | Element Total | \$ | 17.2 |
| D807VN81 | Painting of Upper Level Suspended Span Steel | \$ | 17.0 |
| D807VNPT | VN Facility-Wide Painting Program | \$ | 115.0 |
| | Element Total | \$ | 132.0 |
| ED010307 | BWB Mitigation - Flood Wall | \$ | 0.7 |
| | Element Total | \$ | 0.7 |
| ED060201 | Sandy Program Administration | \$ | 0.5 |
| | Element Total | \$ | 0.5 |
| | Total 2023 Commitments for B&T | \$ | 475.9 |

New York City Transit
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|--------------------------------------------------------------|----------------|----------|
| T7160204 | Capital Revolving Fund (CRF) - 2016 | Jan-23 | \$ 5.0 |
| T7160605 | Consultant Services: UST Remediation - 2017 | Jan-23 | \$ 6.5 |
| T7030203 | 165 Hybrid-Electric Standard Buses (Nova) | Jan-23 | \$ 145.9 |
| T8030211 | 139 Standard Diesel Buses (New Flyer) - 4 Pilot Buses | Jan-23 | \$ 2.8 |
| T8030211 | 135 Standard Diesel Production Buses (New Flyer) | Jan-23 | \$ 96.0 |
| T8070339 | LSCRP: Defects Within Stations (In-House) | Jan-23 | \$ 3.3 |
| T7041275 | Station Ventilators: Ph 16 - 2 Locations / CNR - Brooklyn | Jan-23 | \$ 4.8 |
| T7080650 | Connection-Oriented Ethernet (COE) at 265 Stations, Ph 3B-2 | Feb-23 | \$ 19.7 |
| T8050229 | Mainline Track Replacement 2021 / Broadway | Feb-23 | \$ 5.7 |
| T7120307 | HVAC: Fresh Pond Depot (NYPA) | Feb-23 | \$ 14.1 |
| T8080611 | Comm Room Upgrade: 205th St / Concourse MR#210 [SBMP] | Feb-23 | \$ 1.2 |
| T80806 | Passenger ID CCTV - 49 St and 8 St / BWY [SBMP Tier2] | Feb-23 | \$ 3.9 |
| T80806 | Passenger ID CCTV - 23 St and Rector St / BWY [SBMP Tier2] | Feb-23 | \$ 4.0 |
| T8160710 | EFR Bathroom and Breakroom Ph2 | Feb-23 | \$ 4.0 |
| T8070330 | LSCRP: Repair of Priority Column Bases /JER & WPR (In-House) | Feb-23 | \$ 7.5 |
| T8160401 | Enterprise Asset Management - EAM (2022) | Feb-23 | \$ 20.1 |
| T8050210 | Mainline Track Replacement 2020 / Brighton | Feb-23 | \$ 15.2 |
| T8050249 | Mainline Track Replacement 2022 / 7th Avenue | Feb-23 | \$ 16.0 |
| ET040317 | Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS) | Mar-23 | \$ 75.1 |
| T7080342 | CBTC: 8 Avenue, Equip 316 R179 cars (73 units) | Mar-23 | \$ 35.3 |
| T8080314 | Single Chip UWB Interoperability (Proof of Concept) (Thales) | Mar-23 | \$ 13.4 |
| T8160706 | EMD Facility: Hoyt-Schermerhorn / Fulton | Mar-23 | \$ 14.0 |
| T8120404 | Artic Chassis Wash & Platform Lift: Ulmer Park Depot [SBMP2] | Mar-23 | \$ 2.3 |
| T6120323 | Window Replacement Flatbush & Ulmer Park Depots | Mar-23 | \$ 8.9 |
| S7070106 | New Power Substation: New Dorp | Mar-23 | \$ 21.8 |
| S7070107 | New Power Station: Clifton | Mar-23 | \$ 27.9 |
| T6120444 | New East New York Tower - NYCT | Mar-23 | \$ 4.3 |
| T8080613 | Comm Room Upgrade: 34 St / BW7 (#318A) | Mar-23 | \$ 1.5 |
| T8041219 | Leak Remediation: 34 St / BW7 PSNY-33rd | Mar-23 | \$ 2.4 |
| T8040707 | Replace 3 Hydraulic Elevators: 34 St / BW7 PSNY-33rd | Mar-23 | \$ 21.6 |
| T7041350 | Additional Elevator: 34 St / BW7 PSNY- 33rd | Mar-23 | \$ 16.5 |
| T8080611 | Comm Room Upgrade: Beach 116th St / Rockaway MR#203 [SBMP] | Mar-23 | \$ 1.1 |
| T7080349 | Signal Quality Enhancements (SAP) | Mar-23 | \$ 16.1 |
| T7040703 | Replace 8 Traction Elevators / Various | Mar-23 | \$ 50.6 |
| T7080604 | Fiber Optic Cable Replacement Ph 2 (2022) - Archer Av | Mar-23 | \$ 4.3 |
| T7120404 | TSP: Traffic Signal Priority, Phase 2 | Mar-23 | \$ 4.0 |
| T6120402 | TSP: Traffic Signal Priority Rollout 1100 Buses (SBS) | Mar-23 | \$ 3.1 |
| T6030232 | Digital Information Signs: Depot Wi-Fi | Mar-23 | \$ 2.5 |
| T8050248 | Mainline Track Replacement 2022 / 8th Avenue | Mar-23 | \$ 26.3 |
| T6100439 | 2-Ton Overhead Crane - Concourse | Mar-23 | \$ 0.9 |
| T6100453 | 2-Ton Overhead Crane 207th Street Shop | Mar-23 | \$ 0.9 |
| T6080623 | Passenger Station LAN: Solarwinds Network Management System | Apr-23 | \$ 5.0 |
| T8120408 | Eltingville Park & Ride Expansion | Apr-23 | \$ 4.3 |
| T8041206 | 1 Sub Str Stair: 23 St / BW7 (S1) [SBMP] | Apr-23 | \$ 1.1 |
| T6100427 | Car Washer Repairs: Concourse Yard | Apr-23 | \$ 5.9 |
| T8041206 | 1 Sub Str Stair: 205 St / BXC (S2) [SBMP] | Apr-23 | \$ 1.0 |
| ET100307 | Sandy Mitigation: Long Term Perimeter Protctn-ConeyIsland Yd | Apr-23 | \$ 349.4 |
| ET100211 | Sandy Repairs: Coney Island Yd Cables & Communication Eqpmnt | Apr-23 | \$ 146.3 |
| T8090409 | Rehab 4 CBH Enclosures - Coney Island Yard | Apr-23 | \$ 5.6 |
| T7160512 | Test Pit Services | Apr-23 | \$ 10.6 |
| T8080611 | Comm Room Upgrade: Clark St / Clark MR#334 [SBMP] | Apr-23 | \$ 1.5 |
| T8080611 | Comm Room Upgrade: 8th Avenue / Canarsie MR#115 [SBMP] | Apr-23 | \$ 1.0 |
| T8070338 | LSCRP: Brooklyn (BRT) - Grouting Only | Apr-23 | \$ 1.7 |
| S7070103 | SIR Mainline Track Rehabilitation | Apr-23 | \$ 48.2 |
| S8070109 | Track and Switch Rehabilitation: SIR Mainline (2021) | Apr-23 | \$ 35.2 |
| S7070113 | Clifton Yard Track and Switch Reconfiguration | Apr-23 | \$ 15.1 |
| S8070109 | Track and Switch Rehabilitation: SIR Mainline (Addtnl Work) | Apr-23 | \$ 15.5 |
| T8041206 | 1 Sub Str Stair: Dyckman St / 8AV (S1) [SBMP] | Apr-23 | \$ 1.2 |
| T6080319 | CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 1 | Apr-23 | \$ 202.7 |
| T7080342 | CBTC: 8 Avenue, Equip 112 R160 cars (26 units) | Apr-23 | \$ 11.9 |
| T8030208 | 126 Hybrid-Electric Standard Buses (Nova) | Apr-23 | \$ 107.9 |
| T8030209 | 209 Standard Diesel Buses (Nova) | Apr-23 | \$ 141.2 |
| T8050230 | Mainline Track Replacement 2021 / Concourse | Apr-23 | \$ 15.6 |
| T8050233 | Mainline Track Replacement 2021 / Eastern Parkway | Apr-23 | \$ 8.1 |
| T8050255 | Mainline Track Replacement 2022 / Concourse | Apr-23 | \$ 4.0 |
| T8050263 | Mainline Track Replacement 2022 / Culver | Apr-23 | \$ 17.1 |
| T7041423 | Sutphin Blvd-Archer Ave: Fare Cntrl Upgrd - Prototype | May-23 | \$ 4.3 |
| T7160510 | Boring Services: Brooklyn, Queens and Staten Island | May-23 | \$ 1.9 |
| T7160511 | Boring Services: Manhattan & Bronx | May-23 | \$ 2.0 |
| T8050234 | Mainline Track Replacement 2021 / Jerome | May-23 | \$ 8.6 |
| ET090304 | Sandy Mitigation: Montague-Furman Substation / BWY | May-23 | \$ 7.4 |
| T6090218 | Montague-Furman Substation (Core) | May-23 | \$ 0.7 |
| T8041206 | 1 Str Stair: Parkside Av / BRT (S1/P1) [SBMP] | May-23 | \$ 1.0 |
| T8041206 | 1 Sub Str Stair: 28 St / BWY (S2) [SBMP] | May-23 | \$ 1.0 |
| T8080611 | Passenger ID CCTV - 135 St / LNX [SBMP] | May-23 | \$ 1.8 |

New York City Transit
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|--------------------------------------------------------------|----------------|----------|
| T8160708 | EDR Water Remedy and Equipment Replacement - Prospect Pk/BRT | May-23 | \$ 6.2 |
| T7120306 | Generator: Yukon Depot NYPA | May-23 | \$ 11.4 |
| T8040403 | 44 End Cabinets: Procurement | May-23 | \$ 1.1 |
| T8070328 | Critical Ventilators Between Stations - Constr I/H | May-23 | \$ 4.8 |
| T7160742 | Employee Facility Component Repairs at 6 Locations | May-23 | \$ 4.7 |
| T7130213 | 6 Non-Revenue Vehicles 2021 (2015-19) | Jun-23 | \$ 1.3 |
| T8080611 | Passenger ID CCTV -103 St/8AV&138 St-Grand Conc/JER [SBMP] | Jun-23 | \$ 1.8 |
| T8041206 | 1 Sub Str Stair: Ralph Av / FUL (S3) [SBMP] | Jun-23 | \$ 1.1 |
| T8080611 | Passenger ID CCTV-Myrtle-Willoughby&Fulton St/BCT [SBMP T2] | Jun-23 | \$ 2.4 |
| T7040708 | Replace 2 Escalators / Pelham Parkway/ White Plains Road | Jun-23 | \$ 14.5 |
| T7040709 | Replace 6 Escalators / Various | Jun-23 | \$ 43.2 |
| T8050328 | Mainline Track Switches 2022 / Brighton | Jun-23 | \$ 21.3 |
| T7120321 | East New York Depot Windows and Facade | Jun-23 | \$ 18.1 |
| ET060332 | Sandy Resiliency: 3 Pump Rooms (53rd St Tube) | Jun-23 | \$ 19.0 |
| T7160298 | 2015-2019 Owner Controlled Insurance Program | Jun-23 | \$ 165.3 |
| T8120405 | Automated Bus Lane Enforcement (ABLE), Ph 2A (300 Buses) | Jun-23 | \$ 6.6 |
| T7030215 | Paratransit AVL: Real-Time Dispatch and Scheduling Engine | Jun-23 | \$ 9.3 |
| T7030215 | Paratransit AVL: System Replacement - Purchase/Install | Jun-23 | \$ 17.5 |
| T7030213 | Automatic Passenger Counting (APC) - Phase 1 Rollout | Jun-23 | \$ 5.6 |
| T8050264 | Track Force Account - 2022 | Jun-23 | \$ 35.0 |
| T70502A2 | Continuous Welded Rail 2020 (SAP) | Jun-23 | \$ 19.3 |
| T8100415 | Yard Track - 2022 | Jun-23 | \$ 2.8 |
| T6160705 | RTO Fac: Chambers St / Nassau Loop | Jun-23 | \$ 17.7 |
| T8050240 | Mainline Track - 2021 DES/EFA | Jun-23 | \$ 11.4 |
| T8050320 | Mainline Switches - 2021 DES/EFA | Jun-23 | \$ 7.5 |
| T8050265 | Mainline Track Replacement 2022 / 8 Ave (track A-1) | Jun-23 | \$ 16.7 |
| T8050250 | Mainline Track Replacement 2022 / Brighton | Jun-23 | \$ 33.0 |
| T8050256 | Mainline Track Replacement 2022 / Broadway-7th Ave | Jun-23 | \$ 3.1 |
| T8050237 | Mainline Track Replacement 2021 / Lenox-WPR | Jun-23 | \$ 8.1 |
| T8050232 | Mainline Track Replacement 2021 / Jamaica | Jun-23 | \$ 27.0 |
| T7160608 | Decommission Remediation System: Flatbush Depot [SBMP] | Jul-23 | \$ 1.1 |
| T8050227 | Mainline Track Replacement 2021 / 11 St Cut | Jul-23 | \$ 19.9 |
| T8041317 | ADA: Grand Street / Canarsie | Jul-23 | \$ 23.1 |
| T8041337 | ADA: Beach 67th St (Gaston) / Far Rockaway | Jul-23 | \$ 35.6 |
| T8041319 | ADA: 7th Avenue / 6th Ave | Jul-23 | \$ 40.2 |
| T8041303 | ADA: Dyckman Street (northbound) / 7th Ave-Bway | Jul-23 | \$ 16.9 |
| T8041332 | ADA: East 149th Street / Pelham | Jul-23 | \$ 32.9 |
| T8041328 | ADA: Metropolitan Ave / BCT | Jul-23 | \$ 39.5 |
| S8070108 | ADA: New Dorp / SIR | Jul-23 | \$ 29.1 |
| T8041327 | ADA: Lorimer St / CNR | Jul-23 | \$ 49.3 |
| T8041215 | Platform Components: Metropolitan Ave / BCT | Jul-23 | \$ 6.4 |
| S8070101 | Station Components: New Dorp / SIR | Jul-23 | \$ 3.5 |
| T7160609 | Decommission Remediation System:Kingsbridge Depot [SBMP] | Jul-23 | \$ 1.2 |
| T8041206 | 1 Sub Str Stair: 77 St / 4AV (S2) [SBMP] | Jul-23 | \$ 1.1 |
| T8080611 | Comm Room Upgrade: 23 St / BW7 MR#320A [SBMP] | Jul-23 | \$ 1.2 |
| T8041206 | 1 Sub Str Stair: 75 Av / QBL (S2) [SBMP] | Jul-23 | \$ 1.1 |
| T7130213 | Non-Revenue Vehicles 2022 (2015-19) | Jul-23 | \$ 1.0 |
| T70412L7 | Station Vents: 50 St/BW7 (Batteries H,I,J,K) [SBMP] | Jul-23 | \$ 1.1 |
| T60412J2 | Station Painting at Comp Location: Pelham Bay Park/Pelham | Jul-23 | \$ 4.0 |
| T8041206 | 1 Sub Str Stair: Grand Av / QBL (S3) [SBMP] | Jul-23 | \$ 1.2 |
| T7130215 | Convert 10 R77E Locomotives | Jul-23 | \$ 34.3 |
| T8050218 | Mainline Track Replacement 2020 / West End | Jul-23 | \$ 6.7 |
| T8050247 | Mainline Track Replacement 2022 / 6th Ave-Culver | Jul-23 | \$ 26.0 |
| T7120403 | Select Bus Service 2015-19 | Jul-23 | \$ 15.6 |
| T8041206 | 1 Sub Str Stair: Queens Plaza / QBL (S6/M6ABC) [SBMP] | Aug-23 | \$ 1.1 |
| T8041206 | 1 Sub Str Stair: Elmhurst Av / QBL (SB6) [SBMP] | Aug-23 | \$ 1.2 |
| T8041206 | 1 Sub Str Stair: Parsons Blvd / ARC (S3 AB/M9 AB) [SBMP] | Aug-23 | \$ 1.1 |
| T8041206 | 1 Elev Str Stair: Woodlawn / JER (S1/M1 A/B) [SBMP] | Aug-23 | \$ 1.1 |
| T8041206 | Station Vents: 23 St/8AV (Batteries E,F,G,H) [SBMP] | Aug-23 | \$ 1.3 |
| T8041206 | 1 Sub Str Stair: Grand Army Plaza / EPK (S1/M1) [SBMP] | Aug-23 | \$ 1.1 |
| T8041206 | 4 Elev Stairs: 161 ST/JER (S3,M3,S4,M4) [SBMP T1] | Aug-23 | \$ 1.4 |
| T8041206 | 1 Sub Str Stair: Vernon Blvd - Jackson Av / FLS (S4) [SBMP] | Aug-23 | \$ 1.1 |
| T8041206 | 1 Sub Str Stair: Spring St / LEX (S4/P4) [SBMP] | Aug-23 | \$ 1.3 |
| T8041206 | 1 Sub Str Stair: 138 St - 3 Av / PEL (S5) [SBMP] | Aug-23 | \$ 1.2 |
| ET160312 | Sandy Mitigation: Tiffany Central Warehouse | Aug-23 | \$ 22.5 |
| T7160723 | Priority Repairs of Tiffany Central Warehouse Exterior Walls | Aug-23 | \$ 18.5 |
| T7160727 | Roof Replacement: Tiffany Central Warehouse | Aug-23 | \$ 17.3 |
| T8041206 | 1 Sub Str Stair: 33 St / LEX (S8/P8/P9) [SBMP] | Aug-23 | \$ 1.2 |
| T8080611 | Passenger ID CCTV: Morgan Ave Station / CNR [SBDP] | Aug-23 | \$ 1.5 |
| T8041206 | Station Vents: 23 St/8AV (Batteries I,J,K,L) [SBMP] | Aug-23 | \$ 1.5 |
| T8060517 | Deep Wells Back-flushing: Lenox Line | Aug-23 | \$ 11.7 |
| T7090202 | Avenue Z Substation Renewal / CUL | Aug-23 | \$ 28.9 |
| ET080207 | Sandy Repairs: Signals: 200 St - 207 St / 8th Ave | Aug-23 | \$ 47.7 |
| ET050217 | Sandy Repairs: Mainline Track - 200 St - 207 St / 8th Ave | Aug-23 | \$ 44.2 |
| ET050218 | Sandy Repairs: Mainline Switches 200 St - 207 St / 8 Ave | Aug-23 | \$ 31.0 |

New York City Transit
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|--------------------------------------------------------------|----------------|----------|
| T8080611 | Passenger ID CCTV - Bdwy / BCT and Pelham Pkwy / DYR [SBMP] | Aug-23 | \$ 1.6 |
| T8080615 | Liftnet Transition to Ethernet, Phase 2 - Package 1 | Aug-23 | \$ 8.9 |
| T8040404 | Wide Turnstiles: Procurement / Installation (2021) | Aug-23 | \$ 3.5 |
| T8050214 | Mainline Track Replacement 2020 / Astoria | Aug-23 | \$ 21.0 |
| T8050254 | Mainline Track Replacement 2022 / Astoria | Aug-23 | \$ 18.6 |
| T8041206 | 3 Sub Str Stairs: Union Sq / BWY (S4AB,S5AB,S6AD) [SBMP T2] | Sep-23 | \$ 2.3 |
| T7130208 | Purchase of 12 3-Ton Crane Cars | Sep-23 | \$ 31.4 |
| T8160517 | 2020-2024 Concrete Cylinder Testing | Sep-23 | \$ 1.7 |
| T8160518 | 2020-2024 Concrete Batch Plant Inspection | Sep-23 | \$ 2.1 |
| T80806 | Antenna Cable Replacement: Manhattan Bridge (Phase 2) | Sep-23 | \$ 6.7 |
| T7080603 | PBX Upgrade: Phase 2 | Sep-23 | \$ 40.6 |
| T6160402 | Replace Server Hardware: RCC and BCC | Sep-23 | \$ 3.2 |
| T8041222 | Station Ventilators: Phase 18 - 2 Locations / Fulton | Sep-23 | \$ 5.2 |
| T6100425 | 207 St Overhaul: Equipment for Car HVAC Repair & Maintenance | Sep-23 | \$ 2.2 |
| T8080611 | Passenger ID CCTV: 40 St / FLS [SBMP] | Oct-23 | \$ 1.4 |
| T8041206 | 2 Sub Str Stairs: 169 St / QBL (S4,S5) [SBMP T2] | Oct-23 | \$ 2.1 |
| T7070323 | LSCRP: Brooklyn (EPK) | Oct-23 | \$ 76.5 |
| T8070311 | Plenum Plate Demolition & Structure Rehab on EPK | Oct-23 | \$ 0.5 |
| T8090408 | Rehab CBH Enclosure: CBH 301 - Pennsylvania Av / EPK | Oct-23 | \$ 1.8 |
| T8070307 | Rehab Emergency Exits: S/O Prospect Park / 7AV (#210) [SBMP] | Oct-23 | \$ 2.4 |
| T8080611 | PID CCTV: Bushwick Ave & Atlantic Ave Stations / CNR [SBDP] | Oct-23 | \$ 1.8 |
| ET160310 | Sandy Mitigation: Consolidated Revenue Facility | Oct-23 | \$ 9.1 |
| T7041422 | Station Circulation Enhancements: Main Street / Flushing | Oct-23 | \$ 50.9 |
| T8041213 | Station Components: Main Street / Flushing | Oct-23 | \$ 3.8 |
| T8050252 | Mainline Track Replacement 2022 / Myrtle | Oct-23 | \$ 9.2 |
| T8050329 | Mainline Track Switches 2022 / Broadway | Oct-23 | \$ 5.0 |
| T8050208 | Mainline Track Replacement 2020 / Flushing | Oct-23 | \$ 59.9 |
| ET100218 | Sandy Repairs: 207 St Yard Signals | Nov-23 | \$ 250.0 |
| ET100210 | Sandy Repairs: Power Cable Replacement - 207th St Yard | Nov-23 | \$ 40.3 |
| ET100219 | Sandy Repairs: 207 St. Yard Track | Nov-23 | \$ 60.0 |
| ET100220 | Sandy Repairs: 207 St. Yard Switches | Nov-23 | \$ 49.4 |
| ET100310 | Sandy Mitigation: Long-Term Perimeter Protection, 207 St Yd | Nov-23 | \$ 139.4 |
| ET100312 | Sandy Mitigation: 207th Street Yard Portal | Nov-23 | \$ 24.0 |
| T8041206 | 2 Elev Str Stairs: 167 St / JER (S2/M2,S5/M3) [SBMP T2] | Nov-23 | \$ 1.9 |
| T8041210 | Water Conditions Remedy - 2021 | Nov-23 | \$ 7.3 |
| T8041206 | 3 SubStrStairs: 71Av/QBL (S1/M1AB,S4/M4AB,S5/M5AB) [SBMP T2] | Nov-23 | \$ 2.3 |
| T8041206 | 3 Sub Str Stairs: Union Tpk / QBL (S6,S7,S8) [SBMP T2] | Nov-23 | \$ 2.2 |
| T8041206 | 2 Sub Str Stairs: 179 St / QBL (S14/M14,S3/M3AB) [SBMP T2] | Nov-23 | \$ 2.0 |
| T8041217 | Platform Components: 2 Locations / QBL | Nov-23 | \$ 31.5 |
| T7060506 | Rehabilitate Forsyth St. Fan Plant | Nov-23 | \$ 84.7 |
| T8090207 | Negative Cables: 4th Ave Line - 36 St to Pacific St (Ph 3) | Nov-23 | \$ 48.5 |
| T8041206 | 2 Sub Str Stairs: Lafayette Av / FUL (S7/M9,S8/M10)[SBMP T2] | Nov-23 | \$ 2.0 |
| T70412L6 | Station Vents: 50 St/BW7 (Batteries G,L,M) [SBMP] | Nov-23 | \$ 0.1 |
| T8080611 | Comm Room Upgrade: Houston St / BW7 MR#324 [SBMP] | Nov-23 | \$ 0.0 |
| T8041206 | 1 Elev Str Stair: 231 St / BW7 (S2/P2/P4) [SBMP] | Nov-23 | \$ 0.1 |
| T8080612 | Passenger ID CCTV: Various Locations [Design-Build] | Nov-23 | \$ 65.7 |
| T8041369 | Install PSLAN Connectivity at ADA Stations - Package 2 | Nov-23 | \$ 0.4 |
| T8040710 | Install PSLAN Connectivity at Escalator Stations - Package 2 | Nov-23 | \$ 1.7 |
| T8040710 | Install PSLAN Connectivity at Elevator Stations - Package 2 | Nov-23 | \$ 3.0 |
| T7160408 | Enterprise Asset Management (EAM) | Nov-23 | \$ 41.0 |
| T8050211 | Mainline Track Replacement 2020 / Jamaica | Nov-23 | \$ 28.1 |
| T8050333 | Mainline Track Switches 2023 / West End | Nov-23 | \$ 7.3 |
| T7160503 | Structural Testing (Subway) | Dec-23 | \$ 10.6 |
| T8080611 | PID CCTV: Sutter Ave & New Lots Ave Stations / CNR [SBMP] | Dec-23 | \$ 1.8 |
| T8060506 | Rehab Fan Plant Damper Systems - 7 Locations | Dec-23 | \$ 33.8 |
| T8070307 | Rehab Emergency Exits: 211 & 401 [SBMP] | Dec-23 | \$ 2.7 |
| T7160503 | Structural Testing (Elevated) | Dec-23 | \$ 8.6 |
| T8160705 | Livingston Plz Elec and Mech Sys Improvements, Ph B | Dec-23 | \$ 69.0 |
| T8041206 | 3 Sub Str Stairs: Sutphin Blvd / QBL (S1,S2,S3/M4) [SBMP T2] | Dec-23 | \$ 2.3 |
| T8060521 | Rehabilitate Pump Room #1028 - Willoughby St/BWY | Dec-23 | \$ 2.0 |
| T8060522 | Rehabilitate Pump Room #1029 - Adams St / BWY | Dec-23 | \$ 14.6 |
| T8050241 | Mainline Track - Direct Fixation (3rd Party) - Jamaica LL | Dec-23 | \$ 57.6 |
| T8050242 | Mainline Track - Direct Fixation (3rd Party) - 63rd St | Dec-23 | \$ 107.1 |
| T70502A3 | Mainline Track / Myrtle Ave Line (RF-U69 Plates) | Dec-23 | \$ 0.4 |
| T8090211 | New 84C Contact Rail - Jamaica | Dec-23 | \$ 3.6 |
| T8090213 | New 84C Contact Rail - 63 St | Dec-23 | \$ 9.5 |
| T8090212 | New Negative Side Feeders - Jamaica | Dec-23 | \$ 0.4 |
| T8090214 | New Negative Side Feeders - 63 St | Dec-23 | \$ 0.9 |
| T8070326 | LSCRP: Jamaica | Dec-23 | \$ 2.2 |
| T8070327 | LSCRP: 63 St | Dec-23 | \$ 1.6 |
| T8050270 | Mainline Track Replacement 2023 / Queens-63 St | Dec-23 | \$ 8.4 |
| T8050280 | Mainline Track Replacement 2023 / Pelham | Dec-23 | \$ 3.6 |
| T80412 | Station Lighting: Forrest Ave (Platform) / Myrtle [SBMP] | Dec-23 | \$ 1.9 |
| T80412 | Station Lighting: Fresh Pond Rd (Platform) / Myrtle [SBMP] | Dec-23 | \$ 1.9 |
| T8080651 | Fiber Optic Cable Replacement Phase 3 (2022) - Canarsie Line | Dec-23 | \$ 4.7 |

New York City Transit
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|--------------------------------------------------------------|----------------|----------|
| T6100408 | Heavy Shop Equipment Replacement (2010-14) | Dec-23 | \$ 5.7 |
| T7100409 | Heavy Shop Equipment Purchase & Replacement 2015-19 | Dec-23 | \$ 0.3 |
| T8120409 | Chassis Wash at Tuskegee Airmen Depot [SBMP] | Dec-23 | \$ 1.0 |
| T8080641 | Upgrade Async Fiber Optic Network to SONET Ring F | Dec-23 | \$ 27.5 |
| T8050266 | Mainline Track Replacement 2022 / White Plains Rd | Dec-23 | \$ 19.0 |
| T8050235 | Mainline Track Replacement 2021 / Flushing | Dec-23 | \$ 29.1 |
| T6120403 | Bus Radio System - NYCT | 2024 | \$ 218.3 |
| T7041338 | ADA: Tremont Avenue / Concourse | 2024 | \$ 48.6 |
| T7041315 | ADA: 149 Street - Grand Concourse Complex | 2024 | \$ 105.4 |
| T80412 | 1 Elev Stair,Ramp,Overpass: 161 ST/JER (P2AB-P4AB) [SBMP T2] | 2024 | \$ 2.9 |
| T80412 | 2 Sub Str Stairs: 110 St / LEX (S2/P2,S4/P4) [SBMP T2] | 2024 | \$ 2.9 |
| T8041206 | 3 Sub Str Stairs: 46 St / QBL (S2,S3,S4) [SBMP T2] | 2024 | \$ 2.5 |
| T8041206 | 3 Sub Str Stairs: 63 Dr / QBL (S2/M2AB,S4/M4AB,S5) [SBMP T2] | 2024 | \$ 2.7 |
| T80412 | 2 Sub Str Stairs: Court Sq/QBL (S3/M3,S4/M4) [SBMP T2] | 2024 | \$ 2.9 |
| T80412 | 2 Sub Str Stairs: 67 Av / QBL (S2/M2/M3AB,S3/M5AB) [SBMP T2] | 2024 | \$ 2.9 |
| T80412 | 4 Elev Stairs: 161 ST/JER (S1,M1,S2,M2) [SBMP] | 2024 | \$ 2.9 |
| T80412 | 1 Elev Stair,Ramp,Overpass: 161 ST/JER (P6AB-P8AB) [SBMP T2] | 2024 | \$ 2.9 |
| T80412 | Station Vents: 23 St/8AV (Batteries A,B,C,D) [SBMP] | 2024 | \$ 2.1 |
| T80412 | Station Vents: 50 St/BW7 (Batteries A,E,F) [SBMP] | 2024 | \$ 1.0 |
| T7030224 | Batt Elec Bus Charging Infra Phase1 (5 Depots) | 2024 | \$ 59.5 |
| ET100314 | Sandy Mitigation: Sewer 207th Street | 2024 | \$ 137.9 |
| T8080611 | Passenger ID CCTV: Zerega Av / PEL [SBMP] | 2024 | \$ 1.1 |
| T8080611 | Passenger ID CCTV: Buhre Av / PEL [SBMP] | 2024 | \$ 1.1 |
| T8080611 | Passenger ID CCTV: St Lawrence Av / PEL [SBMP] | 2024 | \$ 1.1 |
| T8080611 | Passenger ID CCTV: Pelham Bay Park / PEL [SBMP] | 2024 | \$ 1.1 |
| T8090216 | Replace Transformers and Associated Equipment, 1 Substation | 2024 | \$ 7.5 |
| T7090206 | Replace High Tension Switchgear at 7 Substations | 2024 | \$ 27.6 |
| T8060505 | Deep Wells: Nostrand Ph 2: Rehabilitate | 2024 | \$ 22.7 |
| T7080327 | Life Cycle Replacement of Speed Enforcement Systems | 2024 | \$ 57.6 |
| T8070319 | Vents Between Stations: E 161 St - E 192 St / Concourse | 2024 | \$ 11.5 |
| T8070318 | LSCRP: The Bronx (BXC) | 2024 | \$ 122.4 |
| T8080640 | Antenna Cable Upgrade/Replacement - Concourse | 2024 | \$ 9.5 |
| T8070307 | Rehab Emergency Exits: 016W, 046E, 005N, & 005S [SBMP] | 2024 | \$ 3.0 |
| T8050340 | Mainline Track Switches 2023 / Sea Beach | 2024 | \$ 10.3 |
| T8041206 | 1 Subway Street Stair: 23 St/BW7 (S2) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Canal St/8 AV (S1) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 23 St/BW7 (S3) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 63 Dr/ QBL (SB7/M3A/B) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 63 Dr/QBL (S6) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Sutphin Blvd/QBL (S5) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 205 St/BXC (S3) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Elevated Street Stair: 90 St/FLS (S1/M1A/B) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Grand AV/QBL (S5) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Elevated Street Stair: 167 St/JER (S4/M4A/B) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Grand AV/QBL (S2) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Dyckman St/8 AV (S2) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 205 St/BXC (S1) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Elevated Street Stair: 90 St/FLS (S3/M3) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Elevated Street Stair: 90 St/FLS (S2/M2) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Elevated Street Stair: Freeman St/WPR (S1/P1/P3) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Elevated Street Stair: Freeman St/WPR (S3/P5/P7) [SBMP] | 2024 | \$ 1.1 |
| T7080342 | CBTC: 8 Avenue, Equip 460 R211 Cars (92 units) | 2024 | \$ 34.9 |
| T8050324 | Mainline Track Switches 2022 / 8th Avenue | 2024 | \$ 32.6 |
| T7160205 | Capital Revolving Fund (CRF) - 2017 | 2024 | \$ 5.0 |
| T8080316 | CBTC General Engineering Consultant (GEC) | 2024 | \$ 18.8 |
| T8041206 | 1 Subway Street Stair: Union Tpk/QBL (S1) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 67 AV/QBL (S1/M1A/B) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 205 St/BXC (S4) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: Sutphin Blvd/QBL (S7) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 71 AV/QBL (S2/M2A/B) [SBMP] | 2024 | \$ 1.1 |
| T8041206 | 1 Subway Street Stair: 71 AV/QBL (S3/M3A/B) [SBMP] | 2024 | \$ 1.1 |
| T6160707 | Perimeter Hardening: PCC [SBMP] | 2024 | \$ 4.2 |
| T8080616 | Liftnet Transition to Ethernet, Phase 2 - Package 2 | 2024 | \$ 7.6 |
| T7080607 | UHF T-Band Radio System Replacement | 2024 | \$ 3.1 |
| T8030215 | 5 Standard Battery Electric Buses for Testing+Eval (Group 1) | 2024 | \$ 10.1 |
| T8050258 | Mainline Track Replacement 2022 / Liberty | 2024 | \$ 23.7 |
| T8050268 | Mainline Track Replacement 2023 / 6th Ave-Culver | 2024 | \$ 53.0 |
| T8050283 | Mainline Track Replacement 2023 / Manhattan Bridge | 2024 | \$ 10.9 |
| T8160711 | EFR Consolidation: 2 Avenue / 6th Avenue | 2024 | \$ 19.7 |
| T8050337 | Mainline Track Switches 2023 / Brighton | 2024 | \$ 12.4 |
| T80412 | Station Vents: 23 St/8AV (Batteries M,N,O,P) [SBMP] | 2024 | \$ 1.2 |
| T80412 | Station Vents: 50 St/BW7 (Batteries B,C,D) [SBMP] | 2024 | \$ 1.0 |
| T6030227 | Digital Information Signs - Ph 2 Rollout | 2024 | \$ 9.3 |
| T8050339 | Mainline Track Switches 2023 / Rockaway | 2024 | \$ 18.0 |
| T8120304 | Roof Topping & Expansion Joints: Michael J Quill Depot | 2024 | \$ 11.9 |

New York City Transit
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|--------------------------------------------------------------|----------------|------------|
| T7070308 | Structural Rehab: Emergency Exit 302N - 168 St/BW7 | 2024 | \$ 18.0 |
| T80412 | 2 Interior Stairs:Utica Av/FUL(P5/P7, P9/P11) [SBMP] | 2024 | \$ 4.6 |
| T80412 | 2 Interior Stairs:Utica Av/FUL (P13/P14, P15/P16) [SBMP] | 2024 | \$ 4.6 |
| T8080611 | Comm Room Upgrade: Wall St / Lex MR#413 [SBMP] | 2024 | \$ 1.5 |
| T80806 | Comm Room Upgrade: 79th St / Broadway MR#312 [SBMP] | 2024 | \$ 1.5 |
| T8080611 | Passenger ID CCTV:Longwood Av,E143 St,Cypress Av/PEL [SBMP] | 2024 | \$ 2.4 |
| T8040711 | Replace 4 Escalators at 161 St / BXC and DeKalb Av / 4AV | 2024 | \$ 49.5 |
| T81302 | Purchase of 27 Refuse Flat Cars | 2024 | \$ 49.6 |
| T8050251 | Mainline Track - 2022 DES/EFA | 2024 | \$ 11.1 |
| T8050322 | Mainline Switches - 2022 DES/EFA | 2024 | \$ 10.7 |
| T80502 | Track Force Account - 2023 | 2024 | \$ 35.0 |
| T7010102 | Purchase 20 Open Gangway Prototype Cars (R211) | 2024 | \$ 79.9 |
| ET070209 | Sandy Repairs: Rockaway Line Wrap-Up | 2024 | \$ 44.5 |
| T7041429 | Sutphin Blvd-Archer Ave: Comm and Security Upgrades | 2024 | \$ 6.5 |
| T8041223 | Station Ventilators:Phase 21 - 3 Locs, Manhattan & Bronx | 2024 | \$ 10.3 |
| T8060518 | Tunnel Lighting: 50 St to 7 Av / 8AV | 2024 | \$ 17.5 |
| T8060519 | Fan Plant Component Repairs - 8 Av (Fiber Only) | 2024 | \$ 16.8 |
| T8070329 | LSCR: Downtown Manhattan / 8AV | 2024 | \$ 81.9 |
| S7070104 | SIR: UHF T-Band Radio System Replacement | 2024 | \$ 40.0 |
| T8060514 | Fan Plant SCADA Head-End Upgrade | 2024 | \$ 18.8 |
| T7080332 | CBTC: Culver (Church Ave to W8th St) | 2024 | \$ 124.0 |
| T7080333 | Ave X Interlocking: CBTC Culver | 2024 | \$ 177.9 |
| T7080307 | Ditmas Interlocking: CBTC Culver | 2024 | \$ 110.1 |
| T7080343 | Mainline Track Switches 2018 / CBTC Culver | 2024 | \$ 39.9 |
| T8050277 | Mainline Track Replacement 2023 / Canarsie | 2024 | \$ 56.1 |
| T8070334 | Rehabilitation of Emergency Exits - (2022) | 2024 | \$ 12.5 |
| T8070332 | Repair Abutment Wall: Coney Island Yard | 2024 | \$ 15.3 |
| T8070333 | Repair St. Marks Bridge - Franklin Avenue Shuttle | 2024 | \$ 20.4 |
| T7040713 | Replace 5 Escalators / Various (Brooklyn & Manhattan) | 2024 | \$ 31.4 |
| T7040707 | Replace 1 Escalator at Intervale Av / WPR | 2024 | \$ 7.5 |
| T7040707 | Replace 6 Escalators / Various (Bronx & Manhattan) | 2024 | \$ 44.7 |
| T8040708 | Replace 5 Hydraulic Elevators at 2 Stations / JAM | 2024 | \$ 34.8 |
| T7041335 | ADA Enhancements: Queensboro Plaza / Flushing | 2024 | \$ 62.5 |
| T6041323 | ADA: 8 Avenue / SEA (Southbound, Phase 2) | 2024 | \$ 8.7 |
| T7041213 | Woodhaven Boulevard / Jamaica | 2024 | \$ 69.7 |
| T7041316 | ADA: Woodhaven Boulevard / Jamaica | 2024 | \$ 53.9 |
| T8050246 | Mainline Track Replacement: Westchester Square / PEL | 2024 | \$ 1.1 |
| T7041327 | ADA and Station Improvements: Westchester Square / PEL | 2024 | \$ 102.5 |
| T8041345 | ADA: 181 Street / 8th Avenue | 2024 | \$ 41.9 |
| T7041314 | ADA: Court Square / Crosstown (Elevator Phase) | 2024 | \$ 18.8 |
| T7030216 | 45 Standard Battery Electric Buses (BEB) | 2024 | \$ 58.4 |
| T8030213 | 15 Standard Battery Electric Buses (BEB) | 2024 | \$ 18.5 |
| T8030218 | Automated Passenger Counting (APC), Phase 2 | 2024 | \$ 7.0 |
| S7070101 | Purchase 75 SIR Passenger Railcars -R211 | 2024 | \$ 257.5 |
| T8080645 | Electronic Security System: West 4th St- Washington Sqr | 2024 | \$ 14.1 |
| T80806 | PSLAN: Expand Partial to Full at 40 Locs for New PA/CIS(Ph0) | 2024 | \$ 12.1 |
| ET060317 | Sandy Resiliency: Conversion of 2 Pump Trains | 2024 | \$ 28.3 |
| T7041324 | ADA: 68 St-Hunter College / Lexington | 2024 | \$ 139.0 |
| T8050244 | Mainline Track Replacement - 68 St-Hunter College / LEX | 2024 | \$ 4.0 |
| T8041225 | Platform Components: 68 Street-Hunter College / Lexington | 2024 | \$ 6.2 |
| T8090410 | Installation of Second Negative Rail / Dyre | 2024 | \$ 33.0 |
| T8070345 | Elevated Structure Repairs: Portal to Kings Hwy/Culver | 2024 | \$ 55.3 |
| T6080337 | Walkway for 8 Bridges / Dyre | 2025 | \$ 2.1 |
| T7070301 | Elev Struct Reh:Boston Rd-Abut of 180th St-WPR/Paint 90 bent | 2025 | \$ 67.2 |
| T8070341 | Demolish Abandoned Structures - Ph2: WPR | 2025 | \$ 0.8 |
| T7070357 | Overcoating: East 180 Street Flyover / Dyre Av | 2025 | \$ 4.9 |
| T7070310 | Overcoating: 17 Bridges / Dyre Av | 2025 | \$ 59.9 |
| T7080344 | 8th Ave Switch Replacement | 2025 | \$ 27.6 |
| T7080335 | 2 Interlockings: 30 St & 42 St North/ 8Ave | 2025 | \$ 223.7 |
| T7080304 | CBTC: 8 Avenue (59 St to High Street) | 2025 | \$ 220.6 |
| T8060520 | Fan Plant Computer Aided Decision Support (CADS) Pilot | 2025 | \$ 21.8 |
| T7100441 | Rail Car Acceptance and Testing Facility, Brooklyn | 2025 | \$ 116.2 |
| T8041235 | Station Ventilators: Phase 20 - 4 Locations, Manhattan | 2025 | \$ 10.5 |
| T7010101 | Purchase 440 B-Division Cars - R211 | 2025 | \$ 1,393.6 |
| T70412L2 | Platform Components: 14th Street / 6AV | 2025 | \$ 11.8 |
| T7041251 | Platform Components: 6 Avenue / Canarsie | 2025 | \$ 36.1 |
| T70412F4 | Stairs: 14th St-6th Ave (S2/M4,S5/M11,S7/M13) | 2025 | \$ 3.6 |
| T7041330 | New Stair: Street to Mezzanine - 14 St / 6th Ave(S13) | 2025 | \$ 1.6 |
| T7041346 | ADA: 6 Ave / Canarsie | 2025 | \$ 82.7 |
| T7041348 | ADA: 14 St / Broadway/7th Ave | 2025 | \$ 75.7 |
| T7041347 | ADA: 14 St / 6th Ave | 2025 | \$ 26.9 |
| T8070312 | LSCR: Outstanding Locations - West (14 St / 8 Av to 1 Av) | 2025 | \$ 35.0 |
| T8041221 | Station Ventilator Reconstruction: 8 Avenue/Canarsie | 2025 | \$ 2.1 |
| T6040405 | New Fare Payment System, Phase 2 | 2025 | \$ 98.5 |
| T7040401 | New Fare Payment System, Ph2 | 2025 | \$ 492.5 |

New York City Transit
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|--------------------------------------------------------------|----------------|----------|
| T8030230 | Batt Elec Bus Charging Infra Phase 2 (5 Depots) | 2025 | \$ 164.0 |
| T7160206 | Capital Revolving Fund (CRF) - 2018 | 2025 | \$ 5.0 |
| T7080648 | Police Radio System: Enhanced Coverage (Steinway Tube) | 2025 | \$ 5.5 |
| ET060338 | Sandy Resiliency: 2 Pump Rooms (Steinway Tube) | 2025 | \$ 12.7 |
| ET070308 | Sandy Mitigation: Steinway Portal(9 Stns Bk/Q Initiative) | 2025 | \$ 19.6 |
| T6080336 | Steinway Tube Cathodic Protection | 2025 | \$ 1.5 |
| T8090222 | Substation Renewal: 82nd Road / QBL | 2025 | \$ 36.1 |
| T8041224 | Water Remediation - Renewal: Borough Hall / Lexington | 2025 | \$ 124.7 |
| T8041311 | ADA: Borough Hall / Lexington | 2025 | \$ 38.9 |
| T8100417 | Component Repairs: 207 St OH Facility | 2025 | \$ 37.6 |
| T8070344 | Overcoating: King's Hwy - West 8th St / Culver | 2025 | \$ 100.8 |
| T81204 | Elevator Replacement at Kingsbridge & MJQ | 2025 | \$ 11.8 |
| T81004 | Yard Fencing: Fresh Pond Yard | 2025 | \$ 9.9 |
| T8070317 | Overcoating:Track-Level Components, 48 St - 72 St / Flushing | 2025 | \$ 15.3 |
| T8041258 | 61 Street-Woodside / Flushing | 2025 | \$ 118.5 |
| T8070331 | Repair Track/Structure Supporting Steel, 61 St-Woodside-FLS | 2025 | \$ 126.7 |
| T8040709 | Replace 4 Escalators / Flushing | 2025 | \$ 41.7 |
| ET090314 | Sandy Mitigation: Tudor Substation Flood Protection | 2025 | \$ 6.1 |
| ET090313 | Sandy Mitigation: West Bdwy/Murray Substn Flood Protection | 2025 | \$ 2.5 |
| ET090307 | Sandy Mitigation: Hardening of Substations - 24 Locs | 2025 | \$ 94.0 |
| T6090219 | Sandy Mitigation: Hardening of Substations - 24 Locs (Core) | 2025 | \$ 56.5 |
| T8041239 | Grand Central: Center Core East / Flushing | 2025 | \$ 106.0 |
| T8041240 | Grand Central: Widening Stairs U2/U6 / Lexington | 2025 | \$ 3.4 |
| T8070342 | Demo of Abandoned Structures: 97 St CBH (Jamaica) | 2025 | \$ 0.3 |
| T8041249 | Platform Edges Wrap-Up: 104 St & 121 St/JAM | 2025 | \$ 0.2 |
| T8080649 | PSLAN: Expand Partial to Full at 75 St/JAM | 2025 | \$ 0.7 |
| T7041215 | 75 Street - Elderts Lane / Jamaica | 2025 | \$ 53.0 |
| T7041214 | 85 Street-Forest Parkway / Jamaica | 2025 | \$ 53.8 |
| T7041216 | Cypress Hills / Jamaica | 2025 | \$ 59.2 |
| T8090411 | Rehabilitation of 5 CBHs - Various Locations | 2025 | \$ 57.1 |
| T8041331 | ADA: Parkchester-E.177 St / Pelham | 2025 | \$ 75.6 |
| T8040718 | Replace 1 Escalators at Parkchester / Pelham | 2025 | \$ 13.5 |
| T8041227 | Platform Components: 137 St / BW7 | 2025 | \$ 8.0 |
| T8041375 | ADA: 95th St / 4AV | 2025 | \$ 43.4 |
| T8041371 | ADA: 137th Street / 7th Ave-Bway | 2025 | \$ 38.4 |
| T8041347 | ADA: Northern Boulevard / Queens Boulevard | 2025 | \$ 38.8 |
| T8030204 | 245 Articulated Buses | 2025 | \$ 282.1 |
| T8041254 | Station Ventilators: Phase 19 - 4 Locations, Brooklyn | 2025 | \$ 9.2 |
| T8050334 | Mainline Switches - 2023 DES/EFA | 2025 | \$ 12.7 |
| T8050272 | Mainline Track - 2023 DES/EFA | 2025 | \$ 23.2 |
| ET060327 | Sandy Mitigation: Existing Pump Room Enhancements | 2025 | \$ 18.0 |
| T7090219 | New Substation: Canal Street / 8th Avenue | 2025 | \$ 74.8 |
| T8040716 | Replace 6 Escalators at Sutphin Blvd/ ARC and West 4 St/ 8AV | 2025 | \$ 77.1 |
| T8130206 | Purchase 45 Flat Cars (Fleet Growth) | 2025 | \$ 41.6 |
| T8040713 | Replace 8 Escalators: Grand Central - 42 St / FLS | 2025 | \$ 78.2 |
| T7041402 | Grand Central: Main Mezzanine Finishes / Lexington | 2025 | \$ 15.8 |
| T8041226 | Station Ventilators: Grand Central / FLS | 2025 | \$ 16.1 |
| ET090310 | Sandy Mitigation: Back-up Power Control Center (PCC) | 2025 | \$ 12.0 |
| T8090406 | Upgrade SCADA System (BMT) | 2025 | \$ 50.8 |
| T8090215 | New Substation: 28 Street / 8th Avenue | 2025 | \$ 71.9 |
| T8100418 | Yard Lighting: Fresh Pond Yard | 2025 | \$ 14.1 |
| T8120406 | Automated Fuel Management System Upgrade: 15 Depots | 2025 | \$ 6.7 |
| T7120418 | Automated Fuel Management System Upgrade: 4 Depots | 2025 | \$ 1.7 |
| T80605 | Construct Pump Room: Rockwell Place / 4AV | 2025 | \$ 27.8 |
| T7130211 | Purchase 25 Hybrid Locomotives | 2025 | \$ 257.8 |
| T80902 | Rehab Substation Roofs & Enclosures - 4 Locations | 2025 | \$ 22.0 |
| T8160605 | Consultant Services: UST Remediation - 2021 | 2025 | \$ 5.2 |
| S8070114 | Overcoat: 6 SIR Bridges | 2025 | \$ 20.0 |
| S8070113 | Rehabilitate: Garretson Ave. Bridge | 2025 | \$ 6.4 |
| S8070115 | Rehabilitate: Stapleton Viaduct | 2025 | \$ 26.2 |
| S80701 | 2020-2024 SIR Station Component Program | 2025 | \$ 31.4 |
| T80806 | Copper Cable Replacement (2020-2024) | 2025 | \$ 7.9 |
| S8070111 | SIR Purchase: 7 Flat Cars | 2025 | \$ 6.5 |
| T8041262 | Platform Components: 111 Street / Flushing | 2026 | \$ 6.3 |
| T7041210 | 111 Street / Flushing | 2026 | \$ 57.8 |
| T7041211 | 103 St-Corona Plaza / Flushing | 2026 | \$ 55.2 |
| T7041217 | 69 Street / Flushing | 2026 | \$ 54.0 |
| T7041219 | 52 Street / Flushing | 2026 | \$ 62.8 |
| T7041212 | 82 Street-Jackson Heights / Flushing | 2026 | \$ 48.9 |
| T8040717 | Replace 19 Elevators at Various Locations | 2026 | \$ 159.6 |
| S8070112 | Track and Switch Rehabilitation: SIR Mainline (Switches) | 2026 | \$ 91.0 |
| ET100315 | Sandy Mitigation: Resiliency Improvements at Corona Yard | 2026 | \$ 13.2 |
| ET060336 | Sandy Resiliency: 4 Pump Rooms (Jerome/Pelham Tube) | 2026 | \$ 41.5 |
| ET060305 | Sandy Mitigation: 17 Fan Plant Wrap-up 2 Locs FP 7222 & 7232 | 2026 | \$ 9.7 |
| T8070335 | Overcoating: Myrtle Avenue - DeSales Place / Jamaica | 2026 | \$ 78.5 |

New York City Transit
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|--------------------------------------------------------------|----------------|----------|
| T8070336 | Overcoating:Williamsburg Bridge - Myrtle Ave/ Jamaica | 2026 | \$ 70.5 |
| T8070337 | Overcoating: East New York Yard & Shop Leads & Loops | 2026 | \$ 56.3 |
| T7160207 | Capital Revolving Fund (CRF) - 2019 | 2026 | \$ 5.0 |
| T8160208 | Capital Revolving Fund (CRF) - 2021 | 2026 | \$ 5.0 |
| T81204 | Automated Bus Lane Enforcement (ABLE), Phase 2B (270 Buses) | 2026 | \$ 10.9 |
| T8090217 | Replace Transformers and Associated Equipment, 2 Substations | 2026 | \$ 28.5 |
| T8090218 | Replace DC Lineup at Jamaica Yard Substation | 2026 | \$ 17.9 |
| T8090219 | Replace High Tension Switchgear at 5 Substations | 2026 | \$ 33.5 |
| T8090220 | Replace High Tension Switchgear at 1 Substation | 2026 | \$ 4.4 |
| T8041339 | ADA: Steinway Street / Queens | 2026 | \$ 117.6 |
| T8041338 | ADA: Woodhaven Boulevard / Queens | 2026 | \$ 71.9 |
| T8041314 | ADA: Sheepshead Bay / Brighton | 2026 | \$ 48.3 |
| T8041209 | Livonia - Junius Connection | 2026 | \$ 27.6 |
| T8041336 | ADA: Rockaway Blvd / Liberty Ave. | 2026 | \$ 56.8 |
| T8041312 | ADA: Junius Street / New Lots (P3) | 2026 | \$ 85.5 |
| T8041333 | ADA: Mosholu Parkway / Jerome | 2026 | \$ 52.5 |
| T8040715 | Replace 14 Elevators at 5 Stations (P3) | 2026 | \$ 73.5 |
| T8041348 | ADA: Church Avenue / Brighton | 2026 | \$ 52.4 |
| T8041321 | ADA: Kings Highway / Culver | 2026 | \$ 60.4 |
| T8080317 | CBTC: QBL Line East and 3 Interlockings (Hillside) - Furnish | 2026 | \$ 96.5 |
| T8080318 | CBTC: QBL Line East and 3 Interlockings (Hillside) - Install | 2026 | \$ 401.4 |
| T8050321 | CBTC: QBL East (Hillside) - Switch Replacement | 2026 | \$ 22.1 |
| ET090312 | Sandy Resiliency: Site Improvements at 4 Locations | 2026 | \$ 8.7 |
| ET090315 | Sandy Resiliency: Deployable Substations | 2026 | \$ 44.9 |
| T80703 | Structural Repairs: 9 Ave / WST | 2026 | \$ 51.0 |
| T80703 | Overcoating: 9 Avenue Portal - 79 Street / West End | 2026 | \$ 122.9 |
| T80703 | Overcoating: 79 Street - 24 Avenue / West End | 2026 | \$ 80.1 |
| T80703 | Overcoating: 24 Ave to Stillwell Terminal / West End | 2026 | \$ 108.0 |
| ET070311 | Sandy Mitigation: New Crossover at Beach 105 St / RKY | 2026 | \$ 77.5 |
| T8070323 | Replacement of Elec/Mech Eqpmnt of South Channel Bridge | 2026 | \$ 63.2 |
| ET070313 | Rockaway Park Yard Compressor Room Flood Mitigation | 2026 | \$ 17.4 |
| ET070312 | Sandy Mitigation: Rockaway Line Long-Term Protection | 2026 | \$ 69.6 |
| T8070324 | Rehabilitate Hammels Wye | 2026 | \$ 108.1 |
| ET070312 | Sandy Mitigation: South Channel Bridge Generator | 2026 | \$ 2.4 |
| ET070310 | Sandy Mitigation: ROW Debris Shielding / RKY | 2026 | \$ 17.2 |
| T6080338 | Sandy Mitigation: Core Program 2010-2014 | 2026 | \$ 118.1 |
| T8070325 | Elevated Structures Repair (Over-land Sections) / RKY | 2026 | \$ 103.1 |
| T80703 | Structure Painting: Myrtle Line Outstanding Work | 2026 | \$ 100.0 |
| T8030230 | Batt Elec Bus Charging Infra Phase 3 (5 Depots) | 2026 | \$ 175.8 |
| T80902 | Replace High Tension Switchgear at 3 Substations | 2026 | \$ 20.4 |
| T8040712 | Replace 17 Escalators at 6 Stations Systemwide | 2026 | \$ 188.9 |
| T8041238 | Station Components 44 Locations | 2026 | \$ 421.1 |
| ET100315 | Sandy Mitigation: Resiliency Improvements at Westchester Yar | 2026 | \$ 77.9 |
| T8160209 | Capital Revolving Fund (CRF) - 2022 | 2026 | \$ 5.0 |
| T80703 | LSCR: Brooklyn (4AV) | 2026 | \$ 35.8 |
| T8120303 | New Depot: Jamaica | 2026 | \$ 566.7 |
| T8030219 | Batt Elec Bus Charging Infra: Jamaica Gantries | 2026 | \$ 14.4 |
| T8120307 | Jamaica Depot: Construct Bus Parking Lot at York College | 2026 | \$ 22.7 |
| T8040719 | Replace 17 Elevators at 8 Stations | 2026 | \$ 120.0 |
| T8040720 | Replace 20 Elevators at 9 Stations | 2026 | \$ 141.2 |
| T8080650 | Passenger ID CCTV: Additional Locations | 2026 | \$ 144.3 |
| T8080614 | Under River Tubes (URT) Security, Phase 3 | 2026 | \$ 101.2 |

Long Island Rail Road
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|------------------------------------------------------|----------------|----------|
| L8020403 | Station Building Components Replacement DES | Jan-23 | \$ 2.6 |
| L60304TU | Jamaica Capacity Improvements - Phase One | Jan-23 | \$ 301.6 |
| G6090131 | 250 Hz Track Circuit | Feb-23 | \$ 12.5 |
| L8020604 | PSNY-33rd Phase 2 LIRR 20-24 Plan Contribution | Mar-23 | \$ 18.8 |
| L8020416 | Sea Cliff Retaining Walls and ADA Ramps | Mar-23 | \$ 1.7 |
| L70701XB | SUBSTATION COMPONENTS | Apr-23 | \$ 24.2 |
| L8030103 | Yard Track Rehabilitation | Apr-23 | \$ 4.8 |
| L8060405 | Hillside Support Facility - 4th Floor Windows (SBMP) | Apr-23 | \$ 3.8 |
| L8060405 | Small Business Mentoring Program - Emp. Facs. | Apr-23 | \$ 10.1 |
| L70701XU | Substation Repl Pkg 2: Construction | May-23 | \$ 24.2 |
| L7060468 | HSF Loading Dock and Pine Aire Parking Grp D SBDP | May-23 | \$ 1.8 |
| L70604YV | HILLSIDE FACILITY/UPPER HOLBAN IMPROVEMENTS | Jun-23 | \$ 4.1 |
| L8060101 | RSSE - Wheel Truer Upgrade/Replacement | Jul-23 | \$ 6.6 |
| L8020408 | Station Sign Replacement: Various Locations | Aug-23 | \$ 0.7 |
| L8020419 | Northport Platform Replacement | Aug-23 | \$ 22.6 |
| L8020418 | Mets-Willets EIC Relocation | Aug-23 | \$ 28.7 |
| E61402PT | ERT Manhattan Portals - Electronic Sec System | Aug-23 | \$ 2.7 |
| E61405PT | ERT Manh Portals - Electronic Sec System Equip | Aug-23 | \$ 2.5 |
| L70101ME | M-9 PROCUREMENT (remaining cars for 2023 only) | Sep-23 | \$ 115.0 |
| L50601Y1 | Port Washington Yard - Design | Sep-23 | \$ 0.5 |
| L60601YL | Port Washington Yard Reconfiguration | Sep-23 | \$ 0.1 |
| L7060465 | Morris Pk Building 3 Elevator Renewal [SBDP] | Sep-23 | \$ 4.1 |
| L8020408 | Station Canopy Roof Rehabilitation | Oct-23 | \$ 5.8 |
| L8040201 | Atlantic Avenue Tunnel Structural Work | Nov-23 | \$ 10.0 |
| L8030108 | 2023 Annual Track Program | Dec-23 | \$ 62.0 |
| L8040107 | Cherry Valley Rd Bridge Replacement (Hempstead) | Dec-23 | \$ 30.9 |
| L8050205 | HST SWITCH HEATERS (ELICTRICAL PROTECTION) | Dec-23 | \$ 5.0 |
| EL0303ZH | Emergency Management Equipment Mitigation | Dec-23 | \$ 30.0 |
| L70204UW | GCT/ESA UNIFIED TRASH FACILITY | Dec-23 | \$ 15.4 |
| EL0602ZD | West Side Storage Yard Restoration | Dec-23 | \$ 43.9 |
| N40905FX | Patchogue Siding | Dec-23 | \$ 3.0 |
| L70604YX | FIRE PROTECTION IMPROVEMENTS | 2024 | \$ 5.0 |
| L8060405 | Rehabilitation of Atlantic Terminal | 2024 | \$ 18.8 |
| L8060405 | HSF Coolers Walk-In Freezer | 2024 | \$ 1.0 |
| L8040104 | Merritts Rd. & Hempstead Tpke. Bridge Painting | 2024 | \$ 2.5 |
| EL0603ZU | Long Island City Yard - CONSTR | 2024 | \$ 2.4 |
| L606016J | LIC Phase 3B Construction | 2024 | \$ 14.6 |
| EL0603ZS | Long Island City Yard Resiliency - CR | 2024 | \$ 26.3 |
| L8060405 | Rehabilitation of Jamaica Corporate Building | 2024 | \$ 5.5 |
| L7060469 | HSF Loading Dock Exhaust and HVAC Replacement | 2024 | \$ 2.7 |
| L8060101 | RSSE - Rail Car Movers | 2024 | \$ 2.6 |
| L8060101 | RSSE - Train Wash Replacement | 2024 | \$ 6.0 |
| L70701XX | Hall & Babylon Signal Power Motor Generator Repl. | 2024 | \$ 15.9 |
| L60904N3 | Chlordane Remediation - 20 Substations | 2024 | \$ 6.5 |
| L8020406 | Fare Collection Program | 2024 | \$ 35.0 |
| L8030102 | Retaining Walls / Right of Way Projects | 2024 | \$ 10.0 |
| L8060406 | Rehabilitation of Employee Facilities - Bethpage | 2024 | \$ 20.9 |
| L8050205 | Positive Train Control | 2024 | \$ 33.9 |
| L8040108 | HSF West Overpass Replacement | 2024 | \$ 3.3 |
| L8030112 | Track Rehab- West Side Storage Yard | 2024 | \$ 20.0 |
| L8070102 | Atlantic Avenue Tunnel Lighting | 2024 | \$ 10.0 |
| L8020416 | Locust Manor Platform Support Column Renewal | 2024 | \$ 2.0 |
| L8070104 | 3rd Rail - Protection Board & Aluminum Rail | 2024 | \$ 27.0 |
| L8070103 | Signal Power & Power Pole Line Replacement | 2024 | \$ 8.0 |
| L8060401 | Bolands Landing Platform Renewal | 2024 | \$ 3.0 |
| L8070103 | 4,160 Volt Feeders | 2024 | \$ 4.0 |
| L8070103 | Substation Battery Replacement | 2024 | \$ 3.0 |
| L8070103 | DC Relay Controls Replacement | 2024 | \$ 3.0 |
| L8070104 | 3rd Rail - Disconnect Switches | 2024 | \$ 3.0 |
| L8070103 | Station & Building Electrical Systems and Platform | 2024 | \$ 8.0 |
| L80204DD | ADA Accessibility and Components 24 Stations DES | 2024 | \$ 14.8 |
| L8070101 | Substation Replacements | 2024 | \$ 119.5 |
| L70204UA | Station Component Replacement | 2024 | \$ 8.9 |
| L8050108 | Help Points | 2024 | \$ 3.5 |
| L8050110 | Grade Crossing Cameras | 2024 | \$ 3.0 |
| L60502LR | Centralized Train Control | 2024 | \$ 17.0 |
| L8050102 | Comm Component Replacement | 2024 | \$ 6.4 |
| L8020701 | GCT Facility Needs | 2024 | \$ 18.0 |
| L8070106 | Substation Component Renewal | 2024 | \$ 38.2 |
| L8020417 | Tactile Strips - Various Locations | 2024 | \$ 12.8 |
| L8050101 | Comm. Pole Line | 2024 | \$ 6.4 |
| L8050103 | Fiber Optic Network | 2024 | \$ 8.0 |
| L8050204 | Centralized Train Control | 2024 | \$ 30.0 |
| L8060403 | Fire Protection Improvements | 2024 | \$ 25.0 |
| L8090401 | Security Camera Replacement Program | 2024 | \$ 3.6 |

Long Island Rail Road
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|----------------------------------------------------|----------------|----------|
| L8090402 | Access Control at Stations, Platforms, Yards & Fac | 2024 | \$ 5.0 |
| L8050207 | Positive Train Control (ESA) | 2024 | \$ 33.0 |
| L8060105 | Mid Suffolk Yard Phase 2 | 2024 | \$ 30.0 |
| L8070102 | Yard Lighting & Amenities | 2024 | \$ 8.0 |
| L8070104 | 3RD Rail - 2000 MCM & Feeder Cable Upgrade | 2024 | \$ 13.0 |
| L8070103 | Negative Reactor Upgrade | 2024 | \$ 5.0 |
| L8070103 | Signal Power Motor Generator Replacement | 2024 | \$ 5.8 |
| L8020401 | Great Neck Station Renewal | 2024 | \$ 1.0 |
| L8040204 | Atlantic Ave Renewal - Essex Street and 100th St | 2024 | \$ 6.6 |
| L8060102 | West Side Shop Improvements | 2024 | \$ 1.8 |
| L8050111 | Customer Information Technology Upgrade | 2024 | \$ 5.0 |
| L8030111 | Right of Way Fencing | 2024 | \$ 5.0 |
| L8090403 | Perimeter Physical Hardening Project | 2024 | \$ 3.0 |
| L8030109 | 2024 Annual Track Program | 2024 | \$ 80.5 |
| L8030105 | Queens Interlocking | 2025 | \$ 153.7 |
| L60904N6 | Smithtown Viaduct Remediation | 2025 | \$ 3.2 |
| L8050205 | Signal Replacement and Interlocking Improvements | 2025 | \$ 20.0 |
| L8020401 | Atlantic Terminal Leak Remediation & Renewal | 2025 | \$ 1.3 |
| L8090404 | Equipment Upgrades for Security Command Centers | 2025 | \$ 3.0 |
| G7090134 | Protect Locomotives | 2025 | \$ 7.5 |
| L60904N4 | Yaphank Landfill Remediation | 2025 | \$ 9.1 |
| L8070107 | Jamaica Substation | 2025 | \$ 57.5 |
| L60701AS | Penn Station Substation Replacement | 2025 | \$ 35.0 |
| L8020421 | ADA Laurelton Station | 2025 | \$ 22.2 |
| L8020423 | ADA Lindenhurst Station | 2025 | \$ 18.0 |
| L8020425 | Auburndale Elevator Replacement | 2025 | \$ 7.9 |
| L8020424 | Valley Stream Escalator / Elevator Replacement | 2025 | \$ 23.7 |
| L8020422 | ADA Massapequa Park Station | 2025 | \$ 15.9 |
| L8020420 | ADA Amityville Station | 2025 | \$ 15.5 |
| L8020413 | ADA Copiague Platform and New Elevator | 2025 | \$ 18.0 |
| L8020414 | ADA St. Albans New Elevator | 2025 | \$ 25.5 |
| L8020411 | ADA Locust Manor New Elevators | 2025 | \$ 22.8 |
| L8040109 | Webster Avenue Bridge Replacement | 2025 | \$ 23.8 |
| L8030101 | New Track Geometry Car | 2025 | \$ 32.0 |
| L8030101 | Construction Equipment | 2025 | \$ 40.0 |
| L8090406 | Centralized Video Storage/Management Solution | 2025 | \$ 5.0 |
| EL0603ZP | West Side Yard & East River Tunnel Mitigation | 2025 | \$ 101.4 |
| L8050201 | Babylon Interlocking Renewal & New Sidings | 2025 | \$ 92.9 |
| L70502LH | BABYLON INTERLOCKING RENEWAL | 2025 | \$ 32.6 |
| L8050205 | INFRASTRUCTURE PROJ'S - PTC ADD-ON'S | 2026 | \$ 12.5 |
| L8030403 | Hall Interlocking Expansion | 2026 | \$ 149.9 |
| L8040204 | Small Business Mentoring Program - Tunnels | 2026 | \$ 40.0 |
| L8020603 | Penn Station Platform Improvements | 2026 | \$ 29.5 |
| L8020501 | Surface Parking Rehabilitation & Expansion | 2026 | \$ 1.4 |

Metro-North Railroad
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|---------------------------------------------------------------|----------------|----------|
| M7040102 | Harlem Wayside Comm & Signal | Jan-23 | \$ 98.5 |
| M7050105 | Claremont Substation | Feb-23 | \$ 1.5 |
| M7020214 | SBMP Rye Platform Repairs | Mar-23 | \$ 2.9 |
| M7020105 | System Wide GCT Utilities Assessment | Apr-23 | \$ 4.4 |
| M8020101 | GCT Trainshed Priority Repairs 7 | Apr-23 | \$ 15.0 |
| M7030213 | DC Substation/SignalHse Roof Replacement | May-23 | \$ 1.0 |
| M7020217 | Purdy's Elevator Improvements | May-23 | \$ 8.1 |
| M7020111 | PAT Exit Repairs, E. 59th Street (West end) SBDP | May-23 | \$ 1.7 |
| M7020204 | Harlem Line Station Improvements | May-23 | \$ 22.3 |
| M7020206 | Hastings & Tuckahoe Roof Replacement | Jun-23 | \$ 6.6 |
| M7020102 | Grand Central Terminal/Park Avenue Tunnel Life Safety Study | Jun-23 | \$ 4.7 |
| M7060101 | Harmon Shop Replacement - Phase V | Jun-23 | \$ 439.6 |
| M8020208 | North White Plains Station Rehabilitation | Jul-23 | \$ 12.1 |
| M7030203 | Force Account Park Avenue Viaduct Repairs | Sep-23 | \$ 3.1 |
| M8030103 | GCT Turnout/Switch Renewal 2022 | Dec-23 | \$ 6.0 |
| M8030108 | 2020 Cyclical Track Program | Dec-23 | \$ 19.7 |
| M7030207 | Bridge Walkways | Dec-23 | \$ 2.0 |
| M6010102 | M8 Car Acceptance | Dec-23 | \$ 114.8 |
| M7020101 | Sector II Design | 2024 | \$ 27.6 |
| M7020209 | Dry Water Line Installation Hudson Line Stations | 2024 | \$ 4.3 |
| M7050103 | Replace AC Circuit Breaker/Switchgear | 2024 | \$ 3.9 |
| M7080102 | Environmental Remediation | 2024 | \$ 0.3 |
| M7040102 | Harmon to Poughkeepsie SignalSystem ** | 2024 | \$ 139.3 |
| M6040104 | Replace Field Code System - Mott Haven | 2024 | \$ 1.4 |
| M7030203 | Scarsdale/Fleetwood Bridge Trusses | 2024 | \$ 4.5 |
| M7060104 | West of Hudson Yard Improvements - Passing Sidings | 2024 | \$ 9.7 |
| M6040118 | H&H Wayside Commun. & Signal Systems Design | 2024 | \$ 8.6 |
| M8050106 | Hudson Line Track 1 Electrification | 2024 | \$ 10.8 |
| M7030201 | F/A Overhead Bridges East of Hudson | 2024 | \$ 7.4 |
| M7030303 | Force Account West of Hudson Undergrade Bridge Rehabilitation | 2024 | \$ 9.0 |
| M7030201 | Centre Ave/Clearance Study | 2024 | \$ 2.3 |
| M8030111 | 2023 Cyclical Track Program | 2024 | \$ 24.0 |
| M7030304 | Moodna/Woodbury Viaduct (incl timbers/wa | 2024 | \$ 15.8 |
| M8060101 | Upgrade Automotive Fuel System | 2024 | \$ 11.9 |
| M8020207 | Dry Water Line Installation Harlem Line Stations | 2024 | \$ 2.9 |
| M8020102 | Park Avenue Tunnel Improvements | 2025 | \$ 13.2 |
| M8030212 | Fulton/South Street | 2025 | \$ 49.1 |
| M8020201 | Upper H&H Stations Priority Repairs | 2025 | \$ 37.3 |
| M8030202 | Undergrade Bridge Design & Hydraulic Study | 2025 | \$ 5.4 |
| M8030213 | Undergrade Bridge Program - EoH F/A Priority Repairs | 2025 | \$ 4.8 |
| M8020202 | Mt. Vernon West/Wakefield Station Rehabilitation | 2025 | \$ 75.1 |
| M8030104 | Rock Slope Remediation - East of Hudson Ph7R1 | 2025 | \$ 15.0 |
| M8020102 | F/A Repairs Park Avenue Tunnel Improvements | 2025 | \$ 1.0 |
| M8030107 | MoW Equipment | 2025 | \$ 29.4 |
| M7040113 | Node House Roof Replacement | 2026 | \$ 1.7 |
| M7040105 | PBX Replacement | 2026 | \$ 2.0 |
| M8020301 | Brewster Yard Improvements-SE Parking | 2026 | \$ 175.0 |
| M8020202 | 3 Bronx Stations [Woodlawn_BG_WB] | 2026 | \$ 88.5 |
| M8050109 | NHL Pelham Substation Replacement | 2026 | \$ 30.0 |
| M8030105 | Rebuild Marble Hill Retaining Wall - Phase 1 | 2026 | \$ 15.0 |
| M8030201 | Park Avenue Viaduct Replacement | 2026 | \$ 590.5 |
| M8030303 | WoH Undergrade Bridges - Pt Jervis Line | 2026 | \$ 9.9 |
| M5030206 | North Barry Mamaroneck Overhead Bridge E.O.H | 2026 | \$ 7.2 |
| M7080110 | GCT Security Cameras & Expansion | 2026 | \$ 10.6 |
| M7020109 | Replace PAT Emergency Exit Hatches & Stairs | 2026 | \$ 1.6 |
| M8030302 | WoH Track Program - Pt Jervis Line | 2026 | \$ 15.9 |
| M8030205 | Bridge Walkways | 2026 | \$ 1.5 |
| M8020101 | GCT Trainshed Sector 1 | 2026 | \$ 224.9 |

MTA Bus
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|----------|-------------------------------------------------------|----------------|----------|
| U7030202 | 257 Express Buses | Mar-23 | \$ 31.2 |
| U7030207 | Storeroom Expansion - LaGuardia | Mar-23 | \$ 7.4 |
| U6030211 | HVAC - Spring Creek (SBFP) | May-23 | \$ 3.9 |
| U6030221 | Engineering Design Svcs - 2011 | Jun-23 | \$ 3.7 |
| U7030215 | Project Admin. - 2016 | Jun-23 | \$ 2.6 |
| U7030223 | Depot Component: SC CNG Upgrade | Jun-23 | \$ 7.0 |
| U6030221 | Engineering Design Svcs - 2012 | Dec-23 | \$ 1.9 |
| U6030222 | Construction Mgmt Svcs - 2011 | Dec-23 | \$ 2.2 |
| U7030205 | DIS Retrofits, ph. 2 | Dec-23 | \$ 4.6 |
| U7030219 | Purchase 25 Standard Buses | Dec-23 | \$ 16.8 |
| U8030216 | 25 Standard Buses | Dec-23 | \$ 17.7 |
| U8030217 | 85 Standard Buses | Dec-23 | \$ 69.2 |
| U8030224 | Boiler Replacement: LaGuardia, & Spring Creek | 2024 | \$ 3.1 |
| U6030221 | Engineering Design Svcs - 2013 | 2024 | \$ 1.8 |
| U6030222 | Construction Mgmt Svcs - 2012 | 2024 | \$ 2.2 |
| U6030226 | Bus Radio System | 2024 | \$ 34.2 |
| U7030211 | Bus Radio System, Pt II | 2024 | \$ 42.1 |
| U8030223 | Façade Repair: Baisley Park, JFK, LaGuardia | 2024 | \$ 6.0 |
| U6030221 | Engineering Design Svcs - 2014 | 2024 | \$ 2.3 |
| U6030222 | Construction Mgmt Svcs - 2013 | 2024 | \$ 2.2 |
| U8030218 | Purchase 173 Standard Diesel Buses (NOVA) | 2024 | \$ 149.4 |
| U8030227 | Purchase 116 Standard Diesel Buses (NF) | 2024 | \$ 101.3 |
| U8030219 | Generator Replacement: College Point and Spring Creek | 2025 | \$ 15.5 |
| U6030222 | Construction Mgmt Svcs - 2014 | 2025 | \$ 2.2 |
| U7030215 | Project Admin. - 2018 - 19 | 2025 | \$ 3.4 |
| U8030209 | HVAC/FA/CNG Ph 2 - Spring Creek & College Point | 2025 | \$ 37.4 |
| U8030201 | BEBs | 2025 | \$ 34.9 |
| U8030212 | Portable Bus Lifts | 2025 | \$ 6.0 |
| U8030226 | Engineering Design Svcs - 2020 | 2025 | \$ 2.4 |
| U8030205 | Purchase 250 Express Buses | 2026 | \$ 208.9 |

Network Expansion
2023-2026 Completions
 \$ in millions

| ACEP | Project Description | Date Completed | Value |
|--------------------|-------------------------------------------------------|----------------|------------|
| G6090135/ G7090135 | ET Catenary Work CH063 | Oct-23 | \$ 72.9 |
| G713X, G813X | 3rd Track D-B Construction Contract, Support Costs | Apr-23 | \$ 2,488.5 |
| Various | Penn East End Gateway and LIRR Concourse Ph 2 | Mar-23 | \$ 538.7 |
| G8090114 | Concourse, Cavern & Facility Detailing Services CM030 | Mar-23 | \$ 37.1 |
| Various | System Package 4 – Traction Power CS084 | Jan-23 | \$ 104.1 |
| Various | GCT Concourse & Facilities CM014B | Feb-23 | \$ 572.0 |
| G7140102 | East Bound Re-Route CH058B | 2024 | \$ 163.6 |
| G8140102, G8160103 | Westbound Bypass CH057A2 | 2026 | \$ 188.4 |

MTA Bridges and Tunnels
2023-2026 Completions
(\$ in millions)

| ACEP | Project Description | Date Completed | Value |
|-------------------|-------------------------------------------------------------------------------------------------|----------------|----------|
| D807RKPT | RK Facility Wide Painting Program - Phase 1 | May-23 | \$ 17.5 |
| ED010308/ED010310 | TNB Mitigation - Flood Wall & Other and RFK Flood Mitigation | May-23 | \$ 3.4 |
| ED010310 | Bridge Flood Mitigation (RMB) | May-23 | \$ 1.9 |
| D701TN87 | TN Anchorage & Tower Protection | Jun-23 | \$ 6.7 |
| D807RKPT | RK Facility-Wide Painting Program Phase 2 | Jul-23 | \$ 18.2 |
| D701TN53 | Approach Viaduct Seismic Retrofit/Structural Rehab | Oct-23 | \$ 224.4 |
| D804MP09 | Electrical Rehabilitation (Elevator) at the MPB | Dec-23 | \$ 25.1 |
| D603AW35 | Weather Information Systems | Dec-23 | \$ 3.9 |
| D801RK83/D702RK23 | Lift Span Fender Upgrades/Construction of New Harlem River Drive Ramp | Dec-23 | \$ 55.9 |
| D801BW14/D807BWPT | Miscellaneous Structural Rehab & Facility Painting | 2024 | \$ 37.6 |
| D801HH36 | Dyckman St. Abutment Replacement and Substation Upgrades | 2024 | \$ 49.6 |
| D802HH07/D801HH37 | Shared Use Path/Upper Level North Abutment and Retaining Wall Reconstruction | 2024 | \$ 24.5 |
| D801CB30/D801MP16 | Structural Rehabilitation of CBB/Miscellaneous Steel Repairs | 2024 | \$ 43.6 |
| D805QM36 | Rehabilitation Ventilation/Service Buildings | 2024 | \$ 31.2 |
| D802VN86 | Belt Parkway Ramps Widening | 2024 | \$ 40.6 |
| D805AWX9 | Service Building Upgrades at the HCT and QMT | 2025 | \$ 8.2 |
| D804HC83 | Installation of Fire Suppression System | 2025 | \$ 3.1 |
| D804QM85 | Installation of Fire Suppression System | 2025 | \$ 3.1 |
| D804BW96/D804VN12 | Bridge Structural lighting, Power Redundancy and Resiliency Improvements at the BWB and the VNB | 2025 | \$ 86.1 |
| D802RK90 | Widening of S/B FDR Drive - from 125th St Entrance Ramp to 116th St. Exit Ramp | 2025 | \$ 31.4 |
| D801RK93 | Reconstruct/Relocate RI Ramps (QR & RM) | 2025 | \$ 124.7 |
| D801TN52/D807TNPT | Miscellaneous Structural Rehabilitation and Painting Phase 1 | 2025 | \$ 27.2 |
| D804AW73 | Rehab/Replace Facility Monitoring & Safety Systems at the HCT and QMT | 2026 | \$ 42.2 |
| D801HC48 | Rehabilitation of Tunnel Entrance/Exit - Manhattan | 2026 | \$ 20.6 |
| D802VN81/D807VN81 | Lower Level Main Span Deck Rehabilitation | 2026 | \$ 124.4 |

OPERATING IMPACTS EXCEEDING \$1 MILLION FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2023-2026

NEW YORK CITY TRANSIT CAPITAL PROJECTS

Project: B Division Train Tracking and Control. In recent times, NYCT has modernized the real time tracking and operations of the A Division subway lines. NYCT is looking to implement similar capabilities across the B division, including long term capability to centrally control both traditional fixed block signal and CBTC systems. B Division Train Tracking and Control will be comprised of several phases in which NYCT will bring the B division modern tracking and operating standards. The operating budget impact of this project is still under review but will most likely be a multi-million-dollar operating impact.

Project: Bus Radio & Command Center Upgrade. The Bus Radio Upgrade operating budget impact is currently under review and the cost of the increased maintenance needs for the upgraded radio consoles based on existing radio maintenance efforts is being evaluated. Areas include Bus Depots for MTA and NYCT, the Central Electronics Shop repairs, and Network Operations Support as well as the maintenance of the new Bus Command Center consoles and radio sites. The total annual operating impact is projected to be in the range of \$8 million to \$10 million. This project also impacts the operating budget of MTA Bus.

Project: OMNY. OMNY is MTA's new fare payment system. OMNY will eventually combine fare payments and mobile ticketing across subways, buses, and commuter rail. MTA expects to roll out OMNY between 2019 and 2023. The payment method utilizes contactless near field solutions that require the customer to tap their contactless card or smart device on an OMNY reader to confirm a successful entry. Total annual operating impact is currently still being reviewed. When the OMNY project reaches its completion date in July 2023, a service level agreement will become effective with the first year under warranty and operating payments of \$11.6 million annually begin in July 2024. Potential savings associated with the decommissioning and replacement of the existing MetroCard system are still being estimated.

LONG ISLAND RAIL ROAD CAPITAL PROJECTS

Project: Grand Central Madison (East Side Access). This project, with opening day having occurred in January 2023, expands LIRR service into Grand Central Terminal. Project construction included new tunnel and track along with related right-of-way equipment, vent plants, substations, and a new terminal station with elevators, escalators, and HVAC. The project also includes 160 new rail cars and will introduces expanded LIRR train service plan to support operations into and out of Grand Central Madison, with projected operating costs reflecting the initial service schedule on opening day.

Operating impacts are spread across several Agencies. The annual operating budget impact for the LIRR is anticipated to be \$75 million in 2022, \$196 million in 2023, \$194 million in 2024, \$215 million in 2025 and \$235 million in 2026. In addition to the LIRR's impacts there will also be expenses impacting Metro-North Railroad, MTA Headquarters, and the Grand Central Madison Concourse Operating Company (GCMCOC). For Metro-North Railroad, current projections range between \$4 million and \$5 million annually, and cover increased expenses related to the Grand Central Terminal fire brigade and other Grand Central Terminal support. For MTA Headquarters, the impacts range from \$12 million in 2022 to \$13 million in 2026 and include MTA Police Department expenses for police presence on the lower level. For GCMCOC the current

assumptions are \$20 million in 2022, \$89 million in 2023, \$92 million in 2024, \$95 million in 2025 and \$97 million in 2026, and cover expenses for the maintenance of the LIRR operated section of Grand Central.

Project: LIRR Main Line Expansion. The project adds a third track along a 9.8-mile of Main Line corridor between the LIRR's Floral Park and Hicksville train stations. The project eliminates seven grade crossings, upgrades railroad infrastructure and stations, and adds new parking facilities. The project will reduce train congestion and delays, and enable true bi-directional service during peak hours, as well as more intra-Island service. The contract was awarded in December 2017. Trains are currently operating on the third track and all elements of the project are estimated to be completed in early 2023. Headcount increases are required for Track, Signal and Power maintenance. Initial estimates indicate that the project is expected to have an annual operating budget impact of greater than \$1 million.

Project: OMNY. OMNY is MTA's new fare payment system and will eventually combine fare payments and mobile ticketing across subways, buses, and commuter rail. OMNY is fully operational on buses and at subway stations, and MTA expects full roll out to LIRR and MNR by 2025. The payment method utilizes contactless near field solutions that require the customer to tap a contactless card or smart device on an OMNY reader to confirm a successful entry. Total annual operating impact is still being reviewed, but LIRR's incremental costs are currently estimated to be approximately \$4 million annually.

METRO-NORTH RAILROAD CAPITAL PROJECTS

Project: West of Hudson Signal Improvements. The purpose of this project is to install a new 100 Hz Cab Signal system replacing existing antiquated signal system for the West of Hudson Port Jervis Line between Mile Post (MP) 31.3 in Suffern, NY and MP 89.9 in Sparrowbush, NY. This system will be consistent with NORAC (Northeast Operating Rules Advisory Committee) and New Jersey Transit (NJT) operating rules. This project will extend existing cab signal system from NJT territory, south of Suffern, into Metro-North Railroad territory up to the division post at MP 89.9. This line consists of nine interlockings and four highway grade crossings. Metro-North Railroad rolling stock operated by NJT is already equipped with the cab signal system due to its operation south of Suffern. PTC equipment for West of Hudson will be procured as options on NJT's PTC contract. The West of Hudson Signal Improvements project anticipates a steady-state Operating Budget Impact of at least \$1 million for the New York State portion of the service covered by MNR's budget.

Project: Harmon Shop Replacement – Phase V. The project involves the continuation of MTA Metro-North Railroad's Harmon Shop Replacement Program. Phase V is a two-stage program to design and construct a new Electric Car Shop with a Consist Shop Facility and new Running Repair and Support Shop to replace the existing Harmon Old Main Shop Building. Preliminarily, there is a potential for annual savings up to \$1 million that could be realized in equipment maintenance and train operations costs.

Project: OMNY. OMNY is MTA's new fare payment system and will eventually combine fare payments and mobile ticketing across subways, buses, and commuter rail. OMNY is fully operational on buses and at subway stations, and MTA expects full roll out to LIRR and MNR by 2024. The payment method utilizes contactless near field solutions that require the customer to tap a contactless card or smart device on an OMNY reader to confirm a successful entry. Total annual operating impact is still being reviewed, but Metro-North Railroad's incremental costs are currently estimated to be approximately \$4 million annually.

MTA SYSTEM-WIDE CAPITAL PROJECTS

Project: Enterprise Asset Management. It is expected that the project will result in significant operating budget impacts leading up to and after its full implementation. Impacts will include both necessary investments and efficiency savings.

[THIS PAGE INTENTIONALLY LEFT BLANK]

VI. Agency Financial Plans and 12-Month Allocations

Bridges and Tunnels

MTA BRIDGES & TUNNELS
FEBRUARY FINANCIAL PLAN 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges & Tunnel's 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- GASB 87 Lease Adjustment to conform with the new leasing accounting standard for public sector entities.
- Transfer of non-labor expenses to C&D as part of MTA consolidation efforts to conduct business more efficiently.

MTA Plan adjustments include:

- MTA Operating Efficiencies Phase 1 reflecting various initiatives.
- Provision for increased pension costs to conform with the latest actuarial update from New York City Employees Retirement System (NYCERS).

The attached also includes schedules detailing the monthly allocation of financials, including headcount and utilization data, based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BRIDGES & TUNNELS
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|---------------------------------------------------------------------|-------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Adjusted Net Surplus/(Deficit) | 1,238 | \$1,791.624 | 1,244 | \$1,749.169 | 1,244 | \$1,757.278 | 1,244 | \$1,744.732 | 1,244 | \$1,736.855 |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Transfer of Non-Labor Expenses to C&D | | | | \$0.213 | | \$0.213 | | \$0.213 | | \$0.213 |
| GASB 87 Lease Adjustment | | 2.324 | | 2.324 | | 2.324 | | 2.324 | | 2.324 |
| Less: GASB 87 Lease Adjustment | | (2.324) | | (2.324) | | (2.324) | | (2.324) | | (2.324) |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.213 | 0 | \$0.213 | 0 | \$0.213 | 0 | \$0.213 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | | | | \$3.770 | | \$3.770 | | \$3.770 | | \$3.770 |
| Provision for Increased Pension Costs | | | | (\$13.455) | | (\$20.294) | | (\$25.732) | | (\$31.135) |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | (\$9.685) | 0 | (\$16.524) | 0 | (\$21.962) | 0 | (\$27.365) |
| 2023 February Financial Plan: Adjusted Net Surplus/(Deficit) | 1,238 | \$1,791.624 | 1,244 | \$1,739.697 | 1,244 | \$1,740.967 | 1,244 | \$1,722.983 | 1,244 | \$1,709.703 |

VI-2

MTA BRIDGES & TUNNELS
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|---------------------------------------------------------------------|-------------------------|----------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Adjusted Net Surplus/(Deficit) | 131 | \$0.000 | 131 | \$0.000 | 131 | \$0.000 | 131 | \$0.000 | 131 | \$0.000 |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| MTA Policy Actions: | | | | | | | | | | |
| MTA Re-estimates: | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | | | | | | | | | | |
| Provision for Increased Pension Costs | | | | | | | | | | |
| Other: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Adjusted Net Surplus/(Deficit) | 131 | \$0.000 | 131 | \$0.000 | 131 | \$0.000 | 131 | \$0.000 | 131 | \$0.000 |

VI-3

MTA BRIDGES AND TUNNELS
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Non-Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Toll Revenue | \$2,322.776 | \$2,322.793 | \$2,332.317 | \$2,335.350 | \$2,337.687 |
| Other Operating Revenue | 21.224 | 18.936 | 18.936 | 18.936 | 18.936 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Investment Income | 1.376 | 1.240 | 1.240 | 1.240 | 1.240 |
| Total Revenues | \$2,345.376 | \$2,342.969 | \$2,352.493 | \$2,355.526 | \$2,357.863 |
| Operating Expense | | | | | |
| Labor: | | | | | |
| Payroll | \$121.000 | \$127.089 | \$129.631 | \$132.415 | \$135.255 |
| Overtime | 24.387 | 24.562 | 26.096 | 26.789 | 27.443 |
| Health and Welfare | 32.674 | 35.766 | 37.385 | 39.134 | 40.960 |
| OPEB Current Payments | 30.395 | 31.823 | 33.319 | 34.885 | 36.524 |
| Pension | 30.255 | 42.214 | 43.586 | 45.105 | 46.707 |
| Other Fringe Benefits | 21.480 | 23.628 | 23.516 | 23.892 | 23.892 |
| Reimbursable Overhead | (8.668) | (8.356) | (8.523) | (8.523) | (8.523) |
| Total Labor Expenses | \$251.524 | \$276.726 | \$285.010 | \$293.696 | \$302.258 |
| Non-Labor: | | | | | |
| Electric Power | \$8.349 | \$8.339 | \$7.811 | \$7.888 | \$8.096 |
| Fuel | 6.831 | 5.858 | 5.211 | 4.930 | 4.983 |
| Insurance | 13.191 | 14.887 | 17.715 | 21.400 | 25.998 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 159.568 | 165.620 | 168.863 | 176.830 | 177.997 |
| Professional Services Contracts | 38.267 | 45.496 | 45.618 | 45.764 | 46.157 |
| Materials and Supplies | 4.100 | 3.339 | 3.369 | 3.356 | 3.434 |
| Other Business Expenses | 54.906 | 55.577 | 55.619 | 55.665 | 55.705 |
| Total Non-Labor Expenses | \$285.212 | \$299.115 | \$304.207 | \$315.834 | \$322.370 |
| Other Expense Adjustments: | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$536.736 | \$575.841 | \$589.217 | \$609.530 | \$624.628 |
| Depreciation | \$202.000 | \$202.491 | \$202.491 | \$202.491 | \$202.491 |
| GASB 68 Pension Expense Adjustment | (45.268) | (43.995) | (38.974) | (35.469) | (32.110) |
| GASB 75 OPEB Expense Adjustment | 38.505 | 38.777 | 39.484 | 40.254 | 41.115 |
| GASB 87 Lease Adjustment | 2.324 | 2.324 | 2.324 | 2.324 | 2.324 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Depreciation and GASB Adjs. | \$734.298 | \$775.438 | \$794.542 | \$819.130 | \$838.448 |
| Less: Depreciation | 202.000 | 202.491 | 202.491 | 202.491 | 202.491 |
| GASB 68 Pension Expense Adj | (45.268) | (43.995) | (38.974) | (35.469) | (32.110) |
| GASB 75 OPEB Expense Adj | 38.505 | 38.777 | 39.484 | 40.254 | 41.115 |
| GASB 87 Net Adjustment | 2.324 | 2.324 | 2.324 | 2.324 | 2.324 |
| Total Expenses | \$536.736 | \$575.841 | \$589.217 | \$609.530 | \$624.628 |
| Net Surplus/(Deficit) | \$1,808.640 | \$1,767.129 | \$1,763.276 | \$1,745.997 | \$1,733.235 |

MTA BRIDGES AND TUNNELS
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|-----------------|-----------------|-----------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Toll Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 29.464 | 31.189 | 30.838 | 30.958 | 31.101 |
| Investment Income | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$29.464 | \$31.189 | \$30.838 | \$30.958 | \$31.101 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$12.432 | \$13.259 | \$13.525 | \$13.603 | \$13.684 |
| Overtime | 1.538 | 1.985 | 1.039 | 1.039 | 1.060 |
| Health and Welfare | 1.993 | 2.746 | 2.801 | 2.816 | 2.831 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 3.328 | 3.333 | 3.406 | 3.424 | 3.443 |
| Other Fringe Benefits | 1.504 | 1.511 | 1.545 | 1.552 | 1.560 |
| Reimbursable Overhead | 8.668 | 8.356 | 8.523 | 8.523 | 8.523 |
| Total Labor Expenses | \$29.464 | \$31.189 | \$30.838 | \$30.958 | \$31.101 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$29.464 | \$31.189 | \$30.838 | \$30.958 | \$31.101 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA BRIDGES AND TUNNELS
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Non-Reimbursable / Reimbursable | | | | | |
| Page 1 of 2 | | | | | |
| Operating Revenue | | | | | |
| Toll Revenue | \$2,322.776 | \$2,322.793 | \$2,332.317 | \$2,335.350 | \$2,337.687 |
| Other Operating Revenue | 21.224 | 18.936 | 18.936 | 18.936 | 18.936 |
| Capital and Other Reimbursements | 29.464 | 31.189 | 30.838 | 30.958 | 31.101 |
| Investment Income | 1.376 | 1.240 | 1.240 | 1.240 | 1.240 |
| Total Revenues | \$2,374.840 | \$2,374.159 | \$2,383.331 | \$2,386.484 | \$2,388.964 |
| Operating Expense | | | | | |
| Labor: | | | | | |
| Payroll | \$133.432 | \$140.349 | \$143.156 | \$146.019 | \$148.939 |
| Overtime | 25.925 | 26.546 | 27.135 | 27.828 | 28.503 |
| Health and Welfare | 34.667 | 38.512 | 40.186 | 41.949 | 43.791 |
| OPEB Current Payments | 30.395 | 31.823 | 33.319 | 34.885 | 36.524 |
| Pension | 33.583 | 45.546 | 46.992 | 48.529 | 50.150 |
| Other Fringe Benefits | 22.985 | 25.139 | 25.061 | 25.444 | 25.452 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$280.987 | \$307.915 | \$315.848 | \$324.654 | \$333.359 |
| Non-Labor: | | | | | |
| Electric Power | \$8.349 | \$8.339 | \$7.811 | \$7.888 | \$8.096 |
| Fuel | 6.831 | 5.858 | 5.211 | 4.930 | 4.983 |
| Insurance | 13.191 | 14.887 | 17.715 | 21.400 | 25.998 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 159.568 | 165.620 | 168.863 | 176.830 | 177.997 |
| Professional Services Contracts | 38.267 | 45.496 | 45.618 | 45.764 | 46.157 |
| Materials and Supplies | 4.100 | 3.339 | 3.369 | 3.356 | 3.434 |
| Other Business Expenses | 54.906 | 55.577 | 55.619 | 55.665 | 55.705 |
| Total Non-Labor Expenses | \$285.212 | \$299.115 | \$304.207 | \$315.834 | \$322.370 |
| Other Expense Adjustments: | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$566.200 | \$607.030 | \$620.055 | \$640.487 | \$655.729 |
| Depreciation | \$202.000 | \$202.491 | \$202.491 | \$202.491 | \$202.491 |
| GASB 68 Pension Expense Adjustment | (45.268) | (43.995) | (38.974) | (35.469) | (32.110) |
| GASB 75 OPEB Expense Adjustment | 38.505 | 38.777 | 39.484 | 40.254 | 41.115 |
| GASB 87 Lease Adjustment | 2.324 | 2.324 | 2.324 | 2.324 | 2.324 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Depreciation and GASB Adjs. | \$763.762 | \$806.627 | \$825.380 | \$850.087 | \$869.549 |
| Less: Depreciation | 202.000 | 202.491 | 202.491 | 202.491 | 202.491 |
| GASB 68 Pension Expense Adj | (45.268) | (43.995) | (38.974) | (35.469) | (32.110) |
| GASB 75 OPEB Expense Adj | 38.505 | 38.777 | 39.484 | 40.254 | 41.115 |
| GASB 87 Net Adjustment | 2.324 | 2.324 | 2.324 | 2.324 | 2.324 |
| Total Expenses | \$566.200 | \$607.030 | \$620.055 | \$640.487 | \$655.729 |
| Net Surplus/(Deficit) | \$1,808.640 | \$1,767.129 | \$1,763.276 | \$1,745.997 | \$1,733.235 |

MTA BRIDGES AND TUNNELS
February Financial Plan 2023 - 2026
Accrual Statement of Operations by Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Non-Reimbursable / Reimbursable | | | | | |
| Page 2 of 2 | | | | | |
| Net Surplus/(Deficit) | \$1,808.640 | \$1,767.129 | \$1,763.276 | \$1,745.997 | \$1,733.235 |
| <u>Deductions from Income:</u> | | | | | |
| Less: Capitalized Assets | \$17.017 | \$27.431 | \$22.309 | \$23.014 | \$23.532 |
| B&T Capital Reserves & Prepaid Exp. | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 45 Reserves | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Adjusted Net Surplus/(Deficit) | \$1,791.624 | \$1,739.697 | \$1,740.967 | \$1,722.982 | \$1,709.703 |
| Less: Debt Service | \$688.995 | \$782.555 | \$781.337 | \$846.185 | \$877.654 |
| Less: Contribution to the Capital Program | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Income Available for Distribution | \$1,102.629 | \$957.142 | \$959.630 | \$876.797 | \$832.049 |
| <u>Distributable To:</u> | | | | | |
| MTA - Investment Income | \$1.376 | \$1.240 | \$1.240 | \$1.240 | \$1.240 |
| MTA - Distributable Income | 599.032 | 529.944 | 527.602 | 487.730 | 464.163 |
| NYCT - Distributable Income | 502.220 | 425.958 | 430.788 | 387.827 | 366.647 |
| Total Distributable Income | \$1,102.629 | \$957.142 | \$959.630 | \$876.797 | \$832.049 |
| <u>Actual Cash Transfers:</u> | | | | | |
| MTA - Investment Income - Prior Year | \$0.094 | \$1.376 | \$1.240 | \$1.240 | \$1.240 |
| MTA - Cash Surplus Transfer | 643.560 | 536.852 | 527.836 | 491.717 | 466.519 |
| NYCT - Cash Surplus Transfer | 538.171 | 433.585 | 430.305 | 392.123 | 368.765 |
| Total Cash Transfers | \$1,181.825 | \$971.814 | \$959.381 | \$885.081 | \$836.524 |
| SUPPORT TO MASS TRANSIT: | | | | | |
| Total Revenue | \$2,374.840 | \$2,374.159 | \$2,383.331 | \$2,386.484 | \$2,388.964 |
| Total Expenses Before Non-Cash Liability Adjs. | 566.200 | 607.030 | 620.055 | 640.487 | 655.729 |
| Net Operating Income | \$1,808.640 | \$1,767.129 | \$1,763.276 | \$1,745.997 | \$1,733.235 |
| <u>Deductions from Operating Income:</u> | | | | | |
| B&T Debt Service | \$362.133 | \$434.132 | \$452.961 | \$510.051 | \$550.080 |
| Contribution to the Capital Program | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capitalized Assets | 17.017 | 27.431 | 22.309 | 23.014 | 23.532 |
| B&T Capital Reserves | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB Reserves | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Deductions from Operating Income | \$379.150 | \$461.563 | \$475.271 | \$533.065 | \$573.612 |
| Total Support to Mass Transit | \$1,429.491 | \$1,305.566 | \$1,288.005 | \$1,212.932 | \$1,159.623 |

MTA BRIDGES AND TUNNELS
February Financial Plan 2023 - 2026
Traffic Volume (Utilization) and Toll Revenue
(in millions)

| Final Estimate | Adopted Budget | | | |
|-------------------|-------------------|------|------|------|
| 2022 | 2023 | 2024 | 2025 | 2026 |

TRAFFIC VOLUME

| | | | | | |
|----------------------|---------|---------|---------|---------|---------|
| Total Traffic Volume | 326.535 | 327.037 | 328.378 | 328.805 | 329.134 |
|----------------------|---------|---------|---------|---------|---------|

TOLL REVENUE

| | | | | | |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Toll Revenue | \$2,322.776 | \$2,322.793 | \$2,332.317 | \$2,335.350 | \$2,337.687 |
|--------------|-------------|-------------|-------------|-------------|-------------|

MTA BRIDGES AND TUNNELS
February Financial Plan 2023-2026
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

| FUNCTION/DEPARTMENT | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| Executive | 13 | 13 | 13 | 13 | 13 |
| Law ⁽¹⁾ | 12 | 12 | 12 | 12 | 12 |
| CFO ⁽²⁾ | 17 | 17 | 17 | 17 | 17 |
| Administration ⁽³⁾ | 34 | 34 | 34 | 34 | 34 |
| EEO | 1 | 1 | 1 | 1 | 1 |
| Total Administration | 77 | 77 | 77 | 77 | 77 |
| Operations | | | | | |
| Revenue Management | 60 | 66 | 66 | 66 | 66 |
| Central Business District Tolling Program | 47 | 47 | 47 | 47 | 47 |
| Operations (Non-Security) | 54 | 54 | 54 | 54 | 54 |
| Total Operations | 161 | 167 | 167 | 167 | 167 |
| Maintenance | | | | | |
| Maintenance | 205 | 205 | 205 | 205 | 205 |
| Operations - Maintainers | 183 | 183 | 183 | 183 | 183 |
| Total Maintenance | 388 | 388 | 388 | 388 | 388 |
| Engineering/Capital | | | | | |
| Engineering & Construction | 123 | 123 | 123 | 123 | 123 |
| Health & Safety | 9 | 9 | 9 | 9 | 9 |
| Law ⁽¹⁾ | 18 | 18 | 18 | 18 | 18 |
| Planning & Budget Capital | 8 | 8 | 8 | 8 | 8 |
| Total Engineering/Capital | 158 | 158 | 158 | 158 | 158 |
| Public Safety | | | | | |
| Operations (Security) | 540 | 540 | 540 | 540 | 540 |
| Internal Security - Operations | 45 | 45 | 45 | 45 | 45 |
| Total Public Safety | 585 | 585 | 585 | 585 | 585 |
| Total Positions | 1,369 | 1,375 | 1,375 | 1,375 | 1,375 |
| <i>Non-Reimbursable</i> | 1,238 | 1,244 | 1,244 | 1,244 | 1,244 |
| <i>Reimbursable</i> | 131 | 131 | 131 | 131 | 131 |
| <i>Total Full-Time</i> | 1,369 | 1,375 | 1,375 | 1,375 | 1,375 |
| <i>Total Full-Time Equivalents</i> | 0 | 0 | 0 | 0 | 0 |

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan 2023 - 2026
Total Positions
By Function and Occupational Group

| FUNCTION / OCCUPATIONAL GROUP | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| Managers/Supervisors | 28 | 28 | 28 | 28 | 28 |
| Professional/Technical/Clerical | 49 | 49 | 49 | 49 | 49 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 77 | 77 | 77 | 77 | 77 |
| Operations | | | | | |
| Managers/Supervisors | 73 | 73 | 73 | 73 | 73 |
| Professional/Technical/Clerical | 88 | 94 | 94 | 94 | 94 |
| Operational Hourlies (1) | 0 | 0 | 0 | 0 | 0 |
| Total Operations Headcount | 161 | 167 | 167 | 167 | 167 |
| Maintenance | | | | | |
| Managers/Supervisors | 27 | 27 | 27 | 27 | 27 |
| Professional/Technical/Clerical | 11 | 11 | 11 | 11 | 11 |
| Operational Hourlies (2) | 350 | 350 | 350 | 350 | 350 |
| Total Maintenance Headcount | 388 | 388 | 388 | 388 | 388 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 34 | 34 | 34 | 34 | 34 |
| Professional/Technical/Clerical | 124 | 124 | 124 | 124 | 124 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 158 | 158 | 158 | 158 | 158 |
| Public Safety | | | | | |
| Managers/Supervisors | 179 | 179 | 179 | 179 | 179 |
| Professional, Technical, Clerical | 36 | 36 | 36 | 36 | 36 |
| Operational Hourlies (3) | 370 | 370 | 370 | 370 | 370 |
| Total Public Safety Headcount | 585 | 585 | 585 | 585 | 585 |
| Total Positions | | | | | |
| Managers/Supervisors | 341 | 341 | 341 | 341 | 341 |
| Professional, Technical, Clerical | 308 | 314 | 314 | 314 | 314 |
| Operational Hourlies | 720 | 720 | 720 | 720 | 720 |
| Total Positions | 1,369 | 1,375 | 1,375 | 1,375 | 1,375 |

(1) Represents Bridge and Tunnel Officers. These positions are paid annually, not hourly.

(2) Represents maintenance personnel. These positions are paid annually, not hourly.

(3) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.

MTA BRIDGES AND TUNNELS
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-----------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Toll Revenue | \$172.898 | \$161.207 | \$182.618 | \$189.081 | \$199.859 | \$203.496 | \$207.300 | \$215.740 | \$199.808 | \$203.352 | \$194.630 | \$192.805 | \$2,322.793 |
| Other Operating Revenue | 1.410 | 1.314 | 1.489 | 1.541 | 1.629 | 1.659 | 1.690 | 1.759 | 1.629 | 1.658 | 1.587 | 1.572 | 18.936 |
| Investment Income | 0.092 | 0.086 | 0.098 | 0.101 | 0.107 | 0.109 | 0.111 | 0.115 | 0.107 | 0.109 | 0.104 | 0.103 | 1.240 |
| Total Revenues | \$174.399 | \$162.607 | \$184.204 | \$190.723 | \$201.595 | \$205.263 | \$209.101 | \$217.614 | \$201.543 | \$205.118 | \$196.321 | \$194.480 | \$2,342.969 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$11.077 | \$11.204 | \$11.388 | \$11.392 | \$11.041 | \$10.388 | \$11.285 | \$11.285 | \$11.285 | \$11.285 | \$11.285 | \$4.174 | \$127.089 |
| Overtime | 1.948 | 1.835 | 1.836 | 1.689 | 2.138 | 2.012 | 2.258 | 3.085 | 1.995 | 2.136 | 2.397 | 1.233 | 24.562 |
| Health and Welfare | 3.401 | 3.171 | 3.313 | 3.356 | 2.991 | 3.240 | 3.048 | 2.301 | 3.021 | 3.117 | 2.974 | 1.833 | 35.766 |
| OPEB Current Payments | 2.643 | 2.634 | 2.575 | 2.609 | 2.633 | 2.640 | 2.672 | 2.723 | 2.736 | 2.662 | 2.661 | 2.634 | 31.823 |
| Pension | 4.043 | 4.043 | 4.043 | 4.043 | 4.043 | 4.043 | 3.225 | 3.225 | 3.225 | 3.225 | 3.225 | 1.831 | 42.214 |
| Other Fringe Benefits | 1.891 | 1.972 | 1.856 | 2.063 | 3.365 | 2.256 | 1.746 | 1.540 | 1.529 | 1.777 | 2.762 | 0.869 | 23.628 |
| Reimbursable Overhead | (0.597) | (0.597) | (0.597) | (0.597) | (0.597) | (0.597) | (0.597) | (0.597) | (0.597) | (0.597) | (0.597) | (1.794) | (8.356) |
| Total Labor Expenses | \$24.406 | \$24.262 | \$24.415 | \$24.555 | \$25.615 | \$23.983 | \$23.637 | \$23.563 | \$23.195 | \$23.607 | \$24.707 | \$10.780 | \$276.726 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.267 | \$0.373 | \$0.467 | \$0.335 | \$0.409 | \$0.328 | \$0.555 | \$0.539 | \$0.522 | \$0.528 | \$0.430 | \$3.586 | \$8.339 |
| Fuel | 0.060 | 0.335 | 0.430 | 0.217 | 0.074 | 0.305 | 0.001 | 0.070 | 0.299 | 0.007 | 0.181 | 3.879 | 5.858 |
| Insurance | 1.075 | 1.075 | 1.075 | 1.076 | 1.227 | 1.227 | 1.227 | 1.227 | 1.227 | 1.227 | 1.254 | 1.967 | 14.887 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 6.856 | 8.421 | 13.848 | 8.691 | 9.492 | 17.694 | 9.982 | 11.337 | 19.548 | 10.454 | 10.493 | 38.803 | 165.620 |
| Professional Services Contracts | 1.908 | 1.860 | 3.848 | 1.835 | 3.602 | 2.835 | 1.875 | 1.893 | 3.926 | 3.029 | 2.001 | 16.883 | 45.496 |
| Materials and Supplies | 0.045 | 0.073 | 0.539 | 0.061 | 0.133 | 0.398 | 0.073 | 0.107 | 0.255 | 0.113 | 0.162 | 1.379 | 3.339 |
| Other Business Expenses | 4.980 | 5.133 | 5.142 | 5.076 | 4.139 | 4.700 | 4.983 | 4.907 | 4.393 | 4.451 | 3.911 | 3.763 | 55.577 |
| Total Non-Labor Expenses | \$15.192 | \$17.271 | \$25.349 | \$17.291 | \$19.076 | \$27.487 | \$18.696 | \$20.082 | \$30.169 | \$19.810 | \$18.433 | \$70.260 | \$299.115 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses before Depreciation and GASB Adjts. | \$39.598 | \$41.533 | \$49.764 | \$41.847 | \$44.690 | \$51.469 | \$42.334 | \$43.645 | \$53.364 | \$43.416 | \$43.140 | \$81.040 | \$575.841 |
| Depreciation | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$9.645 | \$202.491 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (43.995) | (43.995) |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 38.777 | 38.777 |
| GASB 87 Lease Adjustment | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 2.324 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses/Expenditures | \$57.323 | \$59.258 | \$67.489 | \$59.572 | \$62.415 | \$69.195 | \$60.059 | \$61.370 | \$71.089 | \$61.141 | \$60.865 | \$85.661 | \$775.438 |
| Less: Depreciation | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$9.645 | \$202.491 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adj | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (43.995) | (43.995) |
| GASB 75 OPEB Expense Adj | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 38.777 | 38.777 |
| GASB 87 Lease Adjustment | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 2.324 |
| Total Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Net Surplus/(Deficit) | \$134.801 | \$121.075 | \$134.440 | \$148.876 | \$156.905 | \$153.794 | \$166.767 | \$173.968 | \$148.179 | \$161.702 | \$153.181 | \$113.440 | \$1,767.129 |

-- Differences are due to rounding

MTA BRIDGES AND TUNNELS
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|----------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Toll Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 14.502 | 31.189 |
| Total Revenues | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$14.502 | \$31.189 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.512 | \$0.512 | \$0.512 | \$0.512 | \$0.512 | \$0.512 | \$0.512 | \$0.512 | \$0.512 | \$0.512 | \$0.512 | \$7.623 | \$13.259 |
| Overtime | 0.072 | 0.072 | 0.072 | 0.072 | 0.072 | 0.072 | 0.072 | 0.072 | 0.072 | 0.072 | 0.072 | 1.196 | 1.985 |
| Health and Welfare | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 1.408 | 2.746 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.152 | 0.152 | 0.152 | 0.152 | 0.152 | 0.152 | 0.152 | 0.152 | 0.152 | 0.152 | 0.152 | 1.665 | 3.333 |
| Other Fringe Benefits | 0.063 | 0.063 | 0.063 | 0.063 | 0.063 | 0.063 | 0.063 | 0.063 | 0.063 | 0.063 | 0.063 | 0.815 | 1.511 |
| Reimbursable Overhead | 0.597 | 0.597 | 0.597 | 0.597 | 0.597 | 0.597 | 0.597 | 0.597 | 0.597 | 0.597 | 0.597 | 1.794 | 8.356 |
| Total Labor Expenses | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$14.502 | \$31.189 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses before Depreciation and GASB Adjs. | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$1.517 | \$14.502 | \$31.189 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-12

MTA BRIDGES AND TUNNELS
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|----------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Non-Reimbursable / Reimbursable - Page 1 of 2 | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Toll Revenue | \$172.898 | \$161.207 | \$182.618 | \$189.081 | \$199.859 | \$203.496 | \$207.300 | \$215.740 | \$199.808 | \$203.352 | \$194.630 | \$192.805 | \$2,322.793 |
| Other Operating Revenue | 1.410 | 1.314 | 1.489 | 1.541 | 1.629 | 1.659 | 1.690 | 1.759 | 1.629 | 1.658 | 1.587 | 1.572 | 18.936 |
| Capital and Other Reimbursements | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 1.517 | 14.502 | 31.189 |
| Investment Income | 0.092 | 0.086 | 0.098 | 0.101 | 0.107 | 0.109 | 0.111 | 0.115 | 0.107 | 0.109 | 0.104 | 0.103 | 1.240 |
| Total Revenues | \$175.916 | \$164.124 | \$185.721 | \$192.240 | \$203.112 | \$206.781 | \$210.618 | \$219.131 | \$203.060 | \$206.636 | \$197.838 | \$208.982 | \$2,374.159 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$11.590 | \$11.716 | \$11.900 | \$11.905 | \$11.553 | \$10.900 | \$11.798 | \$11.798 | \$11.798 | \$11.798 | \$11.798 | \$11.798 | \$140.349 |
| Overtime | 2.019 | 1.907 | 1.908 | 1.760 | 2.210 | 2.084 | 2.330 | 3.157 | 2.066 | 2.208 | 2.468 | 2.430 | 26.546 |
| Health and Welfare | 3.523 | 3.292 | 3.434 | 3.478 | 3.113 | 3.362 | 3.169 | 2.423 | 3.143 | 3.239 | 3.095 | 3.241 | 38.512 |
| OPEB Current Payments | 2.643 | 2.634 | 2.575 | 2.609 | 2.609 | 2.640 | 2.672 | 2.723 | 2.736 | 2.662 | 2.661 | 2.634 | 31.823 |
| Pension | 4.195 | 4.195 | 4.195 | 4.195 | 4.195 | 4.195 | 3.377 | 3.377 | 3.377 | 3.377 | 3.377 | 3.495 | 45.546 |
| Other Fringe Benefits | 1.954 | 2.035 | 1.920 | 2.126 | 3.428 | 2.320 | 1.809 | 1.604 | 1.593 | 1.840 | 2.826 | 1.684 | 25.139 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$25.923 | \$25.779 | \$25.932 | \$26.072 | \$27.132 | \$25.500 | \$25.154 | \$25.080 | \$24.712 | \$25.124 | \$26.225 | \$25.282 | \$307.915 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.267 | \$0.373 | \$0.467 | \$0.335 | \$0.409 | \$0.328 | \$0.555 | \$0.539 | \$0.522 | \$0.528 | \$0.430 | \$3.586 | \$8.339 |
| Fuel | 0.060 | 0.335 | 0.430 | 0.217 | 0.074 | 0.305 | 0.001 | 0.070 | 0.299 | 0.007 | 0.181 | 3.879 | 5.858 |
| Insurance | 1.075 | 1.075 | 1.075 | 1.076 | 1.227 | 1.227 | 1.227 | 1.227 | 1.227 | 1.227 | 1.254 | 1.967 | 14.887 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 6.856 | 8.421 | 13.848 | 8.691 | 9.492 | 17.694 | 9.982 | 11.337 | 19.548 | 10.454 | 10.493 | 38.803 | 165.620 |
| Professional Services Contracts | 1.908 | 1.860 | 3.848 | 1.835 | 3.602 | 2.835 | 1.875 | 1.893 | 3.926 | 3.029 | 2.001 | 16.883 | 45.496 |
| Materials and Supplies | 0.045 | 0.073 | 0.539 | 0.061 | 0.133 | 0.398 | 0.073 | 0.107 | 0.255 | 0.113 | 0.162 | 1.379 | 3.339 |
| Other Business Expenses | 4.980 | 5.133 | 5.142 | 5.076 | 4.139 | 4.700 | 4.983 | 4.907 | 4.393 | 4.451 | 3.911 | 3.763 | 55.577 |
| Total Non-Labor Expenses | \$15.192 | \$17.271 | \$25.349 | \$17.291 | \$19.076 | \$27.487 | \$18.696 | \$20.082 | \$30.169 | \$19.810 | \$18.433 | \$70.260 | \$299.115 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses before Depreciation and GASB Adjs. | \$41.115 | \$43.050 | \$51.281 | \$43.364 | \$46.207 | \$52.987 | \$43.851 | \$45.162 | \$54.881 | \$44.933 | \$44.657 | \$95.542 | \$607.030 |
| Depreciation | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$9.645 | \$202.491 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (43.995) | (43.995) |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 38.777 | 38.777 |
| GASB 87 Lease Adjustment | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 2.324 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses/Expenditures | \$58.840 | \$60.775 | \$69.006 | \$61.089 | \$63.932 | \$70.712 | \$61.576 | \$62.887 | \$72.606 | \$62.658 | \$62.382 | \$100.162 | \$806.627 |
| Less: Depreciation | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$17.531 | \$9.645 | \$202.491 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adj | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (43.995) | (43.995) |
| GASB 75 OPEB Expense Adj | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 38.777 | 38.777 |
| GASB 87 Lease Adjustment | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 0.194 | 2.324 |
| Total Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Net Surplus/(Deficit) | \$134.801 | \$121.075 | \$134.440 | \$148.876 | \$156.905 | \$153.794 | \$166.767 | \$173.968 | \$148.179 | \$161.702 | \$153.181 | \$113.440 | \$1,767.129 |

-- Differences are due to rounding

MTA BRIDGES AND TUNNELS
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations by Category
(\$ in Millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Non-Reimbursable / Reimbursable - Page 2 of 2 | | | | | | | | | | | | | |
| Net Surplus/(Deficit) | \$134.801 | \$121.075 | \$134.440 | \$148.876 | \$156.905 | \$153.794 | \$166.767 | \$173.968 | \$148.179 | \$161.702 | \$153.181 | \$113.440 | \$1,767.129 |
| <u>Deductions from Income:</u> | | | | | | | | | | | | | |
| B&T Capitalized Assets | \$0.052 | \$0.036 | \$0.496 | \$0.268 | \$0.345 | \$1.948 | \$1.222 | \$0.914 | \$1.012 | \$0.268 | \$4.489 | \$16.382 | \$27.431 |
| B&T Capital Account | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B&T Capital Reserves | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B&T Prepaid Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| B&T GASB Reserves | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Adjusted Net Surplus/(Deficit) | \$134.749 | \$121.039 | \$133.944 | \$148.609 | \$156.560 | \$151.846 | \$165.545 | \$173.054 | \$147.167 | \$161.434 | \$148.692 | \$97.059 | \$1,739.697 |
| Total Debt Service | \$65.660 | \$65.660 | \$65.660 | \$65.660 | \$61.506 | \$65.660 | \$66.078 | \$66.078 | \$66.078 | \$66.078 | \$61.261 | \$67.178 | \$782.555 |
| Contribution to the Capital Program | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Income Available for Distribution | \$69.089 | \$55.379 | \$68.284 | \$82.949 | \$95.054 | \$86.186 | \$99.467 | \$106.976 | \$81.089 | \$95.356 | \$87.431 | \$29.881 | \$957.142 |
| <u>Distributable To:</u> | | | | | | | | | | | | | |
| MTA - Investment Income | \$0.092 | \$0.086 | \$0.098 | \$0.101 | \$0.107 | \$0.109 | \$0.111 | \$0.115 | \$0.107 | \$0.109 | \$0.104 | \$0.103 | \$1.240 |
| MTA - Distributable Income | 38.851 | 32.000 | 38.446 | 45.777 | 51.827 | 47.392 | 54.031 | 57.784 | 44.844 | 51.977 | 47.934 | 19.081 | 529.944 |
| NYCT - Distributable Income | 30.145 | 23.294 | 29.740 | 37.071 | 43.121 | 38.686 | 45.325 | 49.078 | 36.138 | 43.271 | 39.393 | 10.697 | 425.958 |
| Total Distributable Income: | \$69.089 | \$55.379 | \$68.284 | \$82.949 | \$95.054 | \$86.186 | \$99.467 | \$106.976 | \$81.089 | \$95.356 | \$87.431 | \$29.881 | \$957.142 |
| <u>Actual Cash Transfers:</u> | | | | | | | | | | | | | |
| MTA - Investment Income - Prior Year | \$0.000 | \$1.376 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$1.376 |
| MTA - Cash Surplus Transfer | 0.000 | 94.869 | 28.800 | 34.602 | 41.199 | 46.644 | 42.653 | 48.628 | 52.005 | 40.360 | 46.779 | 60.313 | 536.852 |
| NYCT - Cash Surplus Transfer | 0.000 | 77.353 | 20.964 | 26.766 | 33.364 | 38.809 | 34.817 | 40.793 | 44.170 | 32.524 | 38.944 | 45.081 | 433.585 |
| Total Cash Transfers: | \$0.000 | \$173.599 | \$49.764 | \$61.368 | \$74.563 | \$85.453 | \$77.470 | \$89.421 | \$96.175 | \$72.884 | \$85.723 | \$105.394 | \$971.814 |
| SUPPORT TO MASS TRANSIT: | | | | | | | | | | | | | |
| Total Revenue | \$175.916 | \$164.124 | \$185.721 | \$192.240 | \$203.112 | \$206.781 | \$210.618 | \$219.131 | \$203.060 | \$206.636 | \$197.838 | \$208.982 | \$2,374.159 |
| Total Expenses Before Non-Cash Liability Adjs. | 41.115 | 43.050 | 51.281 | 43.364 | 46.207 | 52.987 | 43.851 | 45.162 | 54.881 | 44.933 | 44.657 | 95.542 | 607.030 |
| Net Operating Income: | \$134.801 | \$121.075 | \$134.440 | \$148.876 | \$156.905 | \$153.794 | \$166.767 | \$173.968 | \$148.179 | \$161.702 | \$153.181 | \$113.440 | \$1,767.129 |
| <u>Deductions from Operating Income:</u> | | | | | | | | | | | | | |
| B&T Debt Service | \$36.502 | \$36.502 | \$36.502 | \$36.502 | \$32.348 | \$36.502 | \$36.920 | \$36.920 | \$36.920 | \$36.920 | \$32.600 | \$38.992 | \$434.132 |
| Contribution to the Capital Program | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capitalized Assets | 0.052 | 0.036 | 0.496 | 0.268 | 0.345 | 1.948 | 1.222 | 0.914 | 1.012 | 0.268 | 4.489 | 16.382 | 27.431 |
| Reserves | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB Reserves | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Deductions from Operating Income: | \$36.554 | \$36.538 | \$36.999 | \$36.770 | \$32.693 | \$38.450 | \$38.142 | \$37.834 | \$37.932 | \$37.189 | \$37.089 | \$55.373 | \$461.563 |
| Total Support to Mass Transit: | \$98.247 | \$84.537 | \$97.442 | \$112.106 | \$124.212 | \$115.344 | \$128.625 | \$136.134 | \$110.247 | \$124.514 | \$116.092 | \$58.067 | \$1,305.566 |

V-14

MTA BRIDGES AND TUNNELS
February Financial Plan - 2023 Adopted Budget
Traffic Volume (Utilization)
(in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| <u>TRAFFIC VOLUME</u> | | | | | | | | | | | | | |
| Traffic Volume | 24.622 | 22.953 | 25.961 | 26.762 | 28.201 | 28.639 | 29.059 | 29.694 | 27.969 | 28.614 | 27.397 | 27.166 | 327.037 |
| <u>TOLL REVENUE</u> | | | | | | | | | | | | | |
| Toll Revenue | \$172.898 | \$161.207 | \$182.618 | \$189.081 | \$199.859 | \$203.496 | \$207.300 | \$215.740 | \$199.808 | \$203.352 | \$194.630 | \$192.805 | \$2,322.793 |

VI-15

MTA BRIDGES & TUNNELS
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

| FUNCTION/DEPARTMENT | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Administration | | | | | | | | | | | | |
| Executive | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Law ⁽¹⁾ | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| CFO ⁽²⁾ | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| Administration ⁽³⁾ | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 |
| EEO | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Administration | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Operations | | | | | | | | | | | | |
| Revenue Management | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Central Business District Tolling Program | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| Operations (Non-Security) | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 |
| Total Operations | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 |
| Maintenance | | | | | | | | | | | | |
| Maintenance | 205 | 205 | 205 | 205 | 205 | 205 | 205 | 205 | 205 | 205 | 205 | 205 |
| Operations - Maintainers | 183 | 183 | 183 | 183 | 183 | 183 | 183 | 183 | 183 | 183 | 183 | 183 |
| Total Maintenance | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 |
| Engineering/Capital | | | | | | | | | | | | |
| Engineering & Construction | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 | 123 |
| Health & Safety | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Law ⁽¹⁾ | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| Planning & Budget Capital | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Total Engineering/Capital | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 |
| Public Safety | | | | | | | | | | | | |
| Operations (Security) | 540 | 540 | 540 | 540 | 540 | 540 | 540 | 540 | 540 | 540 | 540 | 540 |
| Internal Security - Operations | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Total Public Safety | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 |
| Total Positions | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 |
| <i>Non-Reimbursable</i> | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 | 1,244 |
| <i>Reimbursable</i> | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 |
| <i>Total Full-Time</i> | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 |
| <i>Total Full-Time Equivalents</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| Professional/Technical/Clerical | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| Professional/Technical/Clerical | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Operations Headcount | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 | 167 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| Professional/Technical/Clerical | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Operational Hourlies | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 |
| Total Maintenance Headcount | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 |
| Professional/Technical/Clerical | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 179 | 179 | 179 | 179 | 179 | 179 | 179 | 179 | 179 | 179 | 179 | 179 |
| Professional, Technical, Clerical | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| Operational Hourlies | 370 | 370 | 370 | 370 | 370 | 370 | 370 | 370 | 370 | 370 | 370 | 370 |
| Total Public Safety Headcount | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 341 | 341 | 341 | 341 | 341 | 341 | 341 | 341 | 341 | 341 | 341 | 341 |
| Professional, Technical, Clerical | 314 | 314 | 314 | 314 | 314 | 314 | 314 | 314 | 314 | 314 | 314 | 314 |
| Operational Hourlies | 720 | 720 | 720 | 720 | 720 | 720 | 720 | 720 | 720 | 720 | 720 | 720 |
| Total Positions | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 | 1,375 |

VI-17

[THIS PAGE INTENTIONALLY LEFT BLANK]

Construction & Development

**MTA CONSTRUCTION & DEVELOPMENT
FEBRUARY FINANCIAL PLAN 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Construction & Development's (C&D) 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include the following:

- Transfer of non-labor expenses from Operating Agencies (NYC Transit, MNR, LIRR, and B&T) to C&D's reimbursable budget. This transfer is part of MTA consolidation efforts to conduct business more efficiently and have these expenses managed centrally by C&D. The transfer has a net zero change to C&D's bottom line. However, there is a favorable impact to the MTA Financial Plan since transferred expenses were reflected in the operating budget but will now be reflected as reimbursable expenses.
- Re-estimates for the new Transit Oriented Development (TOD) developer agreements to 2 Bridges, East Broadway, 110 Spring Street Station, 60 Wall Street and Extell 5th Ave 53rd as well as re-estimates to Broadband and Advertising. The new TOD agreements and re-estimates of Broadband and Advertising are 100% reimbursable and have a net zero change to the MTA Financial Plan.

The attached also includes schedules detailing the monthly allocation of financials and headcount data, based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|-------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 32 | (\$12.563) | 32 | (\$4.358) | 32 | (\$7.050) | 32 | (\$7.355) | 32 | (\$7.395) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 32 | (\$12.563) | 32 | (\$4.358) | 32 | (\$7.050) | 32 | (\$7.355) | 32 | (\$7.395) |

VI-20

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|----------------------------------------------------------------|-------------------------|----------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 180 | \$0.000 | 180 | \$0.000 | 180 | \$0.000 | 180 | \$0.000 | 180 | \$0.000 |
| Technical Adjustments: | | | | | | | | | | |
| Professional Services (Advertising, Broadband, TOD) | | | | (\$5.600) | | (\$1.650) | | (\$1.650) | | |
| Capital and Other Reimbursements (Advertising, Broadband, TOD) | | | | 5.600 | | 1.650 | | 1.650 | | |
| Transfer from MNR | | | | (0.519) | | (0.528) | | (0.539) | | (0.551) |
| Transfer from LIRR | | | | (0.315) | | (0.328) | | (0.337) | | (0.347) |
| Transfer from NYCT | | | | (0.898) | | (0.898) | | (0.898) | | (0.898) |
| Transfer from B&T | | | | (0.213) | | (0.213) | | (0.213) | | (0.213) |
| Capital and Other Reimbursements (MNR, LIRR, NYCT, B&T) | | | | 1.944 | | 1.967 | | 1.986 | | 2.009 |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| MTA Plan Adjustments: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 180 | \$0.000 | 180 | \$0.000 | 180 | \$0.000 | 180 | \$0.000 | 180 | \$0.000 |

VI-21

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023-2026
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|----------------------------------------------------------------|-------------------------|-------------------|------------|------------------|------------|------------------|------------|------------------|------------|------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 212 | (\$12.563) | 212 | (\$4.358) | 212 | (\$7.050) | 212 | (\$7.355) | 212 | (\$7.395) |
| Technical Adjustments: | | | | | | | | | | |
| Professional Services (Advertising, Broadband, TOD) | | | | (\$5.600) | | (\$1.650) | | (\$1.650) | | |
| Capital and Other Reimbursements (Advertising, Broadband, TOD) | | | | 5.600 | | 1.650 | | 1.650 | | |
| Transfer from MNR | | | | (0.519) | | (0.528) | | (0.539) | | (0.551) |
| Transfer from LIRR | | | | (0.315) | | (0.328) | | (0.337) | | (0.347) |
| Transfer from NYCT | | | | (0.898) | | (0.898) | | (0.898) | | (0.898) |
| Transfer from B&T | | | | (0.213) | | (0.213) | | (0.213) | | (0.213) |
| Capital and Other Reimbursements (MNR, LIRR, NYCT, B&T) | | | | 1.944 | | 1.967 | | 1.986 | | 2.009 |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| MTA Plan Adjustments: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 212 | (\$12.563) | 212 | (\$4.358) | 212 | (\$7.050) | 212 | (\$7.355) | 212 | (\$7.395) |

VI-22

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| <u>Non-Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$3.607 | \$4.087 | \$4.169 | \$4.252 | \$4.337 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.694 | 0.880 | 0.923 | 0.969 | 1.016 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.355 | 0.499 | 0.525 | 0.552 | 0.582 |
| Other Fringe Benefits | 0.318 | 0.386 | 0.395 | 0.542 | 0.416 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$4.975 | \$5.851 | \$6.011 | \$6.315 | \$6.352 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.005 | 0.005 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.117 | 0.117 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 7.258 | (1.822) | 1.005 | 1.006 | 1.007 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.208 | 0.206 | 0.034 | 0.035 | 0.035 |
| Total Non-Labor Expenses | \$7.588 | (\$1.494) | \$1.039 | \$1.040 | \$1.043 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$12.563 | \$4.358 | \$7.050 | \$7.355 | \$7.395 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$12.563 | \$4.358 | \$7.050 | \$7.355 | \$7.395 |
| Net Surplus/(Deficit) | (\$12.563) | (\$4.358) | (\$7.050) | (\$7.355) | (\$7.395) |

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|-----------------|-----------------|-----------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 91.321 | 90.969 | 76.676 | 91.540 | 93.391 |
| Total Revenues | \$91.321 | \$90.969 | \$76.676 | \$91.540 | \$93.391 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$28.987 | \$26.098 | \$26.620 | \$27.152 | \$27.694 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 5.012 | 5.110 | 5.207 | 5.460 | 5.724 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 2.663 | 3.315 | 3.485 | 3.661 | 3.853 |
| Other Fringe Benefits | 2.533 | 2.427 | 2.484 | 2.553 | 2.619 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$39.196 | \$36.951 | \$37.795 | \$38.825 | \$39.891 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 |
| Insurance | 0.031 | 0.034 | 0.038 | 0.042 | 0.046 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 5.059 | 4.579 | 3.411 | 3.526 | 3.644 |
| Professional Services Contracts | 45.615 | 46.918 | 32.928 | 46.630 | 47.274 |
| Materials and Supplies | 0.000 | 0.063 | 0.064 | 0.065 | 0.066 |
| Other Business Expenses | 1.416 | 2.419 | 2.434 | 2.447 | 2.464 |
| Total Non-Labor Expenses | \$52.125 | \$54.018 | \$38.881 | \$52.714 | \$53.500 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$91.321 | \$90.969 | \$76.676 | \$91.540 | \$93.391 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 91.321 | 90.969 | 76.676 | 91.540 | 93.391 |
| Total Revenues | \$91.321 | \$90.969 | \$76.676 | \$91.540 | \$93.391 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$32.595 | \$30.185 | \$30.788 | \$31.404 | \$32.032 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 5.707 | 5.990 | 6.130 | 6.428 | 6.741 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 3.018 | 3.814 | 4.009 | 4.213 | 4.436 |
| Other Fringe Benefits | 2.851 | 2.813 | 2.879 | 3.095 | 3.036 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$44.170 | \$42.803 | \$43.806 | \$45.140 | \$46.243 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.010 | 0.010 | 0.005 | 0.005 | 0.005 |
| Insurance | 0.031 | 0.034 | 0.038 | 0.042 | 0.046 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 5.176 | 4.696 | 3.411 | 3.526 | 3.644 |
| Professional Services Contracts | 52.873 | 45.096 | 33.933 | 47.636 | 48.281 |
| Materials and Supplies | 0.000 | 0.063 | 0.064 | 0.065 | 0.066 |
| Other Business Expenses | 1.625 | 2.625 | 2.468 | 2.482 | 2.499 |
| Total Non-Labor Expenses | \$59.713 | \$52.524 | \$39.919 | \$53.755 | \$54.542 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$103.884 | \$95.327 | \$83.726 | \$98.895 | \$100.786 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$103.884 | \$95.327 | \$83.726 | \$98.895 | \$100.786 |
| Net Surplus/(Deficit) | (\$12.563) | (\$4.358) | (\$7.050) | (\$7.355) | (\$7.395) |

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | \$91.321 | \$90.969 | \$76.676 | \$91.540 | \$93.391 |
| Total Receipts | \$91.321 | \$90.969 | \$76.676 | \$91.540 | \$93.391 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$32.595 | \$30.185 | \$30.788 | \$31.404 | \$32.032 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 5.707 | 5.990 | 6.130 | 6.428 | 6.741 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 3.018 | 3.814 | 4.009 | 4.213 | 4.436 |
| Other Fringe Benefits | 2.851 | 2.813 | 2.879 | 3.095 | 3.036 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$44.170 | \$42.803 | \$43.806 | \$45.140 | \$46.243 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.010 | 0.010 | 0.005 | 0.005 | 0.005 |
| Insurance | 0.031 | 0.034 | 0.038 | 0.042 | 0.046 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 5.176 | 4.696 | 3.411 | 3.526 | 3.644 |
| Professional Services Contracts | 52.873 | 45.096 | 33.933 | 47.636 | 48.281 |
| Materials and Supplies | 0.000 | 0.063 | 0.064 | 0.065 | 0.066 |
| Other Business Expenses | 1.625 | 2.625 | 2.468 | 2.482 | 2.499 |
| Total Non-Labor Expenditures | \$59.713 | \$52.524 | \$39.919 | \$53.755 | \$54.542 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$103.884 | \$95.327 | \$83.726 | \$98.895 | \$100.786 |
| Net Cash Balance | (\$12.563) | (\$4.358) | (\$7.050) | (\$7.355) | (\$7.395) |

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|----------------|----------------|----------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Other Operating Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Capital and Other Reimbursements | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Receipts | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion Adjustments before Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023 - 2026
Total Positions by Function and Department
Reimbursable and Full-Time Positions/Full-Time Equivalents

| FUNCTION/DEPARTMENT | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|------------------------------------|---------------------------|---------------------------|------------|------------|------------|
| Non-Reimbursable | | | | | |
| Capital Program Management | 9 | 9 | 9 | 9 | 9 |
| Dir. Of Facilities and Support* | - | - | - | - | - |
| Office Services | - | - | - | - | - |
| Transit Oriented Development | 7 | 7 | 7 | 7 | 7 |
| Real Estate Operations* | - | - | - | - | - |
| Deputy CDO, Planning | 4 | 4 | 4 | 4 | 4 |
| Spec. Project Develop/Planning | 7 | 7 | 7 | 7 | 7 |
| Transit Advertising & Media | 5 | 5 | 5 | 5 | 5 |
| GCT Development* | - | - | - | - | - |
| Total Non-Reimbursable | 32 | 32 | 32 | 32 | 32 |
| Reimbursable | | | | | |
| Administration | | | | | |
| MTACD | 34 | 34 | 34 | 34 | 34 |
| Engineering/Capital | | | | | |
| MTA C&D | 113 | 113 | 113 | 113 | 113 |
| East Side Access | 13 | 13 | 13 | 13 | 13 |
| Security Program | - | - | - | - | - |
| Second Avenue Subway | 8 | 8 | 8 | 8 | 8 |
| Lower Manhattan Projects | - | - | - | - | - |
| 7 Line Extension | - | - | - | - | - |
| Penn Station Access | 6 | 6 | 6 | 6 | 6 |
| LIRR 3rd Track | 1 | 1 | 1 | 1 | 1 |
| Canarsie Line Reconstruction | - | - | - | - | - |
| LIRR Concourse Train Hall | 5 | 5 | 5 | 5 | 5 |
| Total Engineering/Capital | 146 | 146 | 146 | 146 | 146 |
| Total Baseline Positions | 212 | 212 | 212 | 212 | 212 |
| <i>Non-Reimbursable</i> | 32 | 32 | 32 | 32 | 32 |
| <i>Reimbursable</i> | 180 | 180 | 180 | 180 | 180 |
| <i>Total Full-Time</i> | 212 | 212 | 212 | 212 | 212 |
| <i>Total Full-Time Equivalents</i> | | | | | |

* Real estate function (Real Estate department, facilities management and other facilities) has been transferred to MTA HQ at the beginning of 2022.

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan 2023 - 2026
Total Positions
By Function and Occupational Group

| FUNCTION / OCCUPATIONAL GROUP | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------|---------------------------|---------------------------|------------|------------|------------|
| Administration | | | | | |
| Managers/Supervisors | 48 | 48 | 48 | 48 | 48 |
| Professional/Technical/Clerical | 18 | 18 | 18 | 18 | 18 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 66 | 66 | 66 | 66 | 66 |
| Operations | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Operations Headcount | 0 | 0 | 0 | 0 | 0 |
| Maintenance | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Maintenance Headcount | 0 | 0 | 0 | 0 | 0 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 146 | 146 | 146 | 146 | 146 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 146 | 146 | 146 | 146 | 146 |
| Public Safety | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | |
| Managers/Supervisors | 48 | 48 | 48 | 48 | 48 |
| Professional, Technical, Clerical | 164 | 164 | 164 | 164 | 164 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Positions | 212 | 212 | 212 | 212 | 212 |

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.312 | \$0.312 | \$0.463 | \$0.312 | \$0.312 | \$0.312 | \$0.318 | \$0.473 | \$0.318 | \$0.318 | \$0.318 | \$0.318 | \$4.087 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.073 | 0.073 | 0.075 | 0.073 | 0.073 | 0.073 | 0.073 | 0.075 | 0.073 | 0.073 | 0.073 | 0.073 | 0.880 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.038 | 0.038 | 0.056 | 0.038 | 0.038 | 0.038 | 0.039 | 0.057 | 0.039 | 0.039 | 0.039 | 0.039 | 0.499 |
| Other Fringe Benefits | 0.029 | 0.029 | 0.044 | 0.029 | 0.029 | 0.029 | 0.030 | 0.045 | 0.030 | 0.030 | 0.030 | 0.030 | 0.386 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.453 | \$0.453 | \$0.638 | \$0.453 | \$0.453 | \$0.453 | \$0.460 | \$0.649 | \$0.460 | \$0.460 | \$0.460 | \$0.460 | \$5.851 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.005 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.010 | 0.010 | 0.010 | 0.010 | 0.010 | 0.010 | 0.010 | 0.010 | 0.010 | 0.010 | 0.010 | 0.010 | 0.117 |
| Professional Services Contracts | (0.168) | (0.168) | 0.027 | (0.168) | (0.168) | (0.168) | (0.168) | (0.168) | (0.168) | (0.168) | (0.168) | (0.168) | (1.822) |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.017 | 0.017 | 0.018 | 0.017 | 0.017 | 0.017 | 0.017 | 0.018 | 0.017 | 0.017 | 0.017 | 0.017 | 0.206 |
| Total Non-Labor Expenses | (\$0.141) | (\$0.141) | \$0.055 | (\$0.141) | (\$0.141) | (\$0.141) | (\$0.141) | (\$0.140) | (\$0.141) | (\$0.141) | (\$0.141) | (\$0.141) | (\$1.494) |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$0.312 | \$0.312 | \$0.693 | \$0.312 | \$0.312 | \$0.312 | \$0.319 | \$0.509 | \$0.319 | \$0.319 | \$0.319 | \$0.319 | \$4.358 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$0.312 | \$0.312 | \$0.693 | \$0.312 | \$0.312 | \$0.312 | \$0.319 | \$0.509 | \$0.319 | \$0.319 | \$0.319 | \$0.319 | \$4.358 |
| Net Surplus/(Deficit) | (\$0.312) | (\$0.312) | (\$0.693) | (\$0.312) | (\$0.312) | (\$0.312) | (\$0.319) | (\$0.509) | (\$0.319) | (\$0.319) | (\$0.319) | (\$0.319) | (\$4.358) |

-- Differences are due to rounding

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|----------------|----------------|-----------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 6.996 | 7.002 | 8.223 | 6.996 | 6.996 | 6.996 | 7.051 | 8.296 | 11.132 | 7.045 | 7.045 | 7.189 | 90.969 |
| Total Revenues | \$6.996 | \$7.002 | \$8.223 | \$6.996 | \$6.996 | \$6.996 | \$7.051 | \$8.296 | \$11.132 | \$7.045 | \$7.045 | \$7.189 | \$90.969 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$1.988 | \$1.988 | \$2.981 | \$1.988 | \$1.988 | \$1.988 | \$2.028 | \$3.040 | \$2.028 | \$2.028 | \$2.028 | \$2.028 | \$26.098 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.411 | 0.417 | 0.422 | 0.411 | 0.411 | 0.411 | 0.417 | 0.423 | 0.411 | 0.411 | 0.411 | 0.555 | 5.110 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.253 | 0.253 | 0.379 | 0.253 | 0.253 | 0.253 | 0.258 | 0.386 | 0.258 | 0.258 | 0.258 | 0.258 | 3.315 |
| Other Fringe Benefits | 0.185 | 0.185 | 0.277 | 0.185 | 0.185 | 0.185 | 0.189 | 0.283 | 0.189 | 0.189 | 0.189 | 0.189 | 2.427 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$2.836 | \$2.842 | \$4.059 | \$2.836 | \$2.836 | \$2.836 | \$2.891 | \$4.133 | \$2.885 | \$2.885 | \$2.885 | \$3.028 | \$36.951 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.005 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.034 | 0.000 | 0.000 | 0.000 | 0.034 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.044 | 0.044 | 0.044 | 0.044 | 0.044 | 0.044 | 0.044 | 0.044 | 4.096 | 0.044 | 0.044 | 0.044 | 4.579 |
| Professional Services Contracts | 3.910 | 3.910 | 3.910 | 3.910 | 3.910 | 3.910 | 3.910 | 3.910 | 3.910 | 3.910 | 3.910 | 3.910 | 46.918 |
| Materials and Supplies | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.063 |
| Other Business Expenses | 0.201 | 0.201 | 0.204 | 0.201 | 0.201 | 0.201 | 0.201 | 0.205 | 0.201 | 0.201 | 0.201 | 0.201 | 2.419 |
| Total Non-Labor Expenses | \$4.160 | \$4.160 | \$4.164 | \$4.160 | \$4.160 | \$4.160 | \$4.160 | \$4.164 | \$8.247 | \$4.160 | \$4.160 | \$4.160 | \$54.018 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$6.996 | \$7.002 | \$8.223 | \$6.996 | \$6.996 | \$6.996 | \$7.051 | \$8.296 | \$11.132 | \$7.045 | \$7.045 | \$7.189 | \$90.969 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-31

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 6.996 | 7.002 | 8.223 | 6.996 | 6.996 | 6.996 | 7.051 | 8.296 | 11.132 | 7.045 | 7.045 | 7.189 | 90.969 |
| Total Revenues | \$6.996 | \$7.002 | \$8.223 | \$6.996 | \$6.996 | \$6.996 | \$7.051 | \$8.296 | \$11.132 | \$7.045 | \$7.045 | \$7.189 | \$90.969 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$2.300 | \$2.300 | \$3.444 | \$2.300 | \$2.300 | \$2.300 | \$2.346 | \$3.513 | \$2.346 | \$2.346 | \$2.346 | \$2.346 | \$30.185 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.484 | 0.490 | 0.496 | 0.484 | 0.484 | 0.484 | 0.490 | 0.498 | 0.484 | 0.484 | 0.484 | 0.628 | 5.990 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.291 | 0.291 | 0.435 | 0.291 | 0.291 | 0.291 | 0.296 | 0.444 | 0.296 | 0.296 | 0.296 | 0.296 | 3.814 |
| Other Fringe Benefits | 0.214 | 0.214 | 0.321 | 0.214 | 0.214 | 0.214 | 0.219 | 0.327 | 0.219 | 0.219 | 0.219 | 0.219 | 2.813 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$3.289 | \$3.294 | \$4.697 | \$3.289 | \$3.289 | \$3.289 | \$3.351 | \$4.782 | \$3.345 | \$3.345 | \$3.345 | \$3.488 | \$42.803 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.010 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.034 | 0.000 | 0.000 | 0.000 | 0.034 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.054 | 0.054 | 0.054 | 0.054 | 0.054 | 0.054 | 0.054 | 0.054 | 4.106 | 0.054 | 0.054 | 0.054 | 4.696 |
| Professional Services Contracts | 3.742 | 3.742 | 3.937 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 45.096 |
| Materials and Supplies | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.063 |
| Other Business Expenses | 0.218 | 0.218 | 0.222 | 0.218 | 0.218 | 0.218 | 0.218 | 0.222 | 0.218 | 0.218 | 0.218 | 0.218 | 2.625 |
| Total Non-Labor Expenses | \$4.019 | \$4.019 | \$4.218 | \$4.019 | \$4.019 | \$4.019 | \$4.020 | \$4.024 | \$8.106 | \$4.020 | \$4.020 | \$4.020 | \$52.524 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$7.308 | \$7.314 | \$8.916 | \$7.308 | \$7.308 | \$7.308 | \$7.371 | \$8.806 | \$11.451 | \$7.365 | \$7.365 | \$7.508 | \$95.327 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$7.308 | \$7.314 | \$8.916 | \$7.308 | \$7.308 | \$7.308 | \$7.371 | \$8.806 | \$11.451 | \$7.365 | \$7.365 | \$7.508 | \$95.327 |
| Net Surplus/(Deficit) | (\$0.312) | (\$0.312) | (\$0.693) | (\$0.312) | (\$0.312) | (\$0.312) | (\$0.319) | (\$0.509) | (\$0.319) | (\$0.319) | (\$0.319) | (\$0.319) | (\$4.358) |

-- Differences are due to rounding

VI-32

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 6.996 | 7.002 | 8.223 | 6.996 | 6.996 | 6.996 | 7.051 | 8.296 | 11.132 | 7.045 | 7.045 | 7.189 | 90.969 |
| Investment Income | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$6.996 | \$7.002 | \$8.223 | \$6.996 | \$6.996 | \$6.996 | \$7.051 | \$8.296 | \$11.132 | \$7.045 | \$7.045 | \$7.189 | \$90.969 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$2.300 | \$2.300 | \$3.444 | \$2.300 | \$2.300 | \$2.300 | \$2.346 | \$3.513 | \$2.346 | \$2.346 | \$2.346 | \$2.346 | \$30.185 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.484 | 0.490 | 0.496 | 0.484 | 0.484 | 0.484 | 0.490 | 0.498 | 0.484 | 0.484 | 0.484 | 0.628 | 5.990 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.291 | 0.291 | 0.435 | 0.291 | 0.291 | 0.291 | 0.296 | 0.444 | 0.296 | 0.296 | 0.296 | 0.296 | 3.814 |
| Other Fringe Benefits | 0.214 | 0.214 | 0.321 | 0.214 | 0.214 | 0.214 | 0.219 | 0.327 | 0.219 | 0.219 | 0.219 | 0.219 | 2.813 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$3.289 | \$3.294 | \$4.697 | \$3.289 | \$3.289 | \$3.289 | \$3.351 | \$4.782 | \$3.345 | \$3.345 | \$3.345 | \$3.488 | \$42.803 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.010 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.034 | 0.000 | 0.000 | 0.000 | 0.034 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.054 | 0.054 | 0.054 | 0.054 | 0.054 | 0.054 | 0.054 | 0.054 | 4.106 | 0.054 | 0.054 | 0.054 | 4.696 |
| Professional Services Contracts | 3.742 | 3.742 | 3.937 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 3.742 | 45.096 |
| Materials and Supplies | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.005 | 0.063 |
| Other Business Expenses | 0.218 | 0.218 | 0.222 | 0.218 | 0.218 | 0.218 | 0.218 | 0.222 | 0.218 | 0.218 | 0.218 | 0.218 | 2.625 |
| Total Non-Labor Expenditures | \$4.019 | \$4.019 | \$4.218 | \$4.019 | \$4.019 | \$4.019 | \$4.020 | \$4.024 | \$8.106 | \$4.020 | \$4.020 | \$4.020 | \$52.524 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$7.308 | \$7.314 | \$8.916 | \$7.308 | \$7.308 | \$7.308 | \$7.371 | \$8.806 | \$11.451 | \$7.365 | \$7.365 | \$7.508 | \$95.327 |
| Net Cash Balance | (\$0.312) | (\$0.312) | (\$0.693) | (\$0.312) | (\$0.312) | (\$0.312) | (\$0.319) | (\$0.509) | (\$0.319) | (\$0.319) | (\$0.319) | (\$0.319) | (\$4.358) |

VI-33

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

VI-34

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

| FUNCTION/DEPARTMENT | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|----------------------------------------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Non-Reimbursable | | | | | | | | | | | | |
| Capital Program Management | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Dir. Of Facilities and Support* Office Services* | | | | | | | | | | | | |
| Transit Oriented Development Real Estate Operations* | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Deputy CDO, Planning | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Spec. Project Develop/Planning | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Transit Advertising & Media GCT Development* | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Total Non-Reimbursable | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 |
| Reimbursable | | | | | | | | | | | | |
| Administration | | | | | | | | | | | | |
| MTACC | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 |
| Engineering/Capital | | | | | | | | | | | | |
| MTACC | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| East Side Access Security Program | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Second Avenue Subway Lower Manhattan Projects 7 Line Extension | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Penn Station Access | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| LIRR 3rd Track | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LIRR Concourse Train Hall | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Total Engineering/Capital | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 |
| Total Positions | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 |
| <i>Non-Reimbursable</i> | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 |
| <i>Reimbursable</i> | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 |
| <i>Full-Time</i> | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 |
| <i>Full-Time Equivalents</i> | | | | | | | | | | | | |

* Real estate function (Real Estate department, facilities management and other facilities) has been transferred to MTA HQ at the beginning of 2022.

MTA CONSTRUCTION & DEVELOPMENT
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| Professional/Technical/Clerical | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Operations Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Maintenance Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| Professional, Technical, Clerical | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Positions | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 | 212 |

VI-36

Long Island Rail Road

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's (LIRR) 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- GASB 87 Lease Adjustment to conform with the new leasing accounting standard for public sector entities.
- Transfer Grand Central Madison facility utility funding from LIRR to Grand Central Madison Concourse Operating Company (GCMCOC).
- Transfer one position from MTA HQ to LIRR.
- Transfer of non-labor expenses to C&D as part of MTA consolidation efforts to conduct business more efficiently.

MTA Plan adjustments include:

- MTA Operating Efficiencies Phase 1 reflecting various initiatives.
- Accrued receipt in 2022 of American Rescue Plan Act (ARPA) federal COVID aid.

The attached also includes schedules detailing the monthly allocation of financials, including headcount and utilization data, based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|----------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 6,849 | (\$1,847.080) | 6,910 | (\$2,115.817) | 7,128 | (\$2,087.733) | 7,190 | (\$2,171.226) | 7,241 | (\$2,165.103) |
| Technical Adjustments: | | | | | | | | | | |
| GASB 87 Lease Adjustment | | \$0.620 | | \$0.620 | | \$0.620 | | \$0.620 | | \$0.620 |
| Transfer GCM facility utility funding to GCMCOC | | | | 4.379 | | 4.494 | | 4.612 | | 4.733 |
| Transfer non-payroll to C&D | | | | 0.315 | | 0.328 | | 0.337 | | 0.347 |
| Transfer position from MTA HQ | | | (1) | (0.138) | (1) | (0.143) | (1) | (0.141) | (1) | (0.149) |
| Sub-Total Technical Adjustments | 0 | \$0.620 | (1) | \$5.176 | (1) | \$5.299 | (1) | \$5.428 | (1) | \$5.551 |
| MTA Plan Adjustments: | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | | | 9 | \$4.837 | 9 | \$4.370 | 5 | \$2.239 | 5 | \$2.239 |
| ARPA federal COVID aid | | 954.844 | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$954.844 | 9 | \$4.837 | 9 | \$4.370 | 5 | \$2.239 | 5 | \$2.239 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 6,849 | (\$891.616) | 6,902 | (\$2,105.804) | 7,120 | (\$2,078.064) | 7,186 | (\$2,163.559) | 7,237 | (\$2,157.313) |

VI-38

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 1,127 | \$0.000 | 1,085 | \$0.000 | 991 | \$0.000 | 986 | \$0.000 | 975 | \$0.000 |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 1,127 | \$0.000 | 1,085 | \$0.000 | 991 | \$0.000 | 986 | \$0.000 | 975 | \$0.000 |

VI-39

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023-2026
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|----------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 7,976 | (\$1,109.109) | 7,995 | (\$1,520.244) | 8,119 | (\$1,521.424) | 8,176 | (\$1,564.760) | 8,216 | (\$1,580.434) |
| Technical Adjustments: | | | | | | | | | | |
| Transfer GCM facility utility funding to GCMCOG | | | | \$4.379 | | \$4.494 | | \$4.612 | | \$4.733 |
| Transfer non-payroll to C&D | | | | 0.315 | | 0.328 | | 0.337 | | 0.347 |
| Transfer position from MTA HQ | | | (1) | (0.138) | (1) | (0.143) | (1) | (0.141) | (1) | (0.149) |
| Sub-Total Technical Adjustments | 0 | \$0.000 | (1) | \$4.556 | (1) | \$4.679 | (1) | \$4.808 | (1) | \$4.931 |
| MTA Plan Adjustments: | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | | | 9 | \$4.837 | 9 | \$4.370 | 5 | \$2.238 | 5 | \$2.238 |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 9 | \$4.837 | 9 | \$4.370 | 5 | \$2.238 | 5 | \$2.238 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 7,976 | (\$1,109.109) | 7,987 | (\$1,510.851) | 8,111 | (\$1,512.376) | 8,172 | (\$1,557.713) | 8,212 | (\$1,573.265) |

VI-40

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| <u>Non-Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$451.398 | \$540.661 | \$577.547 | \$603.136 | \$627.002 |
| Other Operating Revenue | 986.068 | 28.058 | 28.661 | 28.551 | 28.830 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$1,437.466 | \$568.719 | \$606.208 | \$631.687 | \$655.832 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$614.726 | \$702.871 | \$719.629 | \$734.286 | \$752.339 |
| Overtime | 151.395 | 165.144 | 154.542 | 166.403 | 171.447 |
| Health and Welfare | 131.319 | 161.363 | 170.894 | 181.536 | 192.073 |
| OPEB Current Payments | 73.414 | 87.822 | 93.196 | 98.895 | 104.938 |
| Pension | 156.711 | 190.193 | 187.406 | 190.478 | 190.475 |
| Other Fringe Benefits | 167.452 | 178.872 | 183.137 | 187.760 | 192.856 |
| Reimbursable Overhead | (40.769) | (30.830) | (35.337) | (36.132) | (37.843) |
| Total Labor Expenses | \$1,254.248 | \$1,455.435 | \$1,473.467 | \$1,523.227 | \$1,566.285 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$103.664 | \$124.019 | \$121.484 | \$122.119 | \$123.169 |
| Fuel | 36.903 | 32.545 | 28.901 | 27.531 | 27.895 |
| Insurance | 21.834 | 25.728 | 30.321 | 35.866 | 42.605 |
| Claims | 4.682 | 4.755 | 4.851 | 4.937 | 4.937 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 81.644 | 128.807 | 122.400 | 119.903 | 119.349 |
| Professional Services Contracts | 40.619 | 50.548 | 45.837 | 42.939 | 43.572 |
| Materials and Supplies | 119.792 | 217.808 | 263.942 | 275.373 | 261.405 |
| Other Business Expenses | 16.042 | 20.690 | 20.613 | 29.172 | 29.724 |
| Total Non-Labor Expenses | \$425.182 | \$604.901 | \$638.350 | \$657.839 | \$652.656 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$1,679.429 | \$2,060.335 | \$2,111.817 | \$2,181.066 | \$2,218.940 |
| Depreciation | \$472.622 | \$443.558 | \$447.993 | \$452.473 | \$456.997 |
| GASB 68 Pension Expense Adjustment | (4.350) | (14.350) | (64.190) | (30.690) | (59.010) |
| GASB 75 OPEB Expense Adjustment | 180.000 | 183.600 | 187.272 | 191.017 | 194.838 |
| GASB 87 Lease Adjustment | (0.620) | (0.620) | (0.620) | (0.620) | (0.620) |
| Environmental Remediation | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 |
| Total Expenses | \$2,329.082 | \$2,674.523 | \$2,684.272 | \$2,795.246 | \$2,813.145 |
| Net Surplus/(Deficit) | (\$891.616) | (\$2,105.804) | (\$2,078.064) | (\$2,163.559) | (\$2,157.313) |
| Cash Conversion Adjustments | | | | | |
| Depreciation | \$472.622 | \$443.558 | \$447.993 | \$452.473 | \$456.997 |
| Operating/Capital | (8.277) | (25.075) | (11.748) | (9.036) | (15.355) |
| Other Cash Adjustments | (681.838) | 176.469 | 129.443 | 162.409 | 142.406 |
| Total Cash Conversion Adjustments | (\$217.493) | \$594.953 | \$565.689 | \$605.846 | \$584.048 |
| Net Cash Surplus/(Deficit) | (\$1,109.109) | (\$1,510.851) | (\$1,512.376) | (\$1,557.713) | (\$1,573.265) |

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 451.120 | 379.913 | 380.150 | 382.826 | 394.834 |
| Total Revenues | \$451.120 | \$379.913 | \$380.150 | \$382.826 | \$394.834 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$144.991 | \$127.362 | \$136.748 | \$138.318 | \$139.538 |
| Overtime | 55.190 | 45.557 | 39.266 | 40.064 | 40.865 |
| Health and Welfare | 37.425 | 29.031 | 30.217 | 30.603 | 30.925 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 66.439 | 47.168 | 49.095 | 49.723 | 50.246 |
| Other Fringe Benefits | 38.550 | 29.687 | 30.900 | 31.295 | 31.624 |
| Reimbursable Overhead | 40.769 | 30.830 | 35.337 | 36.132 | 37.843 |
| Total Labor Expenses | \$383.364 | \$309.634 | \$321.563 | \$326.134 | \$331.042 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.363 | \$0.360 | \$0.360 | \$0.360 | \$0.360 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 7.007 | 7.719 | 8.501 | 8.650 | 8.706 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 21.063 | 13.962 | 14.202 | 14.331 | 14.462 |
| Professional Services Contracts | 2.720 | 0.709 | 0.728 | 0.745 | 0.763 |
| Materials and Supplies | 35.909 | 47.126 | 34.377 | 32.181 | 39.072 |
| Other Business Expenses | 0.694 | 0.402 | 0.419 | 0.424 | 0.429 |
| Total Non-Labor Expenses | \$67.756 | \$70.278 | \$58.587 | \$56.692 | \$63.792 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$451.120 | \$379.913 | \$380.150 | \$382.826 | \$394.834 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$451.398 | \$540.661 | \$577.547 | \$603.136 | \$627.002 |
| Other Operating Revenue | 986.068 | 28.058 | 28.661 | 28.551 | 28.830 |
| Capital and Other Reimbursements | 451.120 | 379.913 | 380.150 | 382.826 | 394.834 |
| Total Revenues | \$1,888.586 | \$948.632 | \$986.357 | \$1,014.513 | \$1,050.666 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$759.717 | \$830.232 | \$856.376 | \$872.604 | \$891.877 |
| Overtime | 206.584 | 210.700 | 193.808 | 206.467 | 212.312 |
| Health and Welfare | 168.743 | 190.394 | 201.111 | 212.139 | 222.998 |
| OPEB Current Payments | 73.414 | 87.822 | 93.196 | 98.895 | 104.938 |
| Pension | 223.150 | 237.361 | 236.501 | 240.201 | 240.721 |
| Other Fringe Benefits | 206.002 | 208.559 | 214.036 | 219.055 | 224.480 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$1,637.611 | \$1,765.069 | \$1,795.029 | \$1,849.361 | \$1,897.327 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$104.027 | \$124.379 | \$121.844 | \$122.479 | \$123.529 |
| Fuel | 36.903 | 32.545 | 28.901 | 27.531 | 27.895 |
| Insurance | 28.842 | 33.447 | 38.823 | 44.516 | 51.311 |
| Claims | 4.682 | 4.755 | 4.851 | 4.937 | 4.937 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 102.708 | 142.769 | 136.602 | 134.235 | 133.810 |
| Professional Services Contracts | 43.340 | 51.258 | 46.565 | 43.683 | 44.335 |
| Materials and Supplies | 155.701 | 264.934 | 298.320 | 307.555 | 300.477 |
| Other Business Expenses | 16.735 | 21.093 | 21.032 | 29.596 | 30.153 |
| Total Non-Labor Expenses | \$492.938 | \$675.179 | \$696.937 | \$714.531 | \$716.448 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$2,130.549 | \$2,440.248 | \$2,491.967 | \$2,563.892 | \$2,613.774 |
| Depreciation | \$472.622 | \$443.558 | \$447.993 | \$452.473 | \$456.997 |
| GASB 68 Pension Expense Adjustment | (4.350) | (14.350) | (64.190) | (30.690) | (59.010) |
| GASB 75 OPEB Expense Adjustment | 180.000 | 183.600 | 187.272 | 191.017 | 194.838 |
| GASB 87 Lease Adjustment | (0.620) | (0.620) | (0.620) | (0.620) | (0.620) |
| Environmental Remediation | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 |
| Total Expenses | \$2,780.202 | \$3,054.436 | \$3,064.422 | \$3,178.072 | \$3,207.979 |
| Net Surplus/(Deficit) | (\$891.616) | (\$2,105.804) | (\$2,078.064) | (\$2,163.559) | (\$2,157.313) |
| Cash Conversion Adjustments | | | | | |
| Depreciation | \$472.622 | \$443.558 | \$447.993 | \$452.473 | \$456.997 |
| Operating/Capital | (8.277) | (25.075) | (11.748) | (9.036) | (15.355) |
| Other Cash Adjustments | (681.838) | 176.469 | 129.443 | 162.409 | 142.406 |
| Total Cash Conversion Adjustments | (\$217.493) | \$594.953 | \$565.689 | \$605.846 | \$584.048 |
| Net Cash Surplus/(Deficit) | (\$1,109.109) | (\$1,510.851) | (\$1,512.376) | (\$1,557.713) | (\$1,573.265) |

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|------------------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$455.132 | \$552.027 | \$589.069 | \$614.658 | \$638.524 |
| Other Operating Revenue | 124.014 | 21.029 | 21.501 | 21.250 | 21.388 |
| Capital and Other Reimbursements | 442.375 | 354.355 | 367.905 | 373.285 | 378.964 |
| Total Receipts | \$1,021.521 | \$927.411 | \$978.474 | \$1,009.193 | \$1,038.876 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$765.919 | \$824.809 | \$850.827 | \$866.924 | \$886.066 |
| Overtime | 210.615 | 210.700 | 193.808 | 206.467 | 212.312 |
| Health and Welfare | 158.322 | 190.394 | 201.111 | 212.139 | 222.998 |
| OPEB Current Payments | 70.098 | 87.822 | 93.196 | 98.895 | 104.938 |
| Pension | 224.150 | 237.361 | 236.501 | 240.201 | 240.721 |
| Other Fringe Benefits | 223.682 | 207.559 | 213.036 | 218.055 | 223.480 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$1,652.787 | \$1,758.646 | \$1,788.479 | \$1,842.682 | \$1,890.515 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$104.027 | \$124.379 | \$121.844 | \$122.479 | \$123.529 |
| Fuel | 36.903 | 32.545 | 28.901 | 27.531 | 27.895 |
| Insurance | 25.623 | 32.935 | 38.284 | 45.078 | 50.702 |
| Claims | 1.852 | 1.867 | 1.888 | 1.929 | 1.929 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 112.698 | 142.769 | 136.602 | 134.235 | 133.810 |
| Professional Services Contracts | 36.401 | 38.258 | 33.565 | 30.683 | 31.335 |
| Materials and Supplies | 133.336 | 271.676 | 305.946 | 318.334 | 307.760 |
| Other Business Expenses | 19.441 | 23.822 | 23.819 | 32.434 | 33.143 |
| Total Non-Labor Expenditures | \$470.281 | \$668.251 | \$690.849 | \$712.702 | \$710.104 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other | \$7.563 | \$11.366 | \$11.522 | \$11.522 | \$11.522 |
| Total Other Expenditure Adjustments | \$7.563 | \$11.366 | \$11.522 | \$11.522 | \$11.522 |
| Total Expenditures | \$2,130.630 | \$2,438.262 | \$2,490.850 | \$2,566.907 | \$2,612.141 |
| Net Cash Balance | (\$1,109.109) | (\$1,510.851) | (\$1,512.376) | (\$1,557.713) | (\$1,573.265) |
| Cash Timing and Availability Adjustment | (0.000) | (0.000) | (0.000) | (0.000) | (0.000) |
| Net Cash Balance after Cash Timing & Availability Adj | (\$1,109.109) | (\$1,510.851) | (\$1,512.376) | (\$1,557.713) | (\$1,573.265) |

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$3.734 | \$11.366 | \$11.522 | \$11.522 | \$11.522 |
| Other Operating Revenue | (862.054) | (7.029) | (7.161) | (7.301) | (7.442) |
| Capital and Other Reimbursements | (8.745) | (25.558) | (12.245) | (9.541) | (15.870) |
| Total Receipts | (\$867.065) | (\$21.221) | (\$7.883) | (\$5.320) | (\$11.790) |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | (\$6.202) | \$5.424 | \$5.550 | \$5.679 | \$5.812 |
| Overtime | (4.031) | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 10.422 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 3.316 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | (1.000) | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | (17.680) | 1.000 | 1.000 | 1.000 | 1.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | (\$15.175) | \$6.424 | \$6.550 | \$6.679 | \$6.812 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 3.218 | 0.511 | 0.538 | (0.563) | 0.610 |
| Claims | 2.831 | 2.887 | 2.963 | 3.008 | 3.008 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | (9.990) | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 6.939 | 13.000 | 13.000 | 13.000 | 13.000 |
| Materials and Supplies | 22.365 | (6.741) | (7.626) | (10.779) | (7.283) |
| Other Business Expenses | (2.706) | (2.729) | (2.787) | (2.838) | (2.991) |
| Total Non-Labor Expenditures | \$22.657 | \$6.928 | \$6.089 | \$1.828 | \$6.344 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other Expense Adjustments | (\$7.563) | (\$11.366) | (\$11.522) | (\$11.522) | (\$11.522) |
| Total Other Expenditure Adjustments | (\$7.563) | (\$11.366) | (\$11.522) | (\$11.522) | (\$11.522) |
| Total Expenditures | (\$0.081) | \$1.986 | \$1.116 | (\$3.014) | \$1.634 |
| Total Cash Conversion Adjustments before Depreciation | (\$867.146) | (\$19.235) | (\$6.767) | (\$8.334) | (\$10.156) |
| Depreciation | \$472.622 | \$443.558 | \$447.993 | \$452.473 | \$456.997 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | (4.350) | (14.350) | (64.190) | (30.690) | (59.010) |
| GASB 75 OPEB Expense Adjustment | 180.000 | 183.600 | 187.272 | 191.017 | 194.838 |
| GASB 87 Lease Adjustment | (0.620) | (0.620) | (0.620) | (0.620) | (0.620) |
| Environmental Remediation | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 |
| Cash Timing and Availability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | (\$217.493) | \$594.953 | \$565.689 | \$605.846 | \$584.048 |

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023 - 2026
Ridership (Utilization) and Revenue
(in millions)

| Final Estimate | Adopted Budget | | | |
|-------------------|-------------------|------|------|------|
| 2022 | 2023 | 2024 | 2025 | 2026 |

RIDERSHIP

| | | | | | |
|------------------------------|---------------|---------------|---------------|---------------|---------------|
| <i>Total Commutation</i> | 23.342 | 33.753 | 38.735 | 40.038 | 41.423 |
| <i>Total Non-Commutation</i> | 28.978 | 28.408 | 31.368 | 32.949 | 34.409 |
| Total Ridership | 52.320 | 62.160 | 70.103 | 72.987 | 75.832 |

FAREBOX REVENUE

| | | | | | |
|---------------------------------------|------------------|------------------|------------------|------------------|------------------|
| Baseline Total Farebox Revenue | \$451.398 | \$540.661 | \$577.547 | \$603.136 | \$627.002 |
|---------------------------------------|------------------|------------------|------------------|------------------|------------------|

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023 - 2026
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

| FUNCTION/DEPARTMENT | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------|------------------------------------|------------------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| Enterprise Asset Management | 9 | 9 | 9 | 9 | 9 |
| Labor Relations | 14 | 14 | 14 | 14 | 14 |
| Procurement & Logistics (excl. Stores) | 46 | 44 | 44 | 44 | 44 |
| Human Resources | 35 | 35 | 35 | 35 | 35 |
| Sr VP Administration | 2 | 2 | 2 | 2 | 2 |
| Strategic Investments | 25 | 25 | 25 | 25 | 25 |
| President | 10 | 10 | 10 | 10 | 10 |
| VP & CFO | 2 | 2 | 2 | 2 | 2 |
| Controller | 39 | 40 | 40 | 40 | 40 |
| Management and Budget | 13 | 13 | 13 | 13 | 13 |
| BPM, Controls, & Compliance | 4 | 4 | 4 | 4 | 4 |
| Market Dev. & Public Affairs | 71 | 71 | 71 | 71 | 71 |
| Gen. Counsel & Secretary | 28 | 28 | 28 | 28 | 28 |
| Diversity Management | 3 | 3 | 3 | 3 | 3 |
| Security | 15 | 15 | 15 | 15 | 15 |
| System Safety | 49 | 52 | 52 | 52 | 52 |
| Training | 74 | 70 | 70 | 70 | 70 |
| Service Planning | 31 | 25 | 22 | 22 | 22 |
| Rolling Stock Programs | 17 | 17 | 17 | 17 | 17 |
| Sr Vice President - Operations | 5 | 5 | 5 | 5 | 5 |
| Total Administration | 492 | 484 | 481 | 481 | 481 |
| Operations | | | | | |
| Train Operations | 2,329 | 2,261 | 2,250 | 2,247 | 2,247 |
| Customer Service | 548 | 548 | 547 | 547 | 546 |
| Total Operations | 2,877 | 2,809 | 2,797 | 2,794 | 2,793 |
| Maintenance | | | | | |
| Engineering | 2,142 | 2,147 | 2,246 | 2,245 | 2,233 |
| Equipment | 2,143 | 2,238 | 2,275 | 2,339 | 2,391 |
| Procurement (Stores) | 101 | 101 | 104 | 105 | 106 |
| Total Maintenance | 4,386 | 4,486 | 4,625 | 4,689 | 4,730 |
| Engineering/Capital | | | | | |
| Department of Project Management | 112 | 111 | 111 | 111 | 111 |
| Special Projects | 59 | 47 | 47 | 47 | 47 |
| Positive Train Control | 50 | 50 | 50 | 50 | 50 |
| Total Engineering/Capital | 221 | 208 | 208 | 208 | 208 |
| Total Positions | 7,976 | 7,987 | 8,111 | 8,172 | 8,212 |
| Non-Reimbursable | 6,849 | 6,902 | 7,120 | 7,186 | 7,237 |
| Reimbursable | 1,127 | 1,085 | 991 | 986 | 975 |
| Total Full-Time | 7,976 | 7,987 | 8,111 | 8,172 | 8,212 |
| Total Full-Time Equivalents | - | - | - | - | - |

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2023 - 2026
Total Positions
By Function and Occupational Group

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| FUNCTION / OCCUPATIONAL GROUP | | | | | |
| Administration | | | | | |
| Managers/Supervisors | 269 | 260 | 260 | 260 | 260 |
| Professional/Technical/Clerical | 200 | 201 | 198 | 198 | 198 |
| Operational Hourlies | 23 | 23 | 23 | 23 | 23 |
| Total Administration Headcount | 492 | 484 | 481 | 481 | 481 |
| Operations | | | | | |
| Managers/Supervisors | 369 | 364 | 361 | 358 | 357 |
| Professional/Technical/Clerical | 126 | 126 | 126 | 126 | 126 |
| Operational Hourlies | 2,382 | 2,319 | 2,310 | 2,310 | 2,310 |
| Total Operations Headcount | 2,877 | 2,809 | 2,797 | 2,794 | 2,793 |
| Maintenance | | | | | |
| Managers/Supervisors | 904 | 944 | 885 | 896 | 900 |
| Professional/Technical/Clerical | 287 | 279 | 305 | 306 | 301 |
| Operational Hourlies | 3,195 | 3,263 | 3,435 | 3,487 | 3,529 |
| Total Maintenance Headcount | 4,386 | 4,486 | 4,625 | 4,689 | 4,730 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 154 | 141 | 141 | 141 | 141 |
| Professional/Technical/Clerical | 67 | 67 | 67 | 67 | 67 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 221 | 208 | 208 | 208 | 208 |
| Public Safety | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | |
| Managers/Supervisors | 1,696 | 1,709 | 1,647 | 1,655 | 1,658 |
| Professional, Technical, Clerical | 680 | 673 | 696 | 697 | 692 |
| Operational Hourlies | 5,600 | 5,605 | 5,768 | 5,820 | 5,862 |
| Total Positions | 7,976 | 7,987 | 8,111 | 8,172 | 8,212 |

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$39,391 | \$38,802 | \$41,828 | \$42,532 | \$44,506 | \$45,968 | \$47,872 | \$47,270 | \$46,727 | \$48,699 | \$48,244 | \$48,823 | \$540,661 |
| Other Operating Revenue | 1,998 | 2,063 | 2,596 | 2,126 | 2,211 | 2,579 | 2,536 | 2,412 | 2,188 | 2,359 | 2,055 | 2,935 | 28,058 |
| Total Revenues | \$41,389 | \$40,865 | \$44,424 | \$44,659 | \$46,717 | \$48,547 | \$50,408 | \$49,681 | \$48,915 | \$51,058 | \$50,299 | \$51,758 | \$568,719 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$57,105 | \$52,956 | \$62,760 | \$54,132 | \$54,791 | \$60,623 | \$58,866 | \$55,922 | \$61,258 | \$53,989 | \$65,872 | \$64,597 | \$702,871 |
| Overtime | 13,972 | 13,083 | 11,886 | 11,597 | 12,990 | 11,712 | 14,351 | 15,764 | 12,917 | 15,650 | 15,293 | 15,928 | 165,144 |
| Health and Welfare | 13,703 | 14,043 | 13,389 | 13,544 | 12,847 | 13,583 | 13,590 | 12,945 | 13,830 | 13,124 | 13,636 | 13,131 | 161,363 |
| OPEB Current Payments | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 87,822 |
| Pension | 16,249 | 16,650 | 15,475 | 15,815 | 15,079 | 15,893 | 15,945 | 15,273 | 16,357 | 15,639 | 16,191 | 15,626 | 190,193 |
| Other Fringe Benefits | 16,411 | 15,183 | 15,520 | 14,984 | 16,983 | 15,533 | 15,815 | 16,798 | 14,562 | 14,166 | 11,262 | 11,654 | 178,872 |
| Reimbursable Overhead | (2,360) | (2,062) | (2,952) | (2,548) | (3,016) | (2,502) | (2,450) | (2,880) | (2,093) | (2,625) | (2,346) | (2,996) | (30,830) |
| Total Labor Expenses | \$122,398 | \$117,171 | \$123,396 | \$114,842 | \$116,994 | \$122,160 | \$123,435 | \$121,140 | \$124,150 | \$117,262 | \$127,226 | \$125,260 | \$1,455,435 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$8,196 | \$8,417 | \$9,370 | \$8,945 | \$8,741 | \$10,254 | \$11,373 | \$11,392 | \$12,783 | \$10,285 | \$10,157 | \$14,107 | \$124,019 |
| Fuel | 2,907 | 2,778 | 2,866 | 2,620 | 2,552 | 2,517 | 2,752 | 2,766 | 2,537 | 2,618 | 2,738 | 2,894 | 32,545 |
| Insurance | 1,994 | 1,994 | 2,030 | 2,030 | 2,194 | 2,194 | 2,195 | 2,195 | 2,195 | 2,195 | 2,295 | 2,216 | 25,728 |
| Claims | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 4,755 |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Maintenance and Other Operating Contracts | 7,533 | 6,784 | 9,821 | 7,637 | 7,698 | 11,189 | 8,384 | 8,600 | 11,094 | 9,498 | 10,067 | 30,501 | 128,807 |
| Professional Services Contracts | 4,523 | 3,008 | 3,658 | 3,279 | 3,505 | 3,860 | 5,571 | 3,944 | 4,204 | 3,468 | 3,569 | 7,958 | 50,548 |
| Materials and Supplies | 12,510 | 12,482 | 13,405 | 13,008 | 14,338 | 13,882 | 20,174 | 16,830 | 19,717 | 19,614 | 21,257 | 40,591 | 217,808 |
| Other Business Expenses | 1,241 | 1,243 | 1,491 | 1,322 | 1,366 | 1,666 | 1,948 | 1,888 | 2,008 | 1,765 | 1,955 | 2,797 | 20,690 |
| Total Non-Labor Expenses | \$39,299 | \$37,103 | \$43,037 | \$39,238 | \$40,790 | \$45,957 | \$52,793 | \$48,010 | \$54,936 | \$49,840 | \$52,435 | \$101,461 | \$604,901 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| Total Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| Total Expenses | \$161,697 | \$154,274 | \$166,434 | \$154,080 | \$157,783 | \$168,117 | \$176,229 | \$169,151 | \$179,085 | \$167,102 | \$179,661 | \$226,721 | \$2,060,335 |
| Depreciation | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$36,293 | \$36,293 | \$36,293 | \$36,172 | \$36,068 | \$35,887 | \$443,558 |
| OPEB Liability Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| GASB 68 Pension Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | (14,350) | (14,350) |
| GASB 75 OPEB Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 183,600 | 183,600 |
| GASB 87 Lease Adjustment | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,620) |
| Environmental Remediation | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 2,000 |
| Total Expenses After Non-Cash Liability Adjs. | \$199,571 | \$192,147 | \$204,307 | \$191,954 | \$195,657 | \$205,991 | \$212,637 | \$205,559 | \$215,494 | \$203,390 | \$215,844 | \$431,973 | \$2,674,523 |
| Net Surplus/(Deficit) | (\$158,182) | (\$151,283) | (\$159,883) | (\$147,295) | (\$148,940) | (\$157,444) | (\$162,229) | (\$155,878) | (\$166,579) | (\$152,332) | (\$165,546) | (\$380,215) | (\$2,105,804) |
| Cash Conversion Adjustments: | | | | | | | | | | | | | |
| Depreciation | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$36,293 | \$36,293 | \$36,293 | \$36,172 | \$36,068 | \$35,887 | \$443,558 |
| Operating/Capital | 0,000 | 0,000 | 0,000 | 0,000 | (1,362) | (1,362) | (1,362) | (1,362) | (1,362) | (1,362) | (1,362) | (15,541) | (25,075) |
| Other Cash Adjustments | 1,471 | (3,779) | (12,532) | (4,928) | 2,952 | (16,060) | 5,222 | 8,215 | (2,884) | 10,884 | 7,516 | 180,392 | 176,469 |
| Total Cash Conversion Adjustments | \$39,230 | \$33,980 | \$25,227 | \$32,831 | \$39,349 | \$20,336 | \$40,153 | \$43,146 | \$32,048 | \$45,694 | \$42,223 | \$200,738 | \$594,953 |
| Net Cash Surplus/(Deficit) | (\$118,952) | (\$117,303) | (\$134,656) | (\$114,464) | (\$109,591) | (\$137,108) | (\$122,076) | (\$112,732) | (\$134,531) | (\$106,637) | (\$123,323) | (\$179,478) | (\$1,510,851) |

-- Differences are due to rounding

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 26.299 | 23.582 | 32.780 | 30.332 | 36.314 | 30.929 | 30.415 | 34.843 | 27.413 | 32.326 | 28.473 | 46.208 | 379.913 |
| Total Revenues | \$26.299 | \$23.582 | \$32.780 | \$30.332 | \$36.314 | \$30.929 | \$30.415 | \$34.843 | \$27.413 | \$32.326 | \$28.473 | \$46.208 | \$379.913 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$9.809 | \$8.654 | \$11.210 | \$10.320 | \$12.811 | \$10.263 | \$10.228 | \$12.442 | \$9.224 | \$11.539 | \$9.559 | \$11.304 | \$127.362 |
| Overtime | 3.114 | 2.829 | 4.718 | 4.395 | 4.301 | 4.093 | 3.889 | 3.909 | 3.365 | 3.461 | 3.649 | 3.834 | 45.557 |
| Health and Welfare | 2.173 | 1.926 | 2.650 | 2.441 | 2.893 | 2.392 | 2.361 | 2.774 | 2.107 | 2.549 | 2.209 | 2.557 | 29.031 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 3.531 | 3.130 | 4.305 | 3.965 | 4.701 | 3.887 | 3.835 | 4.507 | 3.423 | 4.141 | 3.589 | 4.154 | 47.168 |
| Other Fringe Benefits | 2.223 | 1.970 | 2.710 | 2.496 | 2.959 | 2.446 | 2.414 | 2.837 | 2.154 | 2.606 | 2.259 | 2.614 | 29.687 |
| Reimbursable Overhead | 2.360 | 2.062 | 2.952 | 2.548 | 3.016 | 2.502 | 2.450 | 2.880 | 2.093 | 2.625 | 2.346 | 2.996 | 30.830 |
| Total Labor Expenses | \$23.211 | \$20.571 | \$28.545 | \$26.164 | \$30.680 | \$25.583 | \$25.176 | \$29.348 | \$22.366 | \$26.921 | \$23.611 | \$27.458 | \$309.634 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.030 | \$0.360 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.539 | 0.465 | 0.766 | 0.666 | 0.790 | 0.651 | 0.640 | 0.748 | 0.536 | 0.656 | 0.577 | 0.684 | 7.719 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 1.102 | 1.057 | 1.215 | 1.194 | 1.244 | 1.175 | 1.180 | 1.223 | 1.127 | 1.197 | 1.120 | 1.128 | 13.962 |
| Professional Services Contracts | 0.050 | 0.051 | 0.064 | 0.065 | 0.064 | 0.063 | 0.061 | 0.063 | 0.060 | 0.063 | 0.056 | 0.049 | 0.709 |
| Materials and Supplies | 1.336 | 1.380 | 2.123 | 2.179 | 3.465 | 3.394 | 3.295 | 3.394 | 3.264 | 3.423 | 3.048 | 16.824 | 47.126 |
| Other Business Expenses | 0.030 | 0.027 | 0.037 | 0.034 | 0.040 | 0.033 | 0.033 | 0.038 | 0.029 | 0.035 | 0.031 | 0.035 | 0.402 |
| Total Non-Labor Expenses | \$3.088 | \$3.010 | \$4.235 | \$4.168 | \$5.633 | \$5.346 | \$5.238 | \$5.495 | \$5.047 | \$5.405 | \$4.862 | \$18.751 | \$70.278 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$26.299 | \$23.582 | \$32.780 | \$30.332 | \$36.314 | \$30.929 | \$30.415 | \$34.843 | \$27.413 | \$32.326 | \$28.473 | \$46.208 | \$379.913 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-50

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$39,391 | \$38,802 | \$41,828 | \$42,532 | \$44,506 | \$45,968 | \$47,872 | \$47,270 | \$46,727 | \$48,699 | \$48,244 | \$48,823 | \$540,661 |
| Other Operating Revenue | 1,998 | 2,063 | 2,596 | 2,126 | 2,211 | 2,579 | 2,536 | 2,412 | 2,188 | 2,359 | 2,055 | 2,935 | 28,058 |
| Capital and Other Reimbursements | 26,299 | 23,582 | 32,780 | 30,332 | 36,314 | 30,929 | 30,415 | 34,843 | 27,413 | 32,326 | 28,473 | 46,208 | 379,913 |
| Total Revenues | \$67,688 | \$64,447 | \$77,204 | \$74,991 | \$83,031 | \$79,476 | \$80,823 | \$84,524 | \$76,327 | \$83,384 | \$78,771 | \$97,966 | \$948,632 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$66,914 | \$61,610 | \$73,969 | \$64,452 | \$67,602 | \$70,885 | \$69,094 | \$68,364 | \$70,482 | \$65,528 | \$75,431 | \$75,901 | \$830,232 |
| Overtime | 17,087 | 15,912 | 16,604 | 15,992 | 17,291 | 15,805 | 18,240 | 19,673 | 16,282 | 19,111 | 18,941 | 19,762 | 210,700 |
| Health and Welfare | 15,877 | 15,969 | 16,039 | 15,984 | 15,740 | 15,976 | 15,950 | 15,719 | 15,936 | 15,672 | 15,845 | 15,687 | 190,394 |
| OPEB Current Payments | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 7,319 | 87,822 |
| Pension | 19,780 | 19,780 | 19,780 | 19,780 | 19,780 | 19,780 | 19,780 | 19,780 | 19,780 | 19,780 | 19,780 | 19,780 | 237,361 |
| Other Fringe Benefits | 18,633 | 17,153 | 18,230 | 17,479 | 19,942 | 17,979 | 18,229 | 19,634 | 16,717 | 16,773 | 13,521 | 14,269 | 208,559 |
| Reimbursable Overhead | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Total Labor Expenses | \$145,609 | \$137,743 | \$151,941 | \$141,006 | \$147,674 | \$147,743 | \$148,612 | \$150,488 | \$146,516 | \$144,183 | \$150,837 | \$152,718 | \$1,765,069 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$8,226 | \$8,447 | \$9,400 | \$8,975 | \$8,771 | \$10,284 | \$11,403 | \$11,422 | \$12,813 | \$10,315 | \$10,187 | \$14,137 | \$124,379 |
| Fuel | 2,907 | 2,778 | 2,866 | 2,620 | 2,552 | 2,517 | 2,752 | 2,766 | 2,537 | 2,618 | 2,738 | 2,894 | 32,545 |
| Insurance | 2,533 | 2,459 | 2,796 | 2,696 | 2,984 | 2,845 | 2,835 | 2,943 | 2,731 | 2,852 | 2,872 | 2,901 | 33,447 |
| Claims | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 0,396 | 4,755 |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Maintenance and Other Operating Contracts | 8,636 | 7,841 | 11,036 | 8,831 | 8,943 | 12,363 | 9,563 | 9,823 | 12,221 | 10,695 | 11,188 | 31,629 | 142,769 |
| Professional Services Contracts | 4,573 | 3,059 | 3,722 | 3,344 | 3,569 | 3,923 | 5,632 | 4,007 | 4,265 | 3,531 | 3,626 | 8,007 | 51,258 |
| Materials and Supplies | 13,846 | 13,863 | 15,529 | 15,187 | 17,803 | 17,276 | 23,470 | 20,223 | 22,981 | 23,037 | 24,305 | 57,415 | 264,934 |
| Other Business Expenses | 1,271 | 1,270 | 1,528 | 1,356 | 1,406 | 1,699 | 1,981 | 1,926 | 2,037 | 1,800 | 1,986 | 2,833 | 21,093 |
| Total Non-Labor Expenses | \$42,387 | \$40,113 | \$47,273 | \$43,406 | \$46,423 | \$51,303 | \$58,032 | \$53,506 | \$59,982 | \$55,245 | \$57,297 | \$120,212 | \$675,179 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| Total Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| Total Expenses | \$187,996 | \$177,856 | \$199,214 | \$184,412 | \$194,097 | \$199,046 | \$206,643 | \$203,994 | \$206,498 | \$199,428 | \$208,134 | \$272,930 | \$2,440,248 |
| Depreciation | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$36,293 | \$36,293 | \$36,293 | \$36,172 | \$36,068 | \$35,887 | \$443,558 |
| OPEB Liability Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| GASB 68 Pension Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | (14,350) | (14,350) |
| GASB 75 OPEB Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 183,600 | 183,600 |
| GASB 87 Lease Adjustment | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,052) | (0,620) |
| Environmental Remediation | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 0,167 | 2,000 |
| Total Expenses After Non-Cash Liability Adjs. | \$225,870 | \$215,729 | \$237,087 | \$222,286 | \$231,971 | \$236,920 | \$243,052 | \$240,402 | \$242,906 | \$235,715 | \$244,317 | \$478,182 | \$3,054,436 |
| Net Surplus/(Deficit) | (\$158,182) | (\$151,283) | (\$159,883) | (\$147,295) | (\$148,940) | (\$157,444) | (\$162,229) | (\$155,878) | (\$166,579) | (\$152,332) | (\$165,546) | (\$380,215) | (\$2,105,804) |
| Cash Conversion Adjustments: | | | | | | | | | | | | | |
| Depreciation | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$37,759 | \$36,293 | \$36,293 | \$36,293 | \$36,172 | \$36,068 | \$35,887 | \$443,558 |
| Operating/Capital | 0,000 | 0,000 | 0,000 | 0,000 | (1,362) | (1,362) | (1,362) | (1,362) | (1,362) | (1,362) | (1,362) | (15,541) | (25,075) |
| Other Cash Adjustments | 1,471 | (3,779) | (12,532) | (4,928) | 2,952 | (16,060) | 5,222 | 8,215 | (2,884) | 10,884 | 7,516 | 180,392 | 176,469 |
| Total Cash Conversion Adjustments | \$39,230 | \$33,980 | \$25,227 | \$32,831 | \$39,349 | \$20,336 | \$40,153 | \$43,146 | \$32,048 | \$45,694 | \$42,223 | \$200,738 | \$594,953 |
| Net Cash Surplus/(Deficit) | (\$118,952) | (\$117,303) | (\$134,656) | (\$114,464) | (\$109,591) | (\$137,108) | (\$122,076) | (\$112,732) | (\$134,531) | (\$106,637) | (\$123,323) | (\$179,478) | (\$1,510,851) |

-- Differences are due to rounding

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$40.338 | \$39.749 | \$42.776 | \$43.479 | \$45.454 | \$46.915 | \$48.819 | \$48.217 | \$47.674 | \$49.646 | \$49.191 | \$49.770 | \$552.027 |
| Other Operating Revenue | 2.038 | 1.474 | 2.007 | 1.537 | 1.631 | 1.990 | 1.948 | 1.833 | 1.599 | 1.780 | 1.466 | 1.727 | 21.029 |
| Capital and Other Reimbursements | 26.258 | 23.545 | 32.743 | 30.296 | 36.268 | 30.893 | 30.377 | 34.796 | 27.375 | 32.278 | 28.435 | 21.091 | 354.355 |
| Total Receipts | \$68.635 | \$64.768 | \$77.525 | \$75.312 | \$83.352 | \$79.797 | \$81.144 | \$84.846 | \$76.648 | \$83.705 | \$79.092 | \$72.587 | \$927.411 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$66.836 | \$61.532 | \$73.888 | \$64.374 | \$67.524 | \$70.804 | \$69.016 | \$68.286 | \$70.401 | \$65.450 | \$75.353 | \$71.345 | \$824.809 |
| Overtime | 14.826 | 15.960 | 20.693 | 16.040 | 13.474 | 19.682 | 18.289 | 18.652 | 17.437 | 15.118 | 21.923 | 18.606 | 210.700 |
| Health and Welfare | 15.877 | 15.969 | 16.039 | 15.984 | 15.740 | 15.976 | 15.950 | 15.719 | 15.936 | 15.672 | 15.845 | 15.687 | 190.394 |
| OPEB Current Payments | 7.319 | 7.319 | 7.319 | 7.319 | 7.319 | 7.319 | 7.319 | 7.319 | 7.319 | 7.319 | 7.319 | 7.319 | 87.822 |
| Pension | 19.780 | 19.780 | 19.780 | 19.780 | 19.780 | 19.780 | 19.780 | 19.780 | 19.780 | 19.780 | 19.780 | 19.780 | 237.361 |
| Other Fringe Benefits | 16.995 | 16.742 | 20.738 | 17.920 | 16.385 | 20.842 | 18.354 | 16.152 | 19.758 | 15.474 | 12.479 | 15.720 | 207.559 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$141.631 | \$137.302 | \$158.457 | \$141.417 | \$140.223 | \$154.403 | \$148.707 | \$145.907 | \$150.630 | \$138.813 | \$152.699 | \$148.457 | \$1,758.646 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$8.226 | \$8.447 | \$9.400 | \$8.975 | \$8.771 | \$10.284 | \$11.403 | \$11.422 | \$12.813 | \$10.315 | \$10.187 | \$14.137 | \$124.379 |
| Fuel | 2.907 | 2.778 | 2.866 | 2.620 | 2.552 | 2.517 | 2.752 | 2.766 | 2.537 | 2.618 | 2.738 | 2.894 | 32.545 |
| Insurance | 2.491 | 2.417 | 2.753 | 2.653 | 2.941 | 2.802 | 2.793 | 2.901 | 2.689 | 2.809 | 2.829 | 2.858 | 32.935 |
| Claims | 0.156 | 0.156 | 0.156 | 0.156 | 0.156 | 0.156 | 0.156 | 0.156 | 0.156 | 0.156 | 0.156 | 0.156 | 1.867 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 8.636 | 7.841 | 11.036 | 8.831 | 8.943 | 12.363 | 9.563 | 9.823 | 12.221 | 10.695 | 11.188 | 31.629 | 142.769 |
| Professional Services Contracts | 2.581 | 1.067 | (0.995) | 1.352 | 1.577 | 6.610 | 3.640 | 2.015 | 6.952 | 1.540 | 1.634 | 10.284 | 38.258 |
| Materials and Supplies | 18.515 | 19.619 | 25.806 | 21.240 | 25.201 | 24.897 | 21.051 | 19.489 | 19.970 | 20.421 | 17.825 | 37.642 | 271.676 |
| Other Business Expenses | 1.498 | 1.497 | 1.755 | 1.584 | 1.633 | 1.927 | 2.208 | 2.154 | 2.265 | 2.028 | 2.213 | 3.060 | 23.822 |
| Total Non-Labor Expenditures | \$45.008 | \$43.822 | \$52.777 | \$47.412 | \$51.773 | \$61.555 | \$53.565 | \$50.724 | \$59.602 | \$50.582 | \$48.770 | \$102.661 | \$668.251 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$11.366 |
| Total Other Expenditure Adjustments | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$11.366 |
| Total Expenditures | \$187.587 | \$182.071 | \$212.181 | \$189.776 | \$192.943 | \$216.905 | \$203.220 | \$197.577 | \$211.180 | \$190.342 | \$202.415 | \$252.065 | \$2,438.262 |
| Net Cash Balance | (\$118.952) | (\$117.303) | (\$134.656) | (\$114.464) | (\$109.591) | (\$137.108) | (\$122.076) | (\$112.732) | (\$134.531) | (\$106.637) | (\$123.323) | (\$179.478) | (\$1,510.851) |
| Cash Timing and Availability Adjustment | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Net Cash Balance after Cash Timing & Availability Adj | (\$118.952) | (\$117.303) | (\$134.656) | (\$114.464) | (\$109.591) | (\$137.108) | (\$122.076) | (\$112.732) | (\$134.531) | (\$106.637) | (\$123.323) | (\$179.478) | (\$1,510.851) |

VI-52

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$0.947 | \$11.366 |
| Other Operating Revenue | 0.040 | (0.589) | (0.589) | (0.589) | (0.580) | (0.589) | (0.589) | (0.579) | (0.589) | (0.579) | (0.589) | (1.209) | (7.029) |
| Capital and Other Reimbursements | (0.040) | (0.037) | (0.037) | (0.037) | (0.046) | (0.037) | (0.038) | (0.047) | (0.038) | (0.047) | (0.038) | (25.118) | (25.558) |
| Total Receipts | \$0.947 | \$0.321 | \$0.321 | \$0.321 | \$0.321 | \$0.321 | \$0.321 | \$0.321 | \$0.321 | \$0.321 | \$0.321 | (\$25.379) | (\$21.221) |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.078 | \$0.078 | \$0.081 | \$0.078 | \$0.078 | \$0.081 | \$0.078 | \$0.078 | \$0.081 | \$0.078 | \$0.078 | \$4.556 | \$5.424 |
| Overtime | 2.261 | (0.048) | (4.089) | (0.048) | 3.816 | (3.878) | (0.048) | 1.021 | (1.154) | 3.993 | (2.982) | 1.156 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 1.639 | 0.411 | (2.508) | (0.441) | 3.557 | (2.863) | (0.125) | 3.482 | (3.041) | 1.299 | 1.042 | (1.451) | 1.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$3.978 | \$0.441 | (\$6.516) | (\$0.411) | \$7.451 | (\$6.660) | (\$0.095) | \$4.582 | (\$4.114) | \$5.370 | (\$1.862) | \$4.261 | \$6.424 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.043 | 0.043 | 0.043 | 0.043 | 0.043 | 0.043 | 0.043 | 0.043 | 0.043 | 0.043 | 0.043 | 0.043 | 0.511 |
| Claims | 0.241 | 0.241 | 0.241 | 0.241 | 0.241 | 0.241 | 0.241 | 0.241 | 0.241 | 0.241 | 0.241 | 0.241 | 2.887 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 1.992 | 1.992 | 4.717 | 1.992 | 1.992 | (2.687) | 1.992 | 1.992 | (2.687) | 1.992 | 1.992 | (2.277) | 13.000 |
| Materials and Supplies | (4.669) | (5.756) | (10.278) | (6.053) | (7.398) | (7.620) | 2.419 | 0.735 | 3.011 | 2.616 | 6.480 | 19.773 | (6.741) |
| Other Business Expenses | (0.227) | (0.227) | (0.227) | (0.227) | (0.227) | (0.227) | (0.227) | (0.227) | (0.227) | (0.227) | (0.227) | (0.227) | (2.729) |
| Total Non-Labor Expenditures | (\$2.622) | (\$3.709) | (\$5.505) | (\$4.006) | (\$5.350) | (\$10.252) | \$4.466 | \$2.782 | \$0.380 | \$4.663 | \$8.528 | \$17.551 | \$6.928 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$11.366) |
| Total Other Expenditure Adjustments | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$0.947) | (\$11.366) |
| Total Expenditures | \$0.409 | (\$4.215) | (\$12.968) | (\$5.364) | \$1.154 | (\$17.858) | \$3.424 | \$6.416 | (\$4.682) | \$9.086 | \$5.718 | \$20.865 | \$1.986 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$1.356 | (\$3.894) | (\$12.647) | (\$5.043) | \$1.475 | (\$17.537) | \$3.745 | \$6.738 | (\$4.360) | \$9.407 | \$6.040 | (\$4.514) | (\$19.235) |
| Depreciation | \$37.759 | \$37.759 | \$37.759 | \$37.759 | \$37.759 | \$37.759 | \$36.293 | \$36.293 | \$36.293 | \$36.172 | \$36.068 | \$35.887 | \$443.558 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (14.350) | (14.350) |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 183.600 | 183.600 |
| GASB 87 Lease Adjustment | (0.052) | (0.052) | (0.052) | (0.052) | (0.052) | (0.052) | (0.052) | (0.052) | (0.052) | (0.052) | (0.052) | (0.052) | (0.620) |
| Environmental Remediation | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 2.000 |
| Total Cash Conversion Adjustments | \$39.230 | \$33.980 | \$25.227 | \$32.831 | \$39.349 | \$20.336 | \$40.153 | \$43.146 | \$32.048 | \$45.694 | \$42.223 | \$200.738 | \$594.953 |
| CRR_Cash_Timing | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Net Cash Conversion Adjustments | \$39.230 | \$33.980 | \$25.227 | \$32.831 | \$39.349 | \$20.336 | \$40.153 | \$43.146 | \$32.048 | \$45.694 | \$42.223 | \$200.738 | \$594.953 |

VI-53

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2023 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| <u>RIDERSHIP</u> | | | | | | | | | | | | | |
| <i>Total Commutation</i> | 2.584 | 2.483 | 2.957 | 2.694 | 2.891 | 2.916 | 2.688 | 2.903 | 2.769 | 3.170 | 2.900 | 2.799 | 33.753 |
| <i>Total Non-Commutation</i> | 1.900 | 1.838 | 2.087 | 2.166 | 2.327 | 2.444 | 2.685 | 2.661 | 2.490 | 2.551 | 2.541 | 2.717 | 28.408 |
| Total Ridership | 4.484 | 4.321 | 5.044 | 4.860 | 5.218 | 5.360 | 5.373 | 5.564 | 5.259 | 5.720 | 5.442 | 5.515 | 62.160 |

FAREBOX REVENUE

| | | | | | | | | | | | | | |
|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Baseline Total Farebox Revenue | \$39.391 | \$38.802 | \$41.828 | \$42.532 | \$44.506 | \$45.968 | \$47.872 | \$47.270 | \$46.727 | \$48.699 | \$48.244 | \$48.823 | \$540.661 |
|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|

VI-54

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

| FUNCTION/DEPARTMENT | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Administration | | | | | | | | | | | | |
| Enterprise Asset Management | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Labor Relations | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Procurement & Logistics (excl. Stores) | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| Human Resources | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Sr VP Administration | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Strategic Investments | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| President | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| VP & CFO | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Controller | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Management and Budget | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| BPM, Controls, & Compliance | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Market Dev. & Public Affairs | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 | 71 |
| Gen. Counsel & Secretary | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| Diversity Management | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Security | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| System Safety | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 |
| Training | 74 | 74 | 74 | 74 | 74 | 72 | 72 | 72 | 70 | 70 | 70 | 70 |
| Service Planning | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Rolling Stock Programs | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| Sr Vice President - Operations | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Total Administration | 488 | 488 | 488 | 488 | 488 | 486 | 486 | 486 | 484 | 484 | 484 | 484 |
| Operations | | | | | | | | | | | | |
| Train Operations | 2,259 | 2,259 | 2,277 | 2,281 | 2,264 | 2,264 | 2,264 | 2,264 | 2,264 | 2,262 | 2,261 | 2,261 |
| Customer Service | 548 | 548 | 548 | 548 | 544 | 553 | 553 | 553 | 551 | 548 | 548 | 548 |
| Total Operations | 2,807 | 2,807 | 2,825 | 2,829 | 2,808 | 2,817 | 2,817 | 2,817 | 2,815 | 2,810 | 2,809 | 2,809 |
| Maintenance | | | | | | | | | | | | |
| Engineering | 2,155 | 2,155 | 2,164 | 2,154 | 2,155 | 2,147 | 2,147 | 2,148 | 2,148 | 2,148 | 2,148 | 2,147 |
| Equipment | 2,280 | 2,280 | 2,290 | 2,290 | 2,302 | 2,302 | 2,290 | 2,290 | 2,290 | 2,280 | 2,248 | 2,238 |
| Procurement (Stores) | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| Total Maintenance | 4,536 | 4,536 | 4,555 | 4,545 | 4,558 | 4,550 | 4,538 | 4,539 | 4,539 | 4,529 | 4,497 | 4,486 |
| Engineering/Capital | | | | | | | | | | | | |
| Department of Project Management | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| Special Projects | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| Positive Train Control | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Total Engineering/Capital | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 |
| Total Positions | 8,038 | 8,038 | 8,075 | 8,069 | 8,062 | 8,060 | 8,048 | 8,049 | 8,045 | 8,030 | 7,997 | 7,987 |
| <i>Non-Reimbursable</i> | 7,032 | 7,067 | 6,820 | 6,935 | 6,909 | 6,929 | 6,926 | 6,944 | 7,039 | 7,003 | 6,953 | 6,902 |
| <i>Reimbursable</i> | 1,007 | 971 | 1,254 | 1,134 | 1,153 | 1,131 | 1,122 | 1,105 | 1,006 | 1,027 | 1,043 | 1,085 |
| <i>Total Full-Time</i> | 8,038 | 8,038 | 8,075 | 8,069 | 8,062 | 8,060 | 8,048 | 8,049 | 8,045 | 8,030 | 7,997 | 7,987 |
| <i>Total Full-Time-Equivalents</i> | - | - | - | - | - | - | - | - | - | - | - | - |

VI-55

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 264 | 264 | 264 | 264 | 264 | 262 | 262 | 262 | 260 | 260 | 260 | 260 |
| Professional/Technical/Clerical | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 |
| Operational Hourlies | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 |
| Total Administration Headcount | 488 | 488 | 488 | 488 | 488 | 486 | 486 | 486 | 484 | 484 | 484 | 484 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 364 | 364 | 364 | 364 | 365 | 365 | 365 | 365 | 365 | 364 | 364 | 364 |
| Professional/Technical/Clerical | 127 | 127 | 127 | 128 | 129 | 129 | 129 | 129 | 129 | 127 | 126 | 126 |
| Operational Hourlies | 2,315 | 2,315 | 2,334 | 2,336 | 2,314 | 2,323 | 2,323 | 2,323 | 2,321 | 2,318 | 2,318 | 2,319 |
| Total Operations Headcount | 2,806 | 2,807 | 2,825 | 2,828 | 2,808 | 2,817 | 2,817 | 2,817 | 2,815 | 2,810 | 2,808 | 2,809 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 934 | 939 | 949 | 945 | 944 | 943 | 944 | 944 | 941 | 939 | 939 | 944 |
| Professional/Technical/Clerical | 300 | 300 | 298 | 299 | 299 | 300 | 300 | 300 | 300 | 291 | 279 | 279 |
| Operational Hourlies | 3,302 | 3,296 | 3,308 | 3,301 | 3,315 | 3,306 | 3,294 | 3,295 | 3,298 | 3,299 | 3,278 | 3,263 |
| Total Maintenance Headcount | 4,536 | 4,536 | 4,555 | 4,545 | 4,558 | 4,550 | 4,538 | 4,539 | 4,539 | 4,529 | 4,497 | 4,486 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 |
| Professional/Technical/Clerical | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 | 208 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 1,703 | 1,708 | 1,718 | 1,714 | 1,714 | 1,711 | 1,712 | 1,712 | 1,707 | 1,704 | 1,704 | 1,709 |
| Professional, Technical, Clerical | 695 | 695 | 693 | 695 | 696 | 697 | 696 | 696 | 696 | 685 | 672 | 673 |
| Operational Hourlies | 5,640 | 5,635 | 5,664 | 5,661 | 5,652 | 5,652 | 5,640 | 5,641 | 5,642 | 5,640 | 5,620 | 5,605 |
| Total Positions | 8,038 | 8,038 | 8,075 | 8,069 | 8,062 | 8,060 | 8,048 | 8,049 | 8,045 | 8,030 | 7,997 | 7,987 |

VI-56

**MTA Grand Central Madison
Concourse Operating Company
(GCMCOC)**

**MTA GRAND CENTRAL MADISON CONCOURSE OPERATING COMPANY
FEBRUARY FINANCIAL PLAN 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Grand Central Madison Concourse Operating Company's (GCMCOC) 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- Transfer Grand Central Madison facility utility funding from LIRR to GCMCOC.

The attached also includes schedules detailing the monthly allocation of financials based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA GRAND CENTRAL MADISON CONCOURSE OPERATING COMPANY
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|-------------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 0 | (\$20.234) | 0 | (\$84.710) | 0 | (\$87.133) | 0 | (\$88.389) | 0 | (\$90.911) |
| Technical Adjustments: | | | | | | | | | | |
| Transfer GCM facility utility funding to GCMCOG | | | | (\$4.379) | | (\$4.494) | | (\$4.612) | | (\$4.733) |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | (\$4.379) | 0 | (\$4.494) | 0 | (\$4.612) | 0 | (\$4.733) |
| MTA Plan Adjustments: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 0 | (\$20.234) | 0 | (\$89.089) | 0 | (\$91.627) | 0 | (\$93.001) | 0 | (\$95.644) |

VI-58

MTA GRAND CENTRAL MADISON CONCOURSE OPERATING COMPANY
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |

VI-59

MTA GRAND CENTRAL MADISON CONCOURSE OPERATING COMPANY

February Financial Plan 2023-2026
 Reconciliation to the November Plan - (Cash)
 (\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 0 | (\$20.234) | 0 | (\$84.710) | 0 | (\$87.133) | 0 | (\$88.389) | 0 | (\$90.911) |
| Technical Adjustments: | | | | | | | | | | |
| Transfer GCM facility utility funding to GCMCOC | | | | (\$4.379) | | (\$4.494) | | (\$4.612) | | (\$4.733) |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | (\$4.379) | 0 | (\$4.494) | 0 | (\$4.612) | 0 | (\$4.733) |
| MTA Plan Adjustments: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 0 | (\$20.234) | 0 | (\$89.089) | 0 | (\$91.627) | 0 | (\$93.001) | 0 | (\$95.644) |

09-1A

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| <u>Non-Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.059 | 0.396 | 1.531 | 1.531 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$0.000 | \$0.059 | \$0.396 | \$1.531 | \$1.531 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$1.864 | \$1.901 | \$1.939 | \$1.978 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.418 | 0.426 | 0.434 | 0.443 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.337 | 0.343 | 0.350 | 0.357 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.000 | \$2.618 | \$2.670 | \$2.724 | \$2.778 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$3.287 | \$3.370 | \$3.454 | \$3.541 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 20.225 | 82.835 | 85.198 | 87.629 | 90.130 |
| Professional Services Contracts | 0.008 | 0.401 | 0.779 | 0.719 | 0.719 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.006 | 0.006 | 0.007 | 0.007 |
| Total Non-Labor Expenses | \$20.234 | \$86.530 | \$89.353 | \$91.808 | \$94.396 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$20.234 | \$89.148 | \$92.023 | \$94.532 | \$97.174 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$20.234 | \$89.148 | \$92.023 | \$94.532 | \$97.174 |
| Net Surplus/(Deficit) | (\$20.234) | (\$89.089) | (\$91.627) | (\$93.001) | (\$95.644) |

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|----------------|----------------|----------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.059 | 0.396 | 1.531 | 1.531 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$0.000 | \$0.059 | \$0.396 | \$1.531 | \$1.531 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$1.864 | \$1.901 | \$1.939 | \$1.978 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.418 | 0.426 | 0.434 | 0.443 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.337 | 0.343 | 0.350 | 0.357 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.000 | \$2.618 | \$2.670 | \$2.724 | \$2.778 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$3.287 | \$3.370 | \$3.454 | \$3.541 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 20.225 | 82.835 | 85.198 | 87.629 | 90.130 |
| Professional Services Contracts | 0.008 | 0.401 | 0.779 | 0.719 | 0.719 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.006 | 0.006 | 0.007 | 0.007 |
| Total Non-Labor Expenses | \$20.234 | \$86.530 | \$89.353 | \$91.808 | \$94.396 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$20.234 | \$89.148 | \$92.023 | \$94.532 | \$97.174 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$20.234 | \$89.148 | \$92.023 | \$94.532 | \$97.174 |
| Net Surplus/(Deficit) | (\$20.234) | (\$89.089) | (\$91.627) | (\$93.001) | (\$95.644) |

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Other Operating Revenue | 0.000 | 0.059 | 0.396 | 1.531 | 1.531 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.000 | \$0.059 | \$0.396 | \$1.531 | \$1.531 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$1.864 | \$1.901 | \$1.939 | \$1.978 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.418 | 0.426 | 0.434 | 0.443 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.337 | 0.343 | 0.350 | 0.357 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$2.618 | \$2.670 | \$2.724 | \$2.778 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$3.287 | \$3.370 | \$3.454 | \$3.541 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 20.225 | 82.835 | 85.198 | 87.629 | 90.130 |
| Professional Services Contracts | 0.008 | 0.401 | 0.779 | 0.719 | 0.719 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.006 | 0.006 | 0.007 | 0.007 |
| Total Non-Labor Expenditures | \$20.234 | \$86.530 | \$89.353 | \$91.808 | \$94.396 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$20.234 | \$89.148 | \$92.023 | \$94.532 | \$97.174 |
| Net Cash Balance | (\$20.234) | (\$89.089) | (\$91.627) | (\$93.001) | (\$95.644) |

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|----------------|----------------|----------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion Adjustments before Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Other Operating Revenue | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.059 |
| Total Revenues | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.059 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$1.864 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.418 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.337 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$2.618 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$3.287 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 82.835 |
| Professional Services Contracts | 0.015 | 0.013 | 0.013 | 0.013 | 0.014 | 0.013 | 0.025 | 0.025 | 0.044 | 0.044 | 0.090 | 0.090 | 0.401 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.006 |
| Total Non-Labor Expenses | \$7.193 | \$7.191 | \$7.191 | \$7.191 | \$7.191 | \$7.191 | \$7.203 | \$7.203 | \$7.221 | \$7.221 | \$7.267 | \$7.267 | \$86.530 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$7.411 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.421 | \$7.421 | \$7.440 | \$7.440 | \$7.485 | \$7.485 | \$89.148 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$7.411 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.421 | \$7.421 | \$7.440 | \$7.440 | \$7.485 | \$7.485 | \$89.148 |
| Net Surplus/(Deficit) | (\$7.408) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.414) | (\$7.414) | (\$7.433) | (\$7.433) | (\$7.479) | (\$7.479) | (\$89.089) |

-- Differences are due to rounding

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-67

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Other Operating Revenue | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.059 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.059 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$1.864 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.418 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.337 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$2.618 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$3.287 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 82.835 |
| Professional Services Contracts | 0.015 | 0.013 | 0.013 | 0.013 | 0.014 | 0.013 | 0.025 | 0.025 | 0.044 | 0.044 | 0.090 | 0.090 | 0.401 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.006 |
| Total Non-Labor Expenses | \$7.193 | \$7.191 | \$7.191 | \$7.191 | \$7.191 | \$7.191 | \$7.203 | \$7.203 | \$7.221 | \$7.221 | \$7.267 | \$7.267 | \$86.530 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$7.411 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.421 | \$7.421 | \$7.440 | \$7.440 | \$7.485 | \$7.485 | \$89.148 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjts. | \$7.411 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.421 | \$7.421 | \$7.440 | \$7.440 | \$7.485 | \$7.485 | \$89.148 |
| Net Surplus/(Deficit) | (\$7.408) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.414) | (\$7.414) | (\$7.433) | (\$7.433) | (\$7.479) | (\$7.479) | (\$89.089) |

-- Differences are due to rounding

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.059 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Investment Income | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.003 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.007 | \$0.059 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$0.155 | \$1.864 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.035 | 0.418 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.028 | 0.337 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$0.218 | \$2.618 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$0.274 | \$3.287 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 6.903 | 82.835 |
| Professional Services Contracts | 0.015 | 0.013 | 0.013 | 0.013 | 0.014 | 0.013 | 0.025 | 0.025 | 0.044 | 0.044 | 0.090 | 0.090 | 0.401 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.006 |
| Total Non-Labor Expenditures | \$7.193 | \$7.191 | \$7.191 | \$7.191 | \$7.191 | \$7.191 | \$7.203 | \$7.203 | \$7.221 | \$7.221 | \$7.267 | \$7.267 | \$86.530 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$7.411 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.409 | \$7.421 | \$7.421 | \$7.440 | \$7.440 | \$7.485 | \$7.485 | \$89.148 |
| Net Cash Balance | (\$7.408) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.406) | (\$7.414) | (\$7.414) | (\$7.433) | (\$7.433) | (\$7.479) | (\$7.479) | (\$89.089) |

69-1A

GCM-Grand Central Madison Concourse Operating Company
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Expenditures | | | | | | | | | | | | | |
| <u>Labor:</u> | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Non-Labor:</u> | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expenditure Adjustments:</u> | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

VI-70

Metro-North Railroad

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN FOR 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's (Metro-North) 2022 Final Estimate, 2023 Adopted Budget, and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- GASB 87 Lease Adjustment to conform with the new leasing accounting standard for public sector entities.
- Additional expenses for 525 N. Broadway electrical upgrades.
- Re-categorize Grand Central Madison trash removal from Operating Capital to Non-Reimbursable.
- Re-categorize Croton-Harmon Occupational Health Services (OHS) renovation from Non-Reimbursable to Operating Capital.
- Positive Train Control 3rd Party support funding moved from 2022 to 2023.
- Transfer of non-labor expenses to C&D as part of MTA consolidation efforts to conduct business more efficiently.
- Adjustments to Total Positions by Function and Department/Occupation as a result of internal departmental reorganizations.

The MTA Plan adjustments include:

- MTA Operating Efficiencies Phase 1 reflecting in various initiatives.
- Accrued receipt in 2022 of American Rescue Plan Act (ARPA) federal COVID aid.

The attached also includes schedules detailing the monthly allocation of financials, including headcount and utilization data, based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA METRO-NORTH RAILROAD
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|----------------------------------------------------------------------------------------------|-------------------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|----------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 6,518 | (\$1,332.260) | 6,343 | (\$1,322.282) | 6,357 | (\$1,347.754) | 6,335 | (\$1,430.060) | 6,356 | (\$1,452.514) |
| Technical Adjustments: | | | | | | | | | | |
| Re-categorize Grand Central Madison trash removal from Operating Capital to Non-Reimbursable | | | | (\$0.333) | | (\$0.333) | | (\$0.333) | | |
| Re-categorize Croton-Harmon OHS Renovation from Non-Reimbursable to Operating Capital | | | | 0.081 | | | | | | |
| Positive Train Control 3rd Party Support Funding moved to 2023 | | 4.294 | | (4.294) | | | | | | |
| Transfer Non-Labor Expenses to C&D | | | | 0.519 | | 0.528 | | 0.539 | | 0.551 |
| GASB 87 Lease Adjustment | | (2.032) | | (2.032) | | (2.032) | | (2.032) | | (2.032) |
| Sub-Total Technical Adjustments | 0 | \$2.262 | 0 | (\$6.059) | 0 | (\$1.837) | 0 | (\$1.826) | 0 | (\$1.481) |
| MTA Plan Adjustments: | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | | | | \$2.337 | | \$2.337 | | \$2.337 | | \$2.337 |
| ARPA federal COVID aid | | 557.356 | | 27.810 | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$557.356 | 0 | \$30.146 | 0 | \$2.337 | 0 | \$2.337 | 0 | \$2.337 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 6,518 | (\$772.642) | 6,343 | (\$1,298.194) | 6,357 | (\$1,347.254) | 6,335 | (\$1,429.550) | 6,356 | (\$1,451.659) |

VI-72

MTA METRO NORTH RAILROAD
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| Favorable/(Unfavorable) | | | | | | | | | |
|-------------------------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|
| 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |

| | | | | | | | | | | |
|------------------------------------------------------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|
| 2022 November Financial Plan: Net Surplus/(Deficit) | 562 | \$0.000 | 801 | \$0.000 | 791 | \$0.000 | 813 | \$0.000 | 790 | \$0.000 |
|------------------------------------------------------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|

Technical Adjustments:

| | | | | | | | | | | |
|---------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
|---------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|

MTA Plan Adjustments:

| | | | | | | | | | | |
|--------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
|--------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|

| | | | | | | | | | | |
|------------------------------------------------------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|
| 2023 February Financial Plan: Net Surplus/(Deficit) | 562 | \$0.000 | 801 | \$0.000 | 791 | \$0.000 | 813 | \$0.000 | 790 | \$0.000 |
|------------------------------------------------------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|------------|----------------|

MTA METRO-NORTH RAILROAD
February Financial Plan 2023-2026
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|-----------------------------------------------------------------|-------------------------|-------------|-----------|---------------|-----------|---------------|-----------|---------------|-----------|---------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Cash Surplus/(Deficit) | 7,080 | (\$979.465) | 7,144 | (\$1,053.051) | 7,148 | (\$1,042.463) | 7,148 | (\$1,097.685) | 7,146 | (\$1,147.877) |
| Technical Adjustments: | | | | | | | | | | |
| Additional expenses for 525 N. Broadway Electrical Upgrades | | | | (\$0.150) | | | | | | |
| Positive Train Control 3rd Party Support Funding moved to 2023 | | 4.294 | | (4.294) | | | | | | |
| Transfer Non-Labor Expenses to C&D | | | | 0.519 | | 0.528 | | 0.539 | | 0.551 |
| Sub-Total Technical Adjustments | 0 | \$4.294 | 0 | (\$3.925) | 0 | \$0.528 | 0 | \$0.539 | 0 | \$0.551 |
| MTA Plan Adjustments: | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | | | | \$2.337 | | \$2.337 | | \$2.337 | | \$2.337 |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$2.337 | 0 | \$2.337 | 0 | \$2.337 | 0 | \$2.337 |
| 2023 February Financial Plan: Net Cash Surplus/(Deficit) | 7,080 | (\$975.171) | 7,144 | (\$1,054.639) | 7,148 | (\$1,039.598) | 7,148 | (\$1,094.810) | 7,146 | (\$1,144.989) |

VI-74

MTA METRO-NORTH RAILROAD
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| <u>Non-Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$430.898 | \$508.372 | \$503.468 | \$509.968 | \$517.287 |
| Other Operating Revenue | 590.525 | 67.263 | 55.134 | 56.734 | 58.293 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$1,021.423 | \$575.635 | \$558.602 | \$566.702 | \$575.580 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$546.886 | \$577.475 | \$598.367 | \$618.583 | \$643.761 |
| Overtime | 93.927 | 94.939 | 96.410 | 98.298 | 100.223 |
| Health and Welfare | 117.507 | 122.575 | 127.533 | 132.236 | 138.391 |
| OPEB Current Payments | 45.000 | 46.000 | 47.000 | 48.000 | 49.000 |
| Pension | 122.347 | 125.254 | 123.304 | 123.505 | 123.431 |
| Other Fringe Benefits | 138.480 | 142.192 | 146.651 | 151.083 | 156.526 |
| Reimbursable Overhead | (80.577) | (88.707) | (85.818) | (78.507) | (79.912) |
| Total Labor Expenses | \$983.569 | \$1,019.728 | \$1,053.447 | \$1,093.197 | \$1,131.421 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$92.875 | \$101.008 | \$97.290 | \$96.709 | \$96.806 |
| Fuel | 34.133 | 33.996 | 29.832 | 27.667 | 28.236 |
| Insurance | 18.939 | 24.023 | 28.807 | 34.640 | 41.792 |
| Claims | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 119.060 | 128.872 | 127.545 | 130.210 | 125.126 |
| Professional Services Contracts | 39.071 | 46.035 | 44.977 | 41.377 | 41.006 |
| Materials and Supplies | 100.401 | 110.752 | 138.360 | 164.169 | 167.847 |
| Other Business Expenses | 24.463 | 22.363 | 22.082 | 21.770 | 21.656 |
| Total Non-Labor Expenses | \$429.942 | \$468.050 | \$489.893 | \$517.542 | \$523.470 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$1,413.511 | \$1,487.778 | \$1,543.340 | \$1,610.739 | \$1,654.891 |
| Depreciation | \$301.941 | \$298.566 | \$297.429 | \$298.709 | \$300.789 |
| GASB 68 Pension Expense Adjustment | 2.380 | 11.610 | (13.080) | 6.190 | (11.690) |
| GASB 75 OPEB Expense Adjustment | 70.202 | 69.844 | 72.135 | 74.581 | 77.217 |
| GASB 87 Lease Adjustment | 2.032 | 2.032 | 2.032 | 2.032 | 2.032 |
| Environmental Remediation | 4.000 | 4.000 | 4.000 | 4.000 | 4.000 |
| Total Expenses | \$1,794.065 | \$1,873.829 | \$1,905.856 | \$1,996.251 | \$2,027.239 |
| Net Surplus/(Deficit) | (\$772.642) | (\$1,298.194) | (\$1,347.254) | (\$1,429.550) | (\$1,451.659) |
| Cash Conversion Adjustments | | | | | |
| Depreciation | \$301.941 | \$298.566 | \$297.429 | \$298.709 | \$300.789 |
| Operating/Capital | (27.635) | (74.696) | (40.870) | (25.932) | (28.921) |
| Other Cash Adjustments | (476.834) | 19.685 | 51.097 | 61.963 | 34.802 |
| Total Cash Conversion Adjustments | (\$202.529) | \$243.555 | \$307.656 | \$334.740 | \$306.669 |
| Net Cash Surplus/(Deficit) | (\$975.171) | (\$1,054.639) | (\$1,039.598) | (\$1,094.810) | (\$1,144.989) |

MTA METRO-NORTH RAILROAD
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| <i>MNR - MTA</i> | <i>170.601</i> | <i>187.640</i> | <i>176.534</i> | <i>169.221</i> | <i>176.195</i> |
| <i>MNR - CDOT</i> | <i>110.177</i> | <i>131.955</i> | <i>121.483</i> | <i>109.558</i> | <i>109.233</i> |
| <i>MNR - Other</i> | <i>16.914</i> | <i>12.857</i> | <i>12.101</i> | <i>7.768</i> | <i>6.702</i> |
| Capital and Other Reimbursements | 297.691 | 332.452 | 310.117 | 286.546 | 292.130 |
| Total Revenues | \$297.691 | \$332.452 | \$310.117 | \$286.546 | \$292.130 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$59.402 | \$66.280 | \$68.056 | \$71.004 | \$70.000 |
| Overtime | 34.791 | 34.204 | 36.020 | 37.827 | 39.722 |
| Health and Welfare | 21.242 | 23.970 | 24.800 | 25.881 | 26.010 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 16.372 | 18.479 | 19.121 | 19.961 | 20.012 |
| Other Fringe Benefits | 16.341 | 18.156 | 18.761 | 19.610 | 19.672 |
| Reimbursable Overhead | 80.097 | 88.223 | 85.542 | 78.265 | 79.657 |
| Total Labor Expenses | \$228.246 | \$249.312 | \$252.300 | \$252.548 | \$255.073 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.112 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 1.749 | 1.885 | 1.887 | 1.705 | 1.758 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 12.893 | 19.384 | 22.569 | 11.018 | 11.917 |
| Professional Services Contracts | 16.597 | 38.322 | 14.912 | 6.260 | 6.367 |
| Materials and Supplies | 37.998 | 23.549 | 18.450 | 15.015 | 17.015 |
| Other Business Expenses | 0.096 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$69.446 | \$83.140 | \$57.818 | \$33.998 | \$37.058 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$297.691 | \$332.452 | \$310.117 | \$286.546 | \$292.130 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA METRO-NORTH RAILROAD
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$430.898 | \$508.372 | \$503.468 | \$509.968 | \$517.287 |
| Other Operating Revenue | 590.525 | 67.263 | 55.134 | 56.734 | 58.293 |
| MNR - MTA | 170.601 | 187.640 | 176.534 | 169.221 | 176.195 |
| MNR - CDOT | 110.177 | 131.955 | 121.483 | 109.558 | 109.233 |
| MNR - Other | 16.914 | 12.857 | 12.101 | 7.768 | 6.702 |
| Capital and Other Reimbursements | 297.691 | 332.452 | 310.117 | 286.546 | 292.130 |
| Total Revenues | \$1,319.115 | \$908.087 | \$868.719 | \$853.248 | \$867.710 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$606.288 | \$643.756 | \$666.423 | \$689.588 | \$713.761 |
| Overtime | 128.719 | 129.143 | 132.431 | 136.125 | 139.946 |
| Health and Welfare | 138.749 | 146.545 | 152.333 | 158.117 | 164.402 |
| OPEB Current Payments | 45.000 | 46.000 | 47.000 | 48.000 | 49.000 |
| Pension | 138.719 | 143.732 | 142.425 | 143.465 | 143.443 |
| Other Fringe Benefits | 154.821 | 160.348 | 165.411 | 170.693 | 176.198 |
| Reimbursable Overhead | (0.480) | (0.484) | (0.276) | (0.242) | (0.256) |
| Total Labor Expenses | \$1,211.815 | \$1,269.040 | \$1,305.746 | \$1,345.745 | \$1,386.494 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$92.988 | \$101.008 | \$97.290 | \$96.709 | \$96.806 |
| Fuel | 34.133 | 33.996 | 29.832 | 27.667 | 28.236 |
| Insurance | 20.688 | 25.908 | 30.694 | 36.346 | 43.550 |
| Claims | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 131.953 | 148.257 | 150.113 | 141.228 | 137.043 |
| Professional Services Contracts | 55.668 | 84.357 | 59.889 | 47.637 | 47.373 |
| Materials and Supplies | 138.398 | 134.301 | 156.811 | 179.184 | 184.863 |
| Other Business Expenses | 24.560 | 22.363 | 22.082 | 21.770 | 21.656 |
| Total Non-Labor Expenses | \$499.387 | \$551.190 | \$547.711 | \$551.541 | \$560.528 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$1,711.202 | \$1,820.230 | \$1,853.457 | \$1,897.286 | \$1,947.022 |
| Depreciation | \$301.941 | \$298.566 | \$297.429 | \$298.709 | \$300.789 |
| GASB 68 Pension Expense Adjustment | 2.380 | 11.610 | (13.080) | 6.190 | (11.690) |
| GASB 75 OPEB Expense Adjustment | 70.202 | 69.844 | 72.135 | 74.581 | 77.217 |
| GASB 87 Lease Adjustment | 2.032 | 2.032 | 2.032 | 2.032 | 2.032 |
| Environmental Remediation | 4.000 | 4.000 | 4.000 | 4.000 | 4.000 |
| Total Expenses | \$2,091.756 | \$2,206.281 | \$2,215.973 | \$2,282.798 | \$2,319.369 |
| Net Surplus/(Deficit) | (\$772.642) | (\$1,298.194) | (\$1,347.254) | (\$1,429.550) | (\$1,451.659) |
| Cash Conversion Adjustments | | | | | |
| Depreciation | \$301.941 | \$298.566 | \$297.429 | \$298.709 | \$300.789 |
| Operating/Capital | (27.635) | (74.696) | (40.870) | (25.932) | (28.921) |
| Other Cash Adjustments | (476.834) | 19.685 | 51.097 | 61.963 | 34.802 |
| Total Cash Conversion Adjustments | (\$202.529) | \$243.555 | \$307.656 | \$334.740 | \$306.669 |
| Net Cash Surplus/(Deficit) | (\$975.171) | (\$1,054.639) | (\$1,039.598) | (\$1,094.810) | (\$1,144.989) |

MTA METRO-NORTH RAILROAD
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate | Adopted Budget | | | |
|----------------------------------------------|--------------------|----------------------|----------------------|----------------------|----------------------|
| | 2022 | 2023 | 2024 | 2025 | 2026 |
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$418.940 | \$492.974 | \$487.269 | \$493.321 | \$500.203 |
| Other Operating Revenue | 123.168 | 73.974 | 90.308 | 92.553 | 95.490 |
| <i>MNR - MTA</i> | <i>170.701</i> | <i>168.740</i> | <i>187.534</i> | <i>179.221</i> | <i>187.195</i> |
| <i>MNR - CDOT</i> | <i>110.188</i> | <i>131.955</i> | <i>121.463</i> | <i>109.556</i> | <i>109.233</i> |
| <i>MNR - Other</i> | <i>17.914</i> | <i>12.658</i> | <i>12.101</i> | <i>8.876</i> | <i>7.802</i> |
| Capital and Other Reimbursements | 287.691 | 332.452 | 310.117 | 286.546 | 292.130 |
| Total Receipts | \$829.799 | \$899.401 | \$887.694 | \$872.420 | \$887.824 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$616.183 | \$657.818 | \$655.560 | \$681.159 | \$718.835 |
| Overtime | 131.209 | 134.261 | 131.465 | 135.491 | 141.840 |
| Health and Welfare | 152.306 | 157.917 | 163.703 | 169.620 | 176.067 |
| OPEB Current Payments | 45.000 | 46.000 | 47.000 | 48.000 | 49.000 |
| Pension | 135.348 | 143.915 | 142.505 | 143.535 | 143.515 |
| Other Fringe Benefits | 153.581 | 160.931 | 159.749 | 165.632 | 174.495 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$1,233.628 | \$1,300.842 | \$1,299.982 | \$1,343.438 | \$1,403.752 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$96.015 | \$103.667 | \$99.665 | \$99.078 | \$97.372 |
| Fuel | 34.133 | 33.996 | 29.832 | 27.667 | 28.236 |
| Insurance | 36.019 | 27.267 | 32.378 | 39.542 | 46.048 |
| Claims | 1.146 | 1.146 | 1.146 | 1.146 | 1.146 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 147.655 | 189.341 | 170.962 | 148.836 | 143.241 |
| Professional Services Contracts | 83.346 | 93.797 | 62.546 | 52.353 | 52.090 |
| Materials and Supplies | 121.049 | 149.695 | 171.914 | 189.943 | 187.950 |
| Other Business Expenses | 51.978 | 54.289 | 58.869 | 65.228 | 72.979 |
| Total Non-Labor Expenditures | \$571.342 | \$653.198 | \$627.311 | \$623.792 | \$629.062 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Cash Timing and Availability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$1,804.970 | \$1,954.040 | \$1,927.292 | \$1,967.230 | \$2,032.813 |
| Net Cash Balance | (\$975.171) | (\$1,054.639) | (\$1,039.598) | (\$1,094.810) | (\$1,144.989) |
| Subsidies | | | | | |
| MTA | \$720.748 | \$787.675 | \$757.850 | \$798.583 | \$840.426 |
| CDOT | <u>254.423</u> | <u>266.964</u> | <u>281.749</u> | <u>296.226</u> | <u>304.564</u> |
| Total Subsidies | \$975.171 | \$1,054.639 | \$1,039.598 | \$1,094.810 | \$1,144.989 |

MTA METRO-NORTH RAILROAD
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | (\$11.958) | (\$15.397) | (\$16.199) | (\$16.646) | (\$17.084) |
| Other Operating Revenue | (467.357) | 6.711 | 35.174 | 35.819 | 37.197 |
| MNR - MTA | (10.000) | 0.000 | 0.000 | 0.000 | 0.000 |
| MNR - CDOT | \$0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MNR - Other | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Capital and Other Reimbursements | (\$10.000) | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Receipts | (\$489.315) | (\$8.686) | \$18.975 | \$19.172 | \$20.114 |
| Expenditures | | | | | |
| Labor: | | | | | |
| Payroll | (\$9.895) | (\$14.063) | \$10.863 | \$8.428 | (\$5.073) |
| Overtime | (2.491) | (5.118) | 0.966 | 0.634 | (1.894) |
| Health and Welfare | (13.558) | (11.372) | (11.370) | (11.503) | (11.666) |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 3.371 | (0.183) | (0.080) | (0.070) | (0.072) |
| Other Fringe Benefits | 1.239 | (0.583) | 5.663 | 5.060 | 1.703 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | (0.480) | (0.484) | (0.276) | (0.242) | (0.256) |
| Total Labor Expenditures | (\$21.813) | (\$31.803) | \$5.765 | \$2.307 | (\$17.258) |
| Non-Labor: | | | | | |
| Electric Power | (\$3.028) | (2.659) | (\$2.375) | (\$2.368) | (\$0.566) |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (15.332) | (1.358) | (1.684) | (3.196) | (2.498) |
| Claims | (0.146) | (0.146) | (0.146) | (0.146) | (0.146) |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | (15.701) | (41.085) | (20.848) | (7.608) | (6.198) |
| Professional Services Contracts | (27.678) | (9.440) | (2.657) | (4.716) | (4.716) |
| Materials and Supplies | 17.349 | (15.393) | (15.103) | (10.759) | (3.087) |
| Other Business Expenses | (27.419) | (31.926) | (36.787) | (43.458) | (51.323) |
| Total Non-Labor Expenditures | (\$71.955) | (\$102.008) | (\$79.600) | (\$72.251) | (\$68.534) |
| Other Expenditure Adjustments: | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | (\$93.767) | (\$133.811) | (\$73.835) | (\$69.944) | (\$85.791) |
| Total Cash Conversion Adjustments before Depreciation | (\$583.083) | (\$142.496) | (\$54.860) | (\$50.772) | (\$65.678) |
| Depreciation | \$301.941 | \$298.566 | \$297.429 | \$298.709 | \$300.789 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 2.380 | 11.610 | (13.080) | 6.190 | (11.690) |
| GASB 75 OPEB Expense Adjustment | 70.202 | 69.844 | 72.135 | 74.581 | 77.217 |
| GASB 87 Lease Adjustment | 2.032 | 2.032 | 2.032 | 2.032 | 2.032 |
| Environmental Remediation | 4.000 | 4.000 | 4.000 | 4.000 | 4.000 |
| Total Cash Conversion Adjustments | (\$202.529) | \$243.555 | \$307.656 | \$334.740 | \$306.669 |

MTA METRO-NORTH RAILROAD
February Financial Plan 2023 - 2026
Ridership (Utilization) and Revenue
(in millions)

| | Final Estimate | Adopted Budget | | | |
|--|-------------------|-------------------|------|------|------|
| | 2022 | 2023 | 2024 | 2025 | 2026 |

RIDERSHIP

| | | | | | |
|---------------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <i>Harlem Line Ridership - Commutation</i> | 6.321 | 7.621 | 11.457 | 11.592 | 11.748 |
| <i>Harlem Line Ridership - Non-Commutation</i> | <u>8.469</u> | <u>9.825</u> | <u>7.589</u> | <u>7.678</u> | <u>7.782</u> |
| Total Harlem Line | 14.790 | 17.446 | 19.046 | 19.270 | 19.530 |
| | | | | | |
| <i>Hudson Line Ridership - Commutation</i> | 3.376 | 3.912 | 6.548 | 6.636 | 6.738 |
| <i>Hudson Line Ridership - Non-Commutation</i> | <u>6.182</u> | <u>7.104</u> | <u>5.504</u> | <u>5.578</u> | <u>5.664</u> |
| Total Hudson Line | 9.558 | 11.016 | 12.052 | 12.214 | 12.402 |
| | | | | | |
| <i>New Haven Line Ridership - Commutation</i> | 7.883 | 9.290 | 14.981 | 15.177 | 15.396 |
| <i>New Haven Line Ridership - Non-Commutation</i> | <u>13.993</u> | <u>15.989</u> | <u>12.662</u> | <u>12.828</u> | <u>13.013</u> |
| Total New Haven Line | 21.876 | 25.279 | 27.643 | 28.006 | 28.409 |
| | | | | | |
| Total Commutation Ridership | 17.580 | 20.823 | 32.985 | 33.405 | 33.882 |
| Total Non-Commutation Ridership | <u>28.644</u> | <u>32.918</u> | <u>25.755</u> | <u>26.085</u> | <u>26.459</u> |
| Total East of Hudson Ridership | 46.224 | 53.741 | 58.741 | 59.490 | 60.340 |
| | | | | | |
| West of Hudson Ridership | 0.762 | 1.033 | 1.130 | 1.151 | 1.168 |
| | | | | | |
| Total Ridership | 46.986 | 54.774 | 59.871 | 60.641 | 61.509 |

FAREBOX REVENUE

| | | | | | |
|-------------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| <i>Harlem Line - Commutation Revenue</i> | 42.142 | 51.243 | 71.916 | 72.762 | 73.743 |
| <i>Harlem Line - Non-Commutation Revenue</i> | <u>79.083</u> | <u>93.594</u> | <u>72.485</u> | <u>73.337</u> | <u>74.325</u> |
| Total Harlem Line Revenue | \$121.225 | \$144.837 | \$144.401 | \$146.100 | \$148.067 |
| | | | | | |
| <i>Hudson Line - Commutation Revenue</i> | 27.245 | 31.503 | 49.976 | 50.651 | 51.427 |
| <i>Hudson Line - Non-Commutation Revenue</i> | <u>70.903</u> | <u>82.724</u> | <u>64.686</u> | <u>65.557</u> | <u>66.560</u> |
| Total Hudson Line Revenue | \$98.148 | \$114.227 | \$114.662 | \$116.208 | \$117.987 |
| | | | | | |
| <i>New Haven Line - Commutation Revenue</i> | 55.423 | 65.956 | 97.087 | 98.362 | 99.778 |
| <i>New Haven Line - Non-Commutation Revenue</i> | <u>148.591</u> | <u>173.135</u> | <u>137.266</u> | <u>139.068</u> | <u>141.069</u> |
| Total New Haven Line Revenue | \$204.014 | \$239.091 | \$234.353 | \$237.430 | \$240.847 |
| | | | | | |
| Total Commutation Revenue | \$124.810 | \$148.702 | \$218.980 | \$221.775 | \$224.948 |
| Total Non-Commutation Revenue | <u>298.577</u> | <u>349.452</u> | <u>274.436</u> | <u>277.962</u> | <u>281.954</u> |
| Total East of Hudson Revenue | \$423.387 | \$498.154 | \$493.416 | \$499.737 | \$506.902 |
| | | | | | |
| West of Hudson Revenue | \$7.511 | \$10.217 | \$10.052 | \$10.231 | \$10.385 |
| | | | | | |
| Total Farebox Revenue | \$430.898 | \$508.372 | \$503.468 | \$509.968 | \$517.287 |

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

MTA METRO-NORTH RAILROAD
February Financial Plan 2023 - 2026
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

| FUNCTION/DEPARTMENT | 2022 Final Estimate | 2023 Adopted Budget | 2024 | 2025 | 2026 |
|--------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| President | 4 | 4 | 4 | 4 | 4 |
| Labor Relations | 10 | 10 | 10 | 10 | 10 |
| Safety | 90 | 92 | 92 | 92 | 92 |
| Security | 23 | 23 | 23 | 23 | 23 |
| VP Ops Support and Org Res | 28 | 28 | 28 | 28 | 28 |
| Corporate & Public Affairs | 12 | 12 | 12 | 12 | 12 |
| Customer Service | 54 | 54 | 54 | 54 | 54 |
| Legal | 9 | 9 | 9 | 9 | 9 |
| Claims | 5 | 5 | 5 | 5 | 5 |
| VP Human Resources | 35 | 35 | 35 | 35 | 35 |
| Training | 97 | 97 | 97 | 97 | 97 |
| Employee Relations & Diversity | 4 | 4 | 4 | 4 | 4 |
| Capital Planning & Programming | 10 | 10 | 10 | 10 | 10 |
| Long Range Planning | 4 | 4 | 4 | 4 | 4 |
| Controller | 55 | 55 | 55 | 55 | 55 |
| Budget | 15 | 15 | 15 | 15 | 15 |
| Procurement & Material Management | 16 | 16 | 16 | 16 | 16 |
| Rolling Stock Delivery & Integration | 7 | 9 | 9 | 9 | 9 |
| Total Administration | 478 | 482 | 482 | 482 | 482 |
| Operations | | | | | |
| Operations Support | 55 | 59 | 63 | 63 | 63 |
| Enterprise Asset Management | 21 | 21 | 21 | 21 | 21 |
| Transportation | 1,773 | 1,800 | 1,800 | 1,800 | 1,798 |
| Customer Service | 409 | 409 | 409 | 409 | 409 |
| Metro-North West | 34 | 34 | 34 | 34 | 34 |
| Corporate | (28) | (28) | (28) | (28) | (28) |
| Total Operations | 2,264 | 2,295 | 2,299 | 2,299 | 2,297 |
| Maintenance | | | | | |
| Maintenance of Equipment | 1,758 | 1,758 | 1,758 | 1,758 | 1,758 |
| Maintenance of Way | 2,364 | 2,393 | 2,393 | 2,393 | 2,393 |
| Procurement & Material Management | 117 | 117 | 117 | 117 | 117 |
| Total Maintenance | 4,239 | 4,268 | 4,268 | 4,268 | 4,268 |
| Engineering/Capital | | | | | |
| Construction Management | 29 | 29 | 29 | 29 | 29 |
| Engineering & Design | 70 | 70 | 70 | 70 | 70 |
| Total Engineering/Capital | 99 | 99 | 99 | 99 | 99 |
| Total Positions | 7,080 | 7,144 | 7,148 | 7,148 | 7,146 |
| <i>Non-Reimbursable</i> | 6,518 | 6,343 | 6,357 | 6,335 | 6,356 |
| <i>Reimbursable</i> | 562 | 801 | 791 | 813 | 790 |
| <i>Total Full-Time</i> | 7,079 | 7,143 | 7,147 | 7,147 | 7,145 |
| <i>Total Full-Time-Equivalents</i> | 1 | 1 | 1 | 1 | 1 |

MTA METRO-NORTH RAILROAD
February Financial Plan 2023 - 2026
Total Positions
By Function and Occupational Group

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| FUNCTION / OCCUPATIONAL GROUP | | | | | |
| Administration | | | | | |
| Managers/Supervisors | 164 | 165 | 165 | 165 | 165 |
| Professional/Technical/Clerical | 314 | 317 | 317 | 317 | 317 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 478 | 482 | 482 | 482 | 482 |
| Operations | | | | | |
| Managers/Supervisors | 272 | 283 | 284 | 284 | 283 |
| Professional/Technical/Clerical | 247 | 253 | 256 | 256 | 255 |
| Operational Hourlies | 1,745 | 1,759 | 1,759 | 1,759 | 1,759 |
| Total Operations Headcount | 2,264 | 2,295 | 2,299 | 2,299 | 2,297 |
| Maintenance | | | | | |
| Managers/Supervisors | 730 | 734 | 734 | 734 | 734 |
| Professional/Technical/Clerical | 574 | 576 | 576 | 576 | 576 |
| Operational Hourlies | 2,935 | 2,958 | 2,958 | 2,958 | 2,958 |
| Total Maintenance Headcount | 4,239 | 4,268 | 4,268 | 4,268 | 4,268 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 46 | 46 | 46 | 46 | 46 |
| Professional/Technical/Clerical | 53 | 53 | 53 | 53 | 53 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 99 | 99 | 99 | 99 | 99 |
| Public Safety | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | |
| Managers/Supervisors | 1,212 | 1,228 | 1,229 | 1,229 | 1,228 |
| Professional, Technical, Clerical | 1,188 | 1,199 | 1,202 | 1,202 | 1,201 |
| Operational Hourlies | 4,680 | 4,717 | 4,717 | 4,717 | 4,717 |
| Total Positions | 7,080 | 7,144 | 7,148 | 7,148 | 7,146 |

MTA METRO-NORTH RAILROAD
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|--------------------|--------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------------|--------------------|--------------------|----------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$37,414 | \$34,220 | \$39,219 | \$42,288 | \$43,147 | \$42,432 | \$44,390 | \$43,464 | \$42,809 | \$48,483 | \$44,467 | \$46,038 | \$508,372 |
| Other Operating Revenue | 3,273 | 3,273 | 31,082 | 3,282 | 3,282 | 3,282 | 3,292 | 3,292 | 3,292 | 3,305 | 3,305 | 3,305 | 67,263 |
| Total Revenues | \$40,687 | \$37,492 | \$70,302 | \$45,570 | \$46,428 | \$45,713 | \$47,682 | \$46,757 | \$46,102 | \$51,788 | \$47,771 | \$49,342 | \$575,635 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$49,176 | \$43,685 | \$49,176 | \$44,180 | \$49,771 | \$47,477 | \$47,438 | \$50,360 | \$47,044 | \$47,952 | \$49,667 | \$51,550 | \$577,475 |
| Overtime | 7,031 | 8,361 | 7,049 | 7,351 | 7,680 | 7,575 | 9,079 | 7,713 | 8,835 | 7,920 | 8,642 | 7,702 | 94,939 |
| Health and Welfare | 10,295 | 9,121 | 10,415 | 8,988 | 10,631 | 10,026 | 10,131 | 10,778 | 10,140 | 10,211 | 10,746 | 11,096 | 122,575 |
| OPEB Current Payments | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 46,000 |
| Pension | 10,528 | 9,551 | 10,550 | 9,544 | 10,771 | 10,262 | 10,463 | 10,905 | 10,322 | 10,413 | 10,863 | 11,083 | 125,254 |
| Other Fringe Benefits | 11,925 | 11,265 | 11,930 | 10,937 | 12,123 | 11,652 | 11,829 | 12,245 | 11,745 | 11,793 | 12,235 | 12,512 | 142,192 |
| Reimbursable Overhead | (6,340) | (5,767) | (7,608) | (7,522) | (8,686) | (8,483) | (7,387) | (8,209) | (7,782) | (8,221) | (7,228) | (5,476) | (88,707) |
| Total Labor Expenses | \$86,449 | \$80,048 | \$85,345 | \$77,312 | \$86,123 | \$82,344 | \$85,385 | \$87,625 | \$84,138 | \$83,900 | \$88,759 | \$92,300 | \$1,019,728 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$8,772 | \$10,509 | \$8,436 | \$8,161 | \$7,287 | \$8,482 | \$8,075 | \$8,445 | \$8,735 | \$7,492 | \$8,081 | \$8,532 | \$101,008 |
| Fuel | 3,328 | 3,030 | 3,099 | 2,405 | 3,028 | 2,871 | 2,712 | 2,867 | 2,820 | 2,711 | 2,654 | 2,472 | 33,996 |
| Insurance | 1,842 | 1,842 | 1,913 | 1,920 | 2,018 | 2,018 | 2,019 | 2,046 | 2,019 | 2,019 | 2,182 | 2,184 | 24,023 |
| Claims | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | (0,050) | 1,000 |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Maintenance and Other Operating Contracts | 10,489 | 10,479 | 11,074 | 10,962 | 10,932 | 10,981 | 10,768 | 10,807 | 10,936 | 10,810 | 11,195 | 9,439 | 128,872 |
| Professional Services Contracts | 3,364 | 3,125 | 3,362 | 4,019 | 3,978 | 4,304 | 3,927 | 3,828 | 3,816 | 3,960 | 3,971 | 4,381 | 46,035 |
| Materials and Supplies | 8,804 | 8,796 | 8,957 | 9,177 | 9,327 | 9,208 | 9,399 | 9,448 | 9,472 | 9,362 | 9,447 | 9,356 | 110,752 |
| Other Business Expenses | 1,741 | 1,693 | 1,802 | 1,842 | 1,848 | 1,124 | 1,943 | 1,999 | 1,926 | 2,395 | 2,008 | 2,043 | 22,363 |
| Total Non-Labor Expenses | \$38,437 | \$39,568 | \$38,739 | \$38,581 | \$38,514 | \$39,085 | \$38,938 | \$39,536 | \$39,819 | \$38,844 | \$39,633 | \$38,356 | \$468,050 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| Total Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| Total Expenses | \$124,885 | \$119,616 | \$124,084 | \$115,893 | \$124,637 | \$121,429 | \$124,323 | \$127,161 | \$123,956 | \$122,745 | \$128,393 | \$130,657 | \$1,487,778 |
| Depreciation | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$24,572 | \$24,572 | \$24,572 | \$24,719 | \$24,719 | \$24,719 | \$298,566 |
| OPEB Liability Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| GASB 68 Pension Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 11,610 | 11,610 |
| GASB 75 OPEB Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 69,844 | 69,844 |
| GASB 87 Lease Adjustment | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 2,032 |
| Environmental Remediation | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 4,000 |
| Total Expenses After Non-Cash Liability Adjs. | \$150,503 | \$145,234 | \$149,702 | \$141,511 | \$150,255 | \$147,047 | \$149,398 | \$152,236 | \$149,031 | \$147,966 | \$153,614 | \$237,332 | \$1,873,829 |
| Net Surplus/(Deficit) | (\$109,816) | (\$107,742) | (\$79,400) | (\$95,941) | (\$103,827) | (\$101,333) | (\$101,716) | (\$105,479) | (\$102,930) | (\$96,178) | (\$105,843) | (\$187,990) | (\$1,298,194) |
| Cash Conversion Adjustments: | | | | | | | | | | | | | |
| Depreciation | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$24,572 | \$24,572 | \$24,572 | \$24,719 | \$24,719 | \$24,719 | \$298,566 |
| Operating/Capital | (4,200) | (1,826) | (5,726) | (1,888) | (0,739) | (14,128) | (0,686) | (1,057) | (10,302) | (1,158) | (1,269) | (31,716) | (74,696) |
| Other Cash Adjustments | 14,034 | 5,935 | (28,967) | 3,734 | 18,416 | (20,790) | 7,993 | (0,143) | 8,905 | 11,469 | (6,786) | 5,884 | 19,685 |
| Total Cash Conversion Adjustments | \$34,950 | \$29,224 | (\$9,578) | \$26,961 | \$42,792 | (\$9,802) | \$31,879 | \$23,373 | \$23,175 | \$35,030 | \$16,664 | (\$1,113) | \$243,555 |
| Net Cash Surplus/(Deficit) | (\$74,867) | (\$78,518) | (\$88,977) | (\$68,980) | (\$61,034) | (\$111,135) | (\$69,836) | (\$82,107) | (\$79,755) | (\$61,148) | (\$89,179) | (\$189,103) | (\$1,054,639) |

-- Differences are due to rounding

MTA METRO-NORTH RAILROAD
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| MNR - MTA | 13.695 | 12.593 | 18.388 | 14.959 | 16.753 | 19.727 | 14.632 | 16.153 | 15.677 | 16.155 | 14.499 | 14.409 | 187.640 |
| MNR - CDOT | 8.828 | 8.183 | 14.983 | 12.704 | 13.155 | 13.414 | 10.753 | 14.863 | 9.474 | 9.467 | 9.326 | 6.805 | 131.955 |
| MNR - Other | 0.864 | 0.854 | 1.408 | 1.069 | 1.260 | 1.205 | 0.993 | 1.057 | 1.155 | 1.177 | 1.042 | 0.773 | 12.857 |
| Capital and Other Reimbursements | 23.387 | 21.630 | 34.780 | 28.732 | 31.169 | 34.345 | 26.377 | 32.073 | 26.306 | 26.799 | 24.868 | 21.987 | 332.452 |
| Total Revenues | \$23.387 | \$21.630 | \$34.780 | \$28.732 | \$31.169 | \$34.345 | \$26.377 | \$32.073 | \$26.306 | \$26.799 | \$24.868 | \$21.987 | \$332.452 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$5,014 | \$4,497 | \$5,729 | \$5,489 | \$6,301 | \$6,159 | \$5,421 | \$6,122 | \$5,721 | \$6,215 | \$5,401 | \$4,212 | \$66,280 |
| Overtime | 2,431 | 2,297 | 2,821 | 2,741 | 3,225 | 3,075 | 3,005 | 3,244 | 3,093 | 3,134 | 2,860 | 2,279 | 34,204 |
| Health and Welfare | 1,795 | 1,627 | 2,053 | 1,974 | 2,278 | 2,219 | 1,987 | 2,221 | 2,086 | 2,236 | 1,961 | 1,533 | 23,970 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 1,383 | 1,261 | 1,586 | 1,512 | 1,748 | 1,698 | 1,534 | 1,714 | 1,609 | 1,718 | 1,516 | 1,200 | 18,479 |
| Other Fringe Benefits | 1,351 | 1,225 | 1,549 | 1,494 | 1,725 | 1,676 | 1,514 | 1,689 | 1,587 | 1,694 | 1,489 | 1,163 | 18,156 |
| Reimbursable Overhead | 6,294 | 5,722 | 7,553 | 7,482 | 8,641 | 8,439 | 7,347 | 8,165 | 7,747 | 8,187 | 7,196 | 5,451 | 88,223 |
| Total Labor Expenses | \$18,269 | \$16,629 | \$21,289 | \$20,692 | \$23,918 | \$23,265 | \$20,807 | \$23,155 | \$21,844 | \$23,184 | \$20,422 | \$15,839 | \$249,312 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.145 | 0.130 | 0.165 | 0.157 | 0.184 | 0.183 | 0.158 | 0.176 | 0.158 | 0.170 | 0.148 | 0.112 | 1,885 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 1,188 | 1,188 | 1,469 | 1,199 | 1,251 | 2,468 | 1,251 | 1,262 | 1,532 | 1,262 | 1,251 | 4,064 | 19,384 |
| Professional Services Contracts | 2,950 | 2,950 | 6,572 | 5,528 | 3,573 | 3,802 | 2,987 | 5,177 | 1,593 | 1,052 | 1,070 | 1,067 | 38,322 |
| Materials and Supplies | 0,835 | 0,733 | 5,285 | 1,157 | 2,243 | 4,626 | 1,175 | 2,303 | 1,180 | 1,131 | 1,977 | 0,905 | 23,549 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$5,118 | \$5,001 | \$13,490 | \$8,041 | \$7,251 | \$11,080 | \$5,571 | \$8,918 | \$4,462 | \$3,615 | \$4,446 | \$6,148 | \$83,140 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$23.387 | \$21.630 | \$34.780 | \$28.732 | \$31.169 | \$34.345 | \$26.377 | \$32.073 | \$26.306 | \$26.799 | \$24.868 | \$21.987 | \$332.452 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-84

MTA METRO-NORTH RAILROAD
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|--------------------|--------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------------|--------------------|--------------------|----------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$37,414 | \$34,220 | \$39,219 | \$42,288 | \$43,147 | \$42,432 | \$44,390 | \$43,464 | \$42,809 | \$48,483 | \$44,467 | \$46,038 | \$508,372 |
| Other Operating Revenue | 3,273 | 3,273 | 31,082 | 3,282 | 3,282 | 3,282 | 3,292 | 3,292 | 3,292 | 3,305 | 3,305 | 3,305 | 67,263 |
| MNR - MTA | 13,695 | 12,593 | 18,388 | 14,959 | 16,753 | 19,727 | 14,632 | 16,153 | 15,677 | 16,155 | 14,499 | 14,409 | 187,640 |
| MNR - CDOT | 8,828 | 8,183 | 14,983 | 12,704 | 13,155 | 13,414 | 10,753 | 14,863 | 9,474 | 9,467 | 9,326 | 6,805 | 131,955 |
| MNR - Other | 0,864 | 0,854 | 1,408 | 1,069 | 1,260 | 1,205 | 0,993 | 1,057 | 1,155 | 1,177 | 1,042 | 0,773 | 12,857 |
| Capital and Other Reimbursements | 23,387 | 21,630 | 34,780 | 28,732 | 31,169 | 34,345 | 26,377 | 32,073 | 26,306 | 26,799 | 24,868 | 21,987 | 332,452 |
| Total Revenues | \$64,074 | \$59,122 | \$105,081 | \$74,302 | \$77,597 | \$80,058 | \$74,060 | \$78,830 | \$72,407 | \$78,587 | \$72,639 | \$71,329 | \$908,087 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$54,190 | \$48,181 | \$54,904 | \$49,669 | \$56,072 | \$53,636 | \$52,859 | \$56,482 | \$52,764 | \$54,166 | \$55,068 | \$55,762 | \$643,756 |
| Overtime | 9,463 | 10,657 | 9,869 | 10,092 | 10,905 | 10,650 | 12,084 | 10,958 | 11,928 | 11,053 | 11,502 | 9,982 | 129,143 |
| Health and Welfare | 12,090 | 10,748 | 12,468 | 10,962 | 12,909 | 12,244 | 12,117 | 12,998 | 12,226 | 12,447 | 12,707 | 12,629 | 146,545 |
| OPEB Current Payments | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 3,833 | 46,000 |
| Pension | 11,911 | 10,812 | 12,136 | 11,056 | 12,518 | 11,961 | 11,997 | 12,619 | 11,931 | 12,131 | 12,379 | 12,282 | 143,732 |
| Other Fringe Benefits | 13,276 | 12,490 | 13,479 | 12,431 | 13,848 | 13,328 | 13,342 | 13,934 | 13,332 | 13,488 | 13,724 | 13,675 | 160,348 |
| Reimbursable Overhead | (0,045) | (0,046) | (0,055) | (0,040) | (0,044) | (0,044) | (0,040) | (0,044) | (0,035) | (0,034) | (0,032) | (0,025) | (0,484) |
| Total Labor Expenses | \$104,718 | \$96,676 | \$106,634 | \$98,003 | \$110,041 | \$105,608 | \$106,192 | \$110,780 | \$105,981 | \$107,085 | \$109,181 | \$108,139 | \$1,269,040 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$8,772 | \$10,509 | \$8,436 | \$8,161 | \$7,287 | \$8,482 | \$8,075 | \$8,445 | \$8,735 | \$7,492 | \$8,081 | \$8,532 | \$101,008 |
| Fuel | 3,328 | 3,030 | 3,099 | 2,405 | 3,028 | 2,871 | 2,712 | 2,867 | 2,820 | 2,711 | 2,654 | 2,472 | 33,996 |
| Insurance | 1,987 | 1,972 | 2,078 | 2,077 | 2,202 | 2,201 | 2,177 | 2,222 | 2,177 | 2,189 | 2,331 | 2,296 | 25,908 |
| Claims | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | 0,096 | (0,050) | 1,000 |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Maintenance and Other Operating Contracts | 11,678 | 11,667 | 12,543 | 12,162 | 12,182 | 13,450 | 12,019 | 12,069 | 12,467 | 12,072 | 12,446 | 13,503 | 148,257 |
| Professional Services Contracts | 6,314 | 6,075 | 9,934 | 9,546 | 7,552 | 8,107 | 6,914 | 9,005 | 5,409 | 5,013 | 5,041 | 5,448 | 84,357 |
| Materials and Supplies | 9,639 | 9,528 | 14,241 | 10,334 | 11,570 | 13,835 | 10,574 | 11,751 | 10,652 | 10,493 | 11,424 | 10,262 | 134,301 |
| Other Business Expenses | 1,741 | 1,693 | 1,802 | 1,842 | 1,848 | 1,124 | 1,943 | 1,999 | 1,926 | 2,395 | 2,008 | 2,043 | 22,363 |
| Total Non-Labor Expenses | \$43,554 | \$44,570 | \$52,229 | \$46,622 | \$45,764 | \$50,165 | \$44,508 | \$48,454 | \$44,281 | \$42,459 | \$44,079 | \$44,504 | \$551,190 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| Total Other Expense Adjustments | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| Total Expenses | \$148,272 | \$141,246 | \$158,863 | \$144,625 | \$155,805 | \$155,774 | \$150,700 | \$159,234 | \$150,262 | \$149,543 | \$153,261 | \$152,644 | \$1,820,230 |
| Depreciation | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$24,572 | \$24,572 | \$24,572 | \$24,719 | \$24,719 | \$24,719 | \$298,566 |
| OPEB Liability Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| GASB 68 Pension Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 11,610 | 11,610 |
| GASB 75 OPEB Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 69,844 | 69,844 |
| GASB 87 Lease Adjustment | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 0,169 | 2,032 |
| Environmental Remediation | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 0,333 | 4,000 |
| Total Expenses After Non-Cash Liability Adjs. | \$173,890 | \$166,864 | \$184,481 | \$170,243 | \$181,423 | \$181,391 | \$175,776 | \$184,309 | \$175,337 | \$174,765 | \$178,482 | \$259,319 | \$2,206,281 |
| Net Surplus/(Deficit) | (\$109,816) | (\$107,742) | (\$79,400) | (\$95,941) | (\$103,827) | (\$101,333) | (\$101,716) | (\$105,479) | (\$102,930) | (\$96,178) | (\$105,843) | (\$187,990) | (\$1,298,194) |
| Cash Conversion Adjustments: | | | | | | | | | | | | | |
| Depreciation | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$25,115 | \$24,572 | \$24,572 | \$24,572 | \$24,719 | \$24,719 | \$24,719 | \$298,566 |
| Operating/Capital | (4,200) | (1,826) | (5,726) | (1,888) | (0,739) | (14,128) | (0,686) | (1,057) | (10,302) | (1,158) | (1,269) | (31,716) | (74,696) |
| Other Cash Adjustments | 14,034 | 5,935 | (28,967) | 3,734 | 18,416 | (20,790) | 7,993 | (0,143) | 8,905 | 11,469 | (6,786) | 5,884 | 19,685 |
| Total Cash Conversion Adjustments | \$34,950 | \$29,224 | (\$9,578) | \$26,961 | \$42,792 | (\$9,802) | \$31,879 | \$23,373 | \$23,175 | \$35,030 | \$16,664 | (\$1,113) | \$243,555 |
| Net Cash Surplus/(Deficit) | (\$74,867) | (\$78,518) | (\$88,977) | (\$68,980) | (\$61,034) | (\$111,135) | (\$69,836) | (\$82,107) | (\$79,755) | (\$61,148) | (\$89,179) | (\$189,103) | (\$1,054,639) |

-- Differences are due to rounding

MTA METRO-NORTH RAILROAD
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|----------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$36.320 | \$33.223 | \$38.062 | \$41.015 | \$41.824 | \$41.115 | \$42.975 | \$42.076 | \$41.476 | \$47.137 | \$43.119 | \$44.633 | \$492.974 |
| Other Operating Revenue | 5.821 | 5.821 | 6.578 | 5.821 | 5.821 | 7.515 | 5.821 | 5.821 | 6.637 | 5.821 | 5.821 | 6.674 | 73.974 |
| MNR - MTA | 13.695 | 12.593 | 18.388 | 14.959 | 16.753 | 19.727 | 14.632 | 16.153 | 15.677 | 16.155 | 14.499 | 14.409 | 187.640 |
| MNR - CDOT | 8.828 | 8.183 | 14.983 | 12.704 | 13.155 | 13.414 | 10.753 | 14.863 | 9.474 | 9.467 | 9.326 | 6.805 | 131.955 |
| MNR - Other | 0.864 | 0.854 | 1.408 | 1.069 | 1.260 | 1.205 | 0.993 | 1.057 | 1.155 | 1.177 | 1.042 | 0.773 | 12.857 |
| Capital and Other Reimbursements | 23.387 | 21.630 | 34.780 | 28.732 | 31.169 | 34.345 | 26.377 | 32.073 | 26.306 | 26.799 | 24.868 | 21.987 | 332.452 |
| Total Receipts | \$65.528 | \$60.675 | \$79.420 | \$75.568 | \$78.814 | \$82.974 | \$75.174 | \$79.970 | \$74.419 | \$79.757 | \$73.809 | \$73.294 | \$899.401 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$48.842 | \$48.120 | \$59.279 | \$49.320 | \$48.291 | \$60.549 | \$49.914 | \$60.942 | \$49.826 | \$48.812 | \$62.133 | \$71.791 | \$657.818 |
| Overtime | 8.615 | 10.663 | 10.668 | 10.096 | 9.494 | 12.110 | 11.514 | 11.918 | 11.359 | 10.054 | 13.108 | 14.662 | 134.261 |
| Health and Welfare | 13.038 | 11.609 | 13.428 | 11.841 | 13.902 | 13.194 | 13.065 | 13.993 | 13.167 | 13.402 | 13.679 | 13.599 | 157.917 |
| OPEB Current Payments | 3.833 | 3.833 | 3.833 | 3.833 | 3.833 | 3.833 | 3.833 | 3.833 | 3.833 | 3.833 | 3.833 | 3.833 | 46.000 |
| Pension | 11.993 | 11.993 | 11.993 | 11.993 | 11.993 | 11.993 | 11.993 | 11.993 | 11.993 | 11.993 | 11.993 | 11.993 | 143.915 |
| Other Fringe Benefits | 11.748 | 11.893 | 14.310 | 12.102 | 11.709 | 14.824 | 12.369 | 14.824 | 12.362 | 11.930 | 15.288 | 17.573 | 160.931 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$98.070 | \$98.110 | \$113.511 | \$99.186 | \$99.222 | \$116.504 | \$102.687 | \$117.502 | \$102.540 | \$100.024 | \$120.034 | \$133.452 | \$1,300.842 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$9.001 | \$10.738 | \$8.666 | \$8.391 | \$7.516 | \$8.712 | \$8.304 | \$8.675 | \$8.964 | \$7.690 | \$8.279 | \$8.731 | \$103.667 |
| Fuel | 3.328 | 3.030 | 3.099 | 2.405 | 3.028 | 2.871 | 2.712 | 2.867 | 2.820 | 2.711 | 2.654 | 2.472 | 33.996 |
| Insurance | 0.000 | 0.000 | 0.172 | 2.540 | 0.000 | 1.471 | 3.048 | 1.024 | 0.497 | 3.162 | 3.629 | 11.724 | 27.267 |
| Claims | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 1.146 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 9.051 | 9.478 | 14.341 | 9.425 | 9.446 | 29.828 | 9.255 | 9.036 | 20.075 | 9.776 | 10.131 | 49.498 | 189.341 |
| Professional Services Contracts | 5.178 | 4.723 | 8.583 | 8.410 | 5.652 | 10.693 | 5.014 | 7.321 | 3.597 | 3.114 | 3.290 | 28.222 | 93.797 |
| Materials and Supplies | 11.182 | 8.478 | 15.354 | 9.685 | 10.519 | 19.225 | 9.524 | 11.103 | 11.179 | 9.442 | 10.374 | 23.628 | 149.695 |
| Other Business Expenses | 4.489 | 4.539 | 4.576 | 4.411 | 4.368 | 4.709 | 4.370 | 4.453 | 4.407 | 4.890 | 4.503 | 4.575 | 54.289 |
| Total Non-Labor Expenditures | \$42.325 | \$41.082 | \$54.886 | \$45.362 | \$40.626 | \$77.605 | \$42.323 | \$44.574 | \$51.634 | \$40.881 | \$42.954 | \$128.945 | \$653.198 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Cash Timing Adjustments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$140.395 | \$139.193 | \$168.397 | \$144.548 | \$139.848 | \$194.110 | \$145.010 | \$162.077 | \$154.174 | \$140.905 | \$162.988 | \$262.397 | \$1,954.040 |
| Net Cash Balance | (\$74.867) | (\$78.518) | (\$88.977) | (\$68.980) | (\$61.034) | (\$111.135) | (\$69.836) | (\$82.107) | (\$79.755) | (\$61.148) | (\$89.179) | (\$189.103) | (\$1,054.639) |
| Subsidies | | | | | | | | | | | | | |
| MTA Subsidy | \$51.703 | \$55.004 | \$64.638 | \$49.328 | \$39.351 | \$88.278 | \$48.641 | \$60.001 | \$56.562 | \$41.919 | \$67.208 | \$165.043 | \$787.675 |
| CDOT Subsidy | 23.164 | 23.513 | 24.339 | 19.652 | 21.683 | 22.857 | 21.196 | 22.105 | 23.193 | 19.229 | 21.972 | 24.060 | 266.964 |
| Total Subsidies | \$74.867 | \$78.518 | \$88.977 | \$68.980 | \$61.034 | \$111.135 | \$69.836 | \$82.107 | \$79.755 | \$61.148 | \$89.179 | \$189.103 | \$1,054.639 |

98-1A

MTA METRO-NORTH RAILROAD
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|-----------------|------------------|-------------------|------------------|-----------------|-------------------|-----------------|------------------|------------------|-----------------|-------------------|--------------------|--------------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | (\$1.095) | (\$0.996) | (\$1.157) | (\$1.273) | (\$1.323) | (\$1.317) | (\$1.415) | (\$1.389) | (\$1.334) | (\$1.347) | (\$1.347) | (\$1.405) | (\$15.397) |
| Other Operating Revenue | 2.549 | 2.549 | (24.504) | 2.540 | 2.540 | 4.233 | 2.529 | 2.529 | 3.345 | 2.517 | 2.517 | 3.370 | 6.711 |
| <i>MNR - MTA</i> | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| <i>MNR - CDOT</i> | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| <i>MNR - Other</i> | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$1.454 | \$1.553 | (\$25.662) | \$1.266 | \$1.217 | \$2.916 | \$1.114 | \$1.140 | \$2.011 | \$1.170 | \$1.169 | \$1.965 | (\$8.686) |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$5.348 | \$0.061 | (\$4.374) | \$0.349 | \$7.781 | (\$6.913) | \$2.945 | (\$4.460) | \$2.939 | \$5.354 | (\$7.064) | (\$16.029) | (\$14.063) |
| Overtime | 0.847 | (0.005) | (0.799) | (0.005) | 1.411 | (1.460) | 0.571 | (0.960) | 0.569 | 0.999 | (1.605) | (4.681) | (5.118) |
| Health and Welfare | (0.948) | (0.861) | (0.960) | (0.879) | (0.993) | (0.950) | (0.947) | (0.994) | (0.941) | (0.955) | (0.973) | (0.971) | (11.372) |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | (0.082) | (1.181) | 0.143 | (0.937) | 0.525 | (0.032) | 0.004 | 0.626 | (0.062) | 0.138 | 0.386 | 0.289 | (0.183) |
| Other Fringe Benefits | 1.528 | 0.598 | (0.831) | 0.330 | 2.139 | (1.496) | 0.973 | (0.890) | 0.970 | 1.558 | (1.564) | (3.897) | (0.583) |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | (0.045) | (0.046) | (0.055) | (0.040) | (0.044) | (0.044) | (0.040) | (0.044) | (0.035) | (0.034) | (0.032) | (0.025) | (0.484) |
| Total Labor Expenditures | \$6.648 | (\$1.434) | (\$6.877) | (\$1.182) | \$10.819 | (\$10.896) | \$3.505 | (\$6.722) | \$3.441 | \$7.060 | (\$10.852) | (\$25.313) | (\$31.803) |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | (\$0.229) | (\$0.229) | (\$0.229) | (\$0.229) | (\$0.229) | (\$0.229) | (\$0.229) | (\$0.229) | (\$0.229) | (\$0.198) | (\$0.198) | (\$0.198) | (\$2.659) |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 1.987 | 1.972 | 1.906 | (0.463) | 2.202 | 0.730 | (0.871) | 1.198 | 1.680 | (0.973) | (1.298) | (9.428) | (1.358) |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (0.146) | (0.146) |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 2.627 | 2.189 | (1.798) | 2.736 | 2.736 | (16.379) | 2.763 | 3.032 | (7.607) | 2.296 | 2.315 | (35.996) | (41.085) |
| Professional Services Contracts | 1.136 | 1.352 | 1.352 | 1.136 | 1.899 | (2.587) | 1.899 | 1.684 | 1.812 | 1.899 | 1.751 | (22.774) | (9.440) |
| Materials and Supplies | (1.543) | 1.050 | (1.113) | 0.648 | 1.050 | (5.391) | 1.050 | 0.648 | (0.528) | 1.050 | 1.050 | (13.366) | (15.393) |
| Other Business Expenses | (2.748) | (2.846) | (2.774) | (2.569) | (2.520) | (3.585) | (2.427) | (2.454) | (2.481) | (2.496) | (2.495) | (2.532) | (31.926) |
| Total Non-Labor Expenditures | \$1.230 | \$3.487 | (\$2.657) | \$1.260 | \$5.139 | (\$27.440) | \$2.185 | \$3.879 | (\$7.353) | \$1.578 | \$1.125 | (\$84.441) | (\$102.008) |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Cash Timing Adjustments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$7.878 | \$2.053 | (\$9.534) | \$0.077 | \$15.958 | (\$38.336) | \$5.690 | (\$2.843) | (\$3.912) | \$8.638 | (\$9.727) | (\$109.753) | (\$133.811) |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$9.332 | \$3.606 | (\$35.196) | \$1.344 | \$17.175 | (\$35.420) | \$6.804 | (\$1.702) | (\$1.901) | \$9.808 | (\$8.558) | (\$107.788) | (\$142.496) |
| Depreciation | \$25.115 | \$25.115 | \$25.115 | \$25.115 | \$25.115 | \$25.115 | \$24.572 | \$24.572 | \$24.572 | \$24.719 | \$24.719 | \$24.719 | \$298.566 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.610 | 11.610 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 69.844 | 69.844 |
| GASB 87 Lease Adjustment | 0.169 | 0.169 | 0.169 | 0.169 | 0.169 | 0.169 | 0.169 | 0.169 | 0.169 | 0.169 | 0.169 | 0.169 | 2.032 |
| Environmental Remediation | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 4.000 |
| Total Cash Conversion Adjustments | \$34.950 | \$29.224 | (\$9.578) | \$26.961 | \$42.792 | (\$9.802) | \$31.879 | \$23.373 | \$23.175 | \$35.030 | \$16.664 | (\$1.113) | \$243.555 |

VI-87

MTA METRO-NORTH RAILROAD
February Financial Plan - 2023 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| RIDERSHIP | | | | | | | | | | | | | |
| <i>Harlem Line Ridership - Commutation</i> | 0.570 | 0.518 | 0.590 | 0.639 | 0.641 | 0.620 | 0.654 | 0.631 | 0.645 | 0.745 | 0.672 | 0.695 | 7.621 |
| <i>Harlem Line Ridership - Non-Commutation</i> | <u>0.727</u> | <u>0.668</u> | <u>0.768</u> | <u>0.817</u> | <u>0.827</u> | <u>0.807</u> | <u>0.836</u> | <u>0.814</u> | <u>0.839</u> | <u>0.953</u> | <u>0.867</u> | <u>0.904</u> | <u>9.825</u> |
| Total Harlem Line | 1.297 | 1.185 | 1.357 | 1.456 | 1.468 | 1.427 | 1.490 | 1.445 | 1.483 | 1.698 | 1.539 | 1.599 | 17.446 |
| <i>Hudson Line Ridership - Commutation</i> | 0.284 | 0.260 | 0.297 | 0.329 | 0.335 | 0.325 | 0.350 | 0.344 | 0.326 | 0.377 | 0.340 | 0.345 | 3.912 |
| <i>Hudson Line Ridership - Non-Commutation</i> | <u>0.510</u> | <u>0.473</u> | <u>0.544</u> | <u>0.593</u> | <u>0.608</u> | <u>0.596</u> | <u>0.631</u> | <u>0.625</u> | <u>0.597</u> | <u>0.679</u> | <u>0.617</u> | <u>0.631</u> | <u>7.104</u> |
| Total Hudson Line | 0.794 | 0.733 | 0.841 | 0.923 | 0.943 | 0.921 | 0.982 | 0.969 | 0.923 | 1.055 | 0.957 | 0.976 | 11.016 |
| <i>New Haven Line Ridership - Commutation</i> | 0.691 | 0.625 | 0.710 | 0.773 | 0.788 | 0.778 | 0.817 | 0.796 | 0.774 | 0.884 | 0.813 | 0.840 | 9.290 |
| <i>New Haven Line Ridership - Non-Commutation</i> | <u>1.177</u> | <u>1.075</u> | <u>1.234</u> | <u>1.318</u> | <u>1.357</u> | <u>1.351</u> | <u>1.395</u> | <u>1.370</u> | <u>1.344</u> | <u>1.510</u> | <u>1.400</u> | <u>1.458</u> | <u>15.989</u> |
| Total New Haven Line | 1.869 | 1.700 | 1.945 | 2.092 | 2.145 | 2.129 | 2.212 | 2.166 | 2.117 | 2.394 | 2.214 | 2.298 | 25.279 |
| Total Commutation (East of Hudson) | 1.545 | 1.403 | 1.597 | 1.742 | 1.765 | 1.724 | 1.822 | 1.771 | 1.744 | 2.005 | 1.826 | 1.880 | 20.823 |
| Total Non-Commutation (East of Hudson) | <u>2.415</u> | <u>2.215</u> | <u>2.546</u> | <u>2.728</u> | <u>2.792</u> | <u>2.754</u> | <u>2.862</u> | <u>2.808</u> | <u>2.779</u> | <u>3.141</u> | <u>2.884</u> | <u>2.993</u> | <u>32.918</u> |
| Total East of Hudson Ridership | 3.959 | 3.618 | 4.143 | 4.470 | 4.556 | 4.477 | 4.684 | 4.580 | 4.523 | 5.147 | 4.710 | 4.874 | 53.741 |
| West of Hudson Ridership | 0.078 | 0.071 | 0.083 | 0.089 | 0.091 | 0.088 | 0.095 | 0.094 | 0.088 | 0.083 | 0.083 | 0.088 | 1.033 |
| Total Ridership | 4.038 | 3.689 | 4.226 | 4.560 | 4.647 | 4.566 | 4.779 | 4.674 | 4.611 | 5.230 | 4.793 | 4.962 | 54.774 |
| FAREBOX REVENUE | | | | | | | | | | | | | |
| <i>Harlem Line Revenue - Commutation</i> | 3.832 | 3.482 | 3.964 | 4.299 | 4.312 | 4.171 | 4.399 | 4.245 | 4.335 | 5.008 | 4.520 | 4.676 | 51.243 |
| <i>Harlem Line Revenue - Non-Commutation</i> | <u>6.926</u> | <u>6.360</u> | <u>7.314</u> | <u>7.779</u> | <u>7.876</u> | <u>7.691</u> | <u>7.961</u> | <u>7.754</u> | <u>7.990</u> | <u>9.074</u> | <u>8.256</u> | <u>8.613</u> | <u>93.594</u> |
| Total Harlem Line Revenue | \$10.758 | \$9.842 | \$11.278 | \$12.078 | \$12.188 | \$11.862 | \$12.360 | \$11.999 | \$12.325 | \$14.082 | \$12.776 | \$13.289 | \$144.837 |
| <i>Hudson Line Revenue - Commutation</i> | 2.284 | 2.096 | 2.391 | 2.653 | 2.696 | 2.620 | 2.822 | 2.770 | 2.625 | 3.032 | 2.738 | 2.777 | 31.503 |
| <i>Hudson Line Revenue - Non-Commutation</i> | <u>5.941</u> | <u>5.506</u> | <u>6.337</u> | <u>6.909</u> | <u>7.078</u> | <u>6.937</u> | <u>7.353</u> | <u>7.272</u> | <u>6.951</u> | <u>7.904</u> | <u>7.189</u> | <u>7.348</u> | <u>82.724</u> |
| Total Hudson Line Revenue | \$8.225 | \$7.602 | \$8.728 | \$9.562 | \$9.774 | \$9.557 | \$10.175 | \$10.042 | \$9.576 | \$10.937 | \$9.926 | \$10.125 | \$114.227 |
| <i>New Haven Line Revenue - Commutation</i> | 4.906 | 4.435 | 5.042 | 5.488 | 5.598 | 5.523 | 5.803 | 5.651 | 5.493 | 6.276 | 5.775 | 5.965 | 65.956 |
| <i>New Haven Line Revenue - Non-Commutation</i> | <u>12.756</u> | <u>11.641</u> | <u>13.359</u> | <u>14.284</u> | <u>14.694</u> | <u>14.622</u> | <u>15.108</u> | <u>14.835</u> | <u>14.542</u> | <u>16.352</u> | <u>15.160</u> | <u>15.781</u> | <u>173.135</u> |
| Total New Haven Line Revenue | \$17.663 | \$16.076 | \$18.402 | \$19.772 | \$20.292 | \$20.145 | \$20.911 | \$20.486 | \$20.035 | \$22.628 | \$20.935 | \$21.746 | \$239.091 |
| Total Commutation Revenue | \$11.022 | \$10.012 | \$11.398 | \$12.440 | \$12.606 | \$12.314 | \$13.023 | \$12.666 | \$12.453 | \$14.317 | \$13.033 | \$13.418 | \$148.702 |
| Total Non-Commutation Revenue | <u>25.623</u> | <u>23.507</u> | <u>27.010</u> | <u>28.972</u> | <u>29.648</u> | <u>29.250</u> | <u>30.422</u> | <u>29.861</u> | <u>29.483</u> | <u>33.330</u> | <u>30.604</u> | <u>31.742</u> | <u>349.452</u> |
| Total East of Hudson Revenue | \$36.646 | \$33.519 | \$38.408 | \$41.412 | \$42.254 | \$41.563 | \$43.446 | \$42.527 | \$41.936 | \$47.647 | \$43.637 | \$45.160 | \$498.154 |
| West of Hudson Revenue | \$0.769 | \$0.700 | \$0.812 | \$0.876 | \$0.893 | \$0.868 | \$0.945 | \$0.937 | \$0.874 | \$0.837 | \$0.829 | \$0.878 | \$10.217 |
| Total Farebox Revenue | \$37.414 | \$34.220 | \$39.219 | \$42.288 | \$43.147 | \$42.432 | \$44.390 | \$43.464 | \$42.809 | \$48.483 | \$44.467 | \$46.038 | \$508.372 |

* Reflects East of Hudson Service

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

MTA METRO-NORTH RAILROAD
February Financial Plan - 2023 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function
Non-Reimbursable and Reimbursable

| FUNCTION/DEPARTMENT | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Administration | | | | | | | | | | | | |
| President | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Labor Relations | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Safety | 91 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Security | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 |
| VP Ops Support and Org Res | 27 | 27 | 27 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| Corporate & Public Affairs | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Customer Service | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 54 |
| Legal | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Claims | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| VP Human Resources | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Training | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 97 |
| Employee Relations & Diversity | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Capital Planning & Programming | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Long Range Planning | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Controller | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| Budget | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Procurement & Material Management | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 |
| Rolling Stock Delivery & Integration | 6 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Corporate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Administration | 475 | 479 | 479 | 480 | 480 | 480 | 480 | 480 | 480 | 480 | 480 | 482 |
| Operations | | | | | | | | | | | | |
| Operations Support | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| Enterprise Asset Management | 19 | 19 | 19 | 19 | 19 | 19 | 21 | 21 | 21 | 21 | 21 | 21 |
| Transportation | 1,657 | 1,669 | 1,683 | 1,691 | 1,688 | 1,709 | 1,703 | 1,715 | 1,723 | 1,733 | 1,731 | 1,800 |
| Customer Service | 393 | 393 | 393 | 393 | 393 | 393 | 393 | 393 | 393 | 393 | 393 | 409 |
| Metro-North West | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 34 |
| Corporate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (28) |
| Total Operations | 2,156 | 2,168 | 2,182 | 2,190 | 2,187 | 2,208 | 2,204 | 2,216 | 2,224 | 2,234 | 2,232 | 2,295 |
| Maintenance | | | | | | | | | | | | |
| Maintenance of Equipment | 1,674 | 1,702 | 1,720 | 1,744 | 1,752 | 1,769 | 1,683 | 1,690 | 1,722 | 1,722 | 1,722 | 1,758 |
| Maintenance of Way | 2,143 | 2,142 | 2,191 | 2,196 | 2,198 | 2,235 | 2,243 | 2,241 | 2,273 | 2,283 | 2,275 | 2,393 |
| Procurement & Material Management | 117 | 117 | 117 | 117 | 117 | 117 | 117 | 117 | 117 | 117 | 117 | 117 |
| Corporate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Maintenance | 3,934 | 3,961 | 4,028 | 4,057 | 4,067 | 4,121 | 4,043 | 4,048 | 4,112 | 4,122 | 4,114 | 4,268 |
| Engineering/Capital | | | | | | | | | | | | |
| Construction Management | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 29 |
| Engineering & Design | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 70 |
| Total Engineering/Capital | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 99 |
| Total Positions | 6,628 | 6,671 | 6,752 | 6,790 | 6,797 | 6,872 | 6,790 | 6,807 | 6,879 | 6,899 | 6,889 | 7,144 |
| <i>Non-Reimbursable</i> | 5,928 | 5,967 | 6,006 | 5,938 | 5,934 | 6,021 | 5,928 | 5,967 | 6,020 | 6,059 | 6,093 | 6,343 |
| <i>Reimbursable</i> | 700 | 704 | 746 | 852 | 863 | 851 | 862 | 840 | 859 | 840 | 796 | 801 |
| <i>Total Full-Time</i> | 6,627 | 6,670 | 6,751 | 6,789 | 6,796 | 6,871 | 6,789 | 6,806 | 6,878 | 6,898 | 6,888 | 7,143 |
| <i>Total Full-Time-Equivalents</i> | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

68-1V

MTA METRO-NORTH RAILROAD
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 156 | 157 | 157 | 157 | 157 | 157 | 157 | 157 | 157 | 157 | 157 | 165 |
| Professional/Technical/Clerical | 319 | 322 | 322 | 323 | 323 | 323 | 323 | 323 | 323 | 323 | 323 | 317 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 475 | 479 | 479 | 480 | 480 | 480 | 480 | 480 | 480 | 480 | 480 | 482 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 282 | 281 | 283 | 283 | 283 | 283 | 282 | 282 | 282 | 282 | 282 | 283 |
| Professional/Technical/Clerical | 250 | 250 | 250 | 250 | 250 | 250 | 252 | 252 | 252 | 252 | 252 | 253 |
| Operational Hourlies | 1,624 | 1,637 | 1,649 | 1,657 | 1,654 | 1,675 | 1,670 | 1,682 | 1,690 | 1,700 | 1,698 | 1,759 |
| Total Operations Headcount | 2,156 | 2,168 | 2,182 | 2,190 | 2,187 | 2,208 | 2,204 | 2,216 | 2,224 | 2,234 | 2,232 | 2,295 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 670 | 674 | 677 | 679 | 678 | 676 | 666 | 668 | 668 | 669 | 669 | 734 |
| Professional/Technical/Clerical | 521 | 525 | 530 | 533 | 538 | 537 | 543 | 547 | 548 | 549 | 549 | 576 |
| Operational Hourlies | 2,743 | 2,762 | 2,821 | 2,845 | 2,851 | 2,908 | 2,834 | 2,833 | 2,896 | 2,904 | 2,896 | 2,958 |
| Total Maintenance Headcount | 3,934 | 3,961 | 4,028 | 4,057 | 4,067 | 4,121 | 4,043 | 4,048 | 4,112 | 4,122 | 4,114 | 4,268 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 46 |
| Professional/Technical/Clerical | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 53 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 99 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 1,135 | 1,139 | 1,144 | 1,146 | 1,145 | 1,143 | 1,132 | 1,134 | 1,134 | 1,135 | 1,135 | 1,228 |
| Professional, Technical, Clerical | 1,126 | 1,133 | 1,138 | 1,142 | 1,147 | 1,146 | 1,154 | 1,158 | 1,159 | 1,160 | 1,160 | 1,199 |
| Operational Hourlies | 4,367 | 4,399 | 4,470 | 4,502 | 4,505 | 4,583 | 4,504 | 4,515 | 4,586 | 4,604 | 4,594 | 4,717 |
| Total Positions | 6,628 | 6,671 | 6,752 | 6,790 | 6,797 | 6,872 | 6,790 | 6,807 | 6,879 | 6,899 | 6,889 | 7,144 |

06-1A

**MTA Headquarters
and
Inspector General**

**MTA HEADQUARTERS
FEBRUARY FINANCIAL PLAN FOR 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Headquarters' 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Plan Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- GASB 87 Lease Adjustment to conform with the new leasing accounting standard for public sector entities.
- Transfer one position from MTA HQ to LIRR.

MTA Plan adjustments include:

- MTA Operating Efficiencies Phase 1 reflecting in various initiatives.

The attached also includes schedules detailing the monthly allocation of financials and headcount data, based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA HEADQUARTERS
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|----------------------|--------------|----------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 3,487 | (\$1,088.007) | 3,502 | (\$1,060.699) | 3,480 | (\$1,078.705) | 3,347 | (\$1,108.835) | 3,347 | (\$1,136.077) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| GASB 87 Lease Adjustment | 0 | (\$2.064) | 0 | (\$2.064) | 0 | (\$2.064) | 0 | (\$2.064) | 0 | (\$2.064) |
| Interagency Headcount Transfer | 0 | - | 1 | 0.138 | 1 | 0.143 | 1 | 0.141 | 1 | 0.149 |
| Sub-Total Technical Adjustments | - | (\$2.064) | 1 | (\$1.927) | 1 | (\$1.921) | 1 | (\$1.923) | 1 | (\$1.915) |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | 0 | \$0.000 | 0 | \$7.826 | 0 | \$7.826 | 0 | \$7.826 | 0 | \$7.826 |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$7.826 | 0 | \$7.826 | 0 | \$7.826 | 0 | \$7.826 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 3,487 | (\$1,090.071) | 3,501 | (\$1,054.800) | 3,479 | (\$1,072.800) | 3,346 | (\$1,102.932) | 3,346 | (\$1,130.166) |

VI-92

MTA HEADQUARTERS
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 93 | \$0.000 | 93 | \$0.000 | 93 | \$0.000 | 92 | \$0.000 | 92 | \$0.000 |
| <i>Technical Adjustments:</i> | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 93 | \$0.000 | 93 | \$0.000 | 93 | \$0.000 | 92 | \$0.000 | 92 | \$0.000 |

VI-93

MTA HEADQUARTERS
February Financial Plan 2023-2026
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 3,580 | (\$928.996) | 3,595 | (\$844.600) | 3,573 | (\$831.232) | 3,439 | (\$847.579) | 3,439 | (\$886.373) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Interagency Headcount Transfer | - | - | 1 | \$0.138 | 1 | \$0.143 | 1 | \$0.141 | 1 | \$0.149 |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 1 | \$0.138 | 1 | \$0.143 | 1 | \$0.141 | 1 | \$0.149 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | 0 | \$0.000 | 0 | \$7.826 | 0 | \$7.826 | 0 | \$7.826 | 0 | \$7.826 |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$7.826 | 0 | \$7.826 | 0 | \$7.826 | 0 | \$7.826 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 3,580 | (\$928.996) | 3,594 | (\$836.637) | 3,572 | (\$823.262) | 3,438 | (\$839.612) | 3,438 | (\$878.398) |

VI-94

MTA HEADQUARTERS
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| Non-Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue:</i> | | | | | |
| Rental Income | 51.581 | 54.018 | 56.144 | 56.144 | 56.144 |
| Advertising | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other | 15.749 | 16.429 | 16.462 | 6.462 | 6.462 |
| Other Operating Revenue | 67.329 | 70.447 | 72.606 | 62.606 | 62.606 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$67.329 | \$70.447 | \$72.606 | \$62.606 | \$62.606 |
| Operating Expense | | | | | |
| Labor: | | | | | |
| Payroll | \$349.415 | \$381.367 | \$391.829 | \$384.902 | \$399.268 |
| Overtime | 25.951 | 20.341 | 20.468 | 20.531 | 20.803 |
| Health and Welfare | 75.253 | 88.535 | 91.104 | 91.639 | 95.934 |
| OPEB Current Payments | 25.778 | 26.990 | 28.258 | 29.586 | 30.977 |
| Pension | 80.304 | 91.385 | 93.608 | 95.961 | 98.066 |
| Other Fringe Benefits | 33.958 | 41.965 | 43.533 | 43.242 | 45.070 |
| Reimbursable Overhead | (53.872) | (66.205) | (67.353) | (68.459) | (69.570) |
| Total Labor Expenses | \$536.787 | \$584.377 | \$601.447 | \$597.402 | \$620.547 |
| Non-Labor: | | | | | |
| Electric Power | \$6.886 | \$7.215 | \$7.143 | \$7.374 | \$7.634 |
| Fuel | 1.731 | 1.837 | 1.763 | 1.644 | 1.581 |
| Insurance | 4.213 | 3.147 | 3.621 | 4.235 | 4.813 |
| Claims | 2.592 | 2.592 | 2.592 | 2.592 | 2.592 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 112.456 | 133.695 | 126.453 | 135.992 | 137.922 |
| Professional Services Contracts | 370.462 | 246.075 | 262.096 | 265.619 | 270.537 |
| Materials and Supplies | 0.277 | 0.696 | 0.695 | 0.708 | 0.723 |
| <i>Other Business Expenses</i> | | | | | |
| MTA Internal Subsidy | 13.302 | 13.302 | 13.302 | 13.302 | 13.302 |
| Other | 14.569 | 9.442 | 9.422 | 9.460 | 9.746 |
| Other Business Expenses | 27.871 | 22.744 | 22.724 | 22.762 | 23.048 |
| Total Non-Labor Expenses | \$526.489 | \$418.001 | \$427.087 | \$440.925 | \$448.850 |
| Other Expense Adjustments: | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$1,063.276 | \$1,002.378 | \$1,028.534 | \$1,038.327 | \$1,069.397 |
| Depreciation | \$35.410 | \$46.559 | \$46.451 | \$46.296 | \$46.213 |
| GASB 68 Pension Expense Adjustment | (4.725) | 3.174 | (4.644) | 3.785 | (2.207) |
| GASB 75 OPEB Expense Adjustment | 61.375 | 71.071 | 73.000 | 75.066 | 77.304 |
| GASB 87 Lease Adjustment | 2.879 | 2.879 | 2.879 | 2.879 | 2.879 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$1,158.215 | \$1,126.062 | \$1,146.220 | \$1,166.352 | \$1,193.586 |
| Net Surplus/(Deficit) | (\$1,090.885) | (\$1,055.615) | (\$1,073.614) | (\$1,103.747) | (\$1,130.980) |

MTA HEADQUARTERS
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 123.671 | 132.950 | 120.914 | 122.795 | 127.427 |
| Total Revenues | \$123.671 | \$132.950 | \$120.914 | \$122.795 | \$127.427 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$5.208 | \$5.877 | \$5.994 | \$6.114 | \$6.236 |
| Overtime | 5.408 | 2.681 | 2.681 | 2.681 | 5.362 |
| Health and Welfare | 1.142 | 1.369 | 1.436 | 1.423 | 1.494 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 1.192 | 0.700 | 0.731 | 0.762 | 0.795 |
| Other Fringe Benefits | 0.547 | 0.731 | 0.756 | 0.770 | 0.797 |
| Reimbursable Overhead | 53.872 | 66.205 | 67.353 | 68.459 | 69.570 |
| Total Labor Expenses | \$67.368 | \$77.562 | \$78.952 | \$80.209 | \$84.255 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 |
| Professional Services Contracts | 56.252 | 55.335 | 41.909 | 42.531 | 43.115 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| <u>Other Business Expenses</u> | | | | | |
| MTA Internal Subsidy | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other | 0.050 | 0.052 | 0.053 | 0.054 | 0.055 |
| Other Business Expenses | 0.050 | 0.052 | 0.053 | 0.054 | 0.055 |
| Total Non-Labor Expenses | \$56.303 | \$55.388 | \$41.963 | \$42.586 | \$43.171 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$123.671 | \$132.950 | \$120.914 | \$122.795 | \$127.427 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA HEADQUARTERS
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue:</i> | | | | | |
| Rental Income | 51.581 | 54.018 | 56.144 | 56.144 | 56.144 |
| Advertising | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other | 15.749 | 16.429 | 16.462 | 6.462 | 6.462 |
| Other Operating Revenue | 67.329 | 70.447 | 72.606 | 62.606 | 62.606 |
| Capital and Other Reimbursements | 123.671 | 132.950 | 120.914 | 122.795 | 127.427 |
| Total Revenues | \$191.000 | \$203.397 | \$193.520 | \$185.401 | \$190.032 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$354.623 | \$387.243 | \$397.824 | \$391.016 | \$405.505 |
| Overtime | 31.360 | 23.022 | 23.149 | 23.213 | 26.165 |
| Health and Welfare | 76.394 | 89.904 | 92.540 | 93.062 | 97.428 |
| OPEB Current Payments | 25.778 | 26.990 | 28.258 | 29.586 | 30.977 |
| Pension | 81.496 | 92.085 | 94.339 | 96.724 | 98.861 |
| Other Fringe Benefits | 34.505 | 42.695 | 44.289 | 44.012 | 45.867 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$604.156 | \$661.939 | \$680.399 | \$677.612 | \$704.802 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$6.886 | \$7.215 | \$7.143 | \$7.374 | \$7.634 |
| Fuel | 1.731 | 1.837 | 1.763 | 1.644 | 1.581 |
| Insurance | 4.213 | 3.147 | 3.621 | 4.235 | 4.813 |
| Claims | 2.592 | 2.592 | 2.592 | 2.592 | 2.592 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 112.457 | 133.696 | 126.454 | 135.993 | 137.923 |
| Professional Services Contracts | 426.715 | 301.410 | 304.004 | 308.150 | 313.653 |
| Materials and Supplies | 0.277 | 0.696 | 0.695 | 0.708 | 0.723 |
| <u>Other Business Expenses</u> | | | | | |
| MTA Internal Subsidy | 13.302 | 13.302 | 13.302 | 13.302 | 13.302 |
| Other | 14.619 | 9.494 | 9.475 | 9.514 | 9.802 |
| Other Business Expenses | 27.921 | 22.796 | 22.777 | 22.816 | 23.104 |
| Total Non-Labor Expenses | \$582.792 | \$473.389 | \$469.049 | \$483.511 | \$492.022 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$1,186.947 | \$1,135.328 | \$1,149.448 | \$1,161.123 | \$1,196.824 |
| Depreciation | \$35.410 | \$46.559 | \$46.451 | \$46.296 | \$46.213 |
| GASB 68 Pension Expense Adjustment | (4.725) | 3.174 | (4.644) | 3.785 | (2.207) |
| GASB 75 OPEB Expense Adjustment | 61.375 | 71.071 | 73.000 | 75.066 | 77.304 |
| GASB 87 Lease Adjustment | 2.879 | 2.879 | 2.879 | 2.879 | 2.879 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$1,281.886 | \$1,259.012 | \$1,267.134 | \$1,289.148 | \$1,321.013 |
| Net Surplus/(Deficit) | (\$1,090.885) | (\$1,055.615) | (\$1,073.614) | (\$1,103.747) | (\$1,130.980) |

MTA HEADQUARTERS
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue:</i> | | | | | |
| Rental Income | 51.582 | 54.018 | 56.144 | 56.144 | 56.144 |
| Advertising Revenue | 182.375 | 151.833 | 154.645 | 157.514 | 160.440 |
| Other Revenue | 15.749 | 16.429 | 16.462 | 6.462 | 6.462 |
| Other Operating Revenue | 249.706 | 222.280 | 227.251 | 220.120 | 223.046 |
| Capital and Other Reimbursements | 123.671 | 132.950 | 120.914 | 122.795 | 127.427 |
| Total Receipts | \$373.377 | \$355.230 | \$348.165 | \$342.915 | \$350.473 |
| Expenditures | | | | | |
| <i>Labor:</i> | | | | | |
| Payroll | \$348.123 | \$380.743 | \$391.324 | \$384.516 | \$399.005 |
| Overtime | 31.359 | 23.022 | 23.149 | 23.213 | 26.165 |
| Health and Welfare | 76.394 | 89.904 | 92.540 | 93.062 | 97.428 |
| OPEB Current Payments | 30.625 | 30.990 | 32.258 | 33.586 | 34.977 |
| Pension | 81.496 | 92.338 | 94.615 | 97.016 | 99.164 |
| Other Fringe Benefits | 39.005 | 42.695 | 44.289 | 44.012 | 45.867 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$607.002 | \$659.693 | \$678.175 | \$675.404 | \$702.606 |
| <i>Non-Labor:</i> | | | | | |
| Electric Power | \$6.886 | \$7.215 | \$7.143 | \$7.374 | \$7.634 |
| Fuel | 1.731 | 1.837 | 1.763 | 1.644 | 1.581 |
| Insurance | 4.181 | 3.115 | 3.589 | 4.203 | 4.781 |
| Claims | 2.592 | 2.592 | 2.592 | 2.592 | 2.592 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 128.766 | 130.496 | 123.254 | 132.793 | 134.723 |
| Professional Services Contracts | 422.676 | 296.110 | 298.704 | 302.850 | 308.353 |
| Materials and Supplies | 0.277 | 0.696 | 0.695 | 0.708 | 0.723 |
| <i>Other Business Expenses:</i> | | | | | |
| MTA Internal Subsidy | 13.302 | 13.302 | 13.302 | 13.302 | 13.302 |
| Other | 14.019 | 8.895 | 8.876 | 8.915 | 9.202 |
| Other Business Expenses | 27.321 | 22.197 | 22.178 | 22.217 | 22.504 |
| Total Non-Labor Expenditures | \$594.430 | \$464.258 | \$459.918 | \$474.379 | \$482.890 |
| <i>Other Expenditure Adjustments:</i> | | | | | |
| Operating Capital | 100.940 | 67.916 | 33.336 | 32.744 | 43.375 |
| Total Other Expenditure Adjustments | \$100.940 | \$67.916 | \$33.336 | \$32.744 | \$43.375 |
| Total Expenditures | \$1,302.373 | \$1,191.867 | \$1,171.428 | \$1,182.527 | \$1,228.871 |
| Net Cash Balance | (\$928.996) | (\$836.637) | (\$823.262) | (\$839.612) | (\$878.398) |

MTA HEADQUARTERS
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Rent and Utilities</i> | <i>0.001</i> | <i>0.000</i> | <i>0.000</i> | <i>0.000</i> | <i>0.000</i> |
| <i>Advertising</i> | <i>182.375</i> | <i>151.833</i> | <i>154.645</i> | <i>157.514</i> | <i>160.440</i> |
| <i>Other Revenue</i> | <i>0.000</i> | <i>0.000</i> | <i>0.000</i> | <i>0.000</i> | <i>0.000</i> |
| Other Operating Revenue | 182.376 | 151.833 | 154.645 | 157.514 | 160.440 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$182.376 | \$151.833 | \$154.645 | \$157.514 | \$160.440 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$6.500 | \$6.500 | \$6.500 | \$6.500 | \$6.500 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | (4.847) | (4.000) | (4.000) | (4.000) | (4.000) |
| Pension | 0.000 | (0.254) | (0.276) | (0.292) | (0.303) |
| Other Fringe Benefits | (4.500) | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | (\$2.847) | \$2.246 | \$2.224 | \$2.208 | \$2.197 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | (16.309) | 3.200 | 3.200 | 3.200 | 3.200 |
| Professional Services Contracts | 4.039 | 5.300 | 5.300 | 5.300 | 5.300 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| <u>Other Business Expenses</u> | | | | | |
| <i>MTA Internal Subsidy</i> | <i>0.000</i> | <i>0.000</i> | <i>0.000</i> | <i>0.000</i> | <i>0.000</i> |
| <i>Other Business Expenses</i> | <i>0.600</i> | <i>0.600</i> | <i>0.600</i> | <i>0.600</i> | <i>0.600</i> |
| Total Other Business Expenses | 0.600 | 0.600 | 0.600 | 0.600 | 0.600 |
| Total Non-Labor Expenditures | (\$11.638) | \$9.132 | \$9.132 | \$9.132 | \$9.132 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Operating Capital | (100.940) | (67.916) | (33.336) | (32.744) | (43.375) |
| Total Other Expenditure Adjustments | (\$100.940) | (\$67.916) | (\$33.336) | (\$32.744) | (\$43.375) |
| Total Expenditures | (\$115.425) | (\$56.538) | (\$21.980) | (\$21.404) | (\$32.047) |
| Total Cash Conversion Adjustments before Depreciation | \$66.951 | \$95.295 | \$132.666 | \$136.110 | \$128.394 |
| Depreciation | \$35.410 | \$46.559 | \$46.451 | \$46.296 | \$46.213 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | (4.725) | 3.174 | (4.644) | 3.785 | (2.207) |
| GASB 75 OPEB Expense Adjustment | 61.375 | 71.071 | 73.000 | 75.066 | 77.304 |
| GASB 87 Lease Adjustment | 2.879 | 2.879 | 2.879 | 2.879 | 2.879 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$161.889 | \$218.978 | \$250.352 | \$264.135 | \$252.583 |

MTA HEADQUARTERS
February Financial Plan 2023 - 2026
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

| FUNCTION/DEPARTMENT | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| Policy & Administration | | | | | |
| Office of the Chair and CEO | 6 | 6 | 6 | 6 | 6 |
| Policy & Administration | 66 | 66 | 64 | 46 | 46 |
| Permanent Citizens Advisory Committee (PCAC) | 5 | 5 | 5 | 5 | 5 |
| Headquarters Services | | | | | |
| Audit | 59 | 59 | 59 | 59 | 59 |
| Customer Communications | 26 | 26 | 26 | 15 | 15 |
| Diversity & Inclusion | 52 | 52 | 52 | 52 | 52 |
| External Relations | 47 | 47 | 47 | 46 | 46 |
| Internal Relations | 4 | 4 | 4 | 3 | 3 |
| Finance | 246 | 245 | 245 | 219 | 219 |
| Labor Relations | 9 | 9 | 9 | 9 | 9 |
| Legal / Compliance | 76 | 76 | 76 | 76 | 76 |
| MTA Information Technology | 967 | 982 | 982 | 964 | 964 |
| OMNY New Fare Payment | 38 | 38 | 38 | 30 | 30 |
| People | 291 | 291 | 271 | 249 | 249 |
| Procurement | 82 | 82 | 82 | 71 | 71 |
| Real Estate and Facilities | 54 | 54 | 54 | 53 | 53 |
| Safety, Security & Environment | 46 | 46 | 46 | 41 | 41 |
| Health & Public Safety | | | | | |
| Occupational Health Services | 60 | 60 | 60 | 55 | 55 |
| MTA Police Department | 1,446 | 1,446 | 1,446 | 1,439 | 1,439 |
| Baseline Total Positions | 3,580 | 3,594 | 3,572 | 3,438 | 3,438 |
| <i>Non-Reimbursable</i> | 3,487 | 3,501 | 3,479 | 3,346 | 3,346 |
| <i>Reimbursable</i> | 93 | 93 | 93 | 92 | 92 |
| <i>Full-Time</i> | 3,580 | 3,594 | 3,572 | 3,438 | 3,438 |
| <i>Full-Time Equivalents</i> | - | - | - | - | - |

MTA HEADQUARTERS
February Financial Plan 2023 - 2026
Total Positions
By Function and Occupational Group

| FUNCTION / OCCUPATIONAL GROUP | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| Managers/Supervisors | 708 | 708 | 706 | 641 | 641 |
| Professional/Technical/Clerical | 1,426 | 1,440 | 1,420 | 1,358 | 1,358 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 2,134 | 2,148 | 2,126 | 1,999 | 1,999 |
| Operations | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Operations Headcount | 0 | 0 | 0 | 0 | 0 |
| Maintenance | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Maintenance Headcount | 0 | 0 | 0 | 0 | 0 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 0 | 0 | 0 | 0 | 0 |
| Public Safety | | | | | |
| Managers/Supervisors | 241 | 241 | 241 | 240 | 240 |
| Professional, Technical, Clerical | 67 | 67 | 67 | 61 | 61 |
| Operational Hourlies | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 |
| Total Public Safety Headcount | 1,446 | 1,446 | 1,446 | 1,439 | 1,439 |
| Total Positions | | | | | |
| Managers/Supervisors | 949 | 949 | 947 | 881 | 881 |
| Professional, Technical, Clerical | 1,493 | 1,507 | 1,487 | 1,419 | 1,419 |
| Operational Hourlies | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 |
| Total Positions | 3,580 | 3,594 | 3,572 | 3,438 | 3,438 |

MTA HEADQUARTERS
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|----------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Rental Income | 4,218 | 4,218 | 4,218 | 4,218 | 4,218 | 4,218 | 7,620 | 4,218 | 4,218 | 4,218 | 4,218 | 4,218 | 54,018 |
| Advertising | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Other | 0,536 | 0,536 | 0,536 | 0,536 | 0,536 | 0,536 | 0,536 | 0,536 | 10,536 | 0,536 | 0,536 | 0,536 | 16,429 |
| Other Operating Revenue | 4,754 | 4,754 | 4,754 | 4,754 | 4,754 | 4,754 | 8,156 | 4,754 | 14,754 | 4,754 | 4,754 | 4,754 | 70,447 |
| Total Revenues | \$4.754 | \$4.754 | \$4.754 | \$4.754 | \$4.754 | \$4.754 | \$8.156 | \$4.754 | \$14.754 | \$4.754 | \$4.754 | \$4.754 | \$70.447 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$33,647 | \$30,922 | \$30,940 | \$30,973 | \$30,973 | \$30,976 | \$34,177 | \$31,471 | \$31,487 | \$31,764 | \$31,777 | \$32,259 | \$381,367 |
| Overtime | 1,566 | 1,573 | 1,566 | 1,566 | 1,572 | 1,566 | 3,062 | 1,566 | 1,566 | 1,579 | 1,579 | 1,579 | 20,341 |
| Health and Welfare | 7,372 | 7,358 | 7,358 | 7,358 | 7,358 | 7,358 | 7,406 | 7,393 | 7,392 | 7,394 | 7,394 | 7,396 | 88,535 |
| OPEB Current Payments | 0,183 | 0,183 | 6,422 | 0,183 | 0,183 | 6,422 | 0,183 | 0,183 | 6,422 | 0,183 | 0,183 | 6,259 | 26,990 |
| Pension | 2,512 | 2,512 | 17,476 | 2,512 | 2,512 | 17,565 | 2,557 | 2,562 | 17,785 | 2,558 | 2,558 | 18,275 | 91,385 |
| Other Fringe Benefits | 3,683 | 3,473 | 3,474 | 3,477 | 3,477 | 3,475 | 3,739 | 3,513 | 3,484 | 3,458 | 3,383 | 3,329 | 41,965 |
| Reimbursable Overhead | (5,443) | (5,443) | (5,665) | (5,443) | (5,443) | (5,665) | (5,443) | (5,443) | (5,665) | (5,443) | (5,443) | (5,665) | (66,205) |
| Total Labor Expenses | \$43.520 | \$40.578 | \$61.571 | \$40.626 | \$40.633 | \$61.696 | \$45.681 | \$41.245 | \$62.472 | \$41.493 | \$41.431 | \$63.431 | \$584.377 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.551 | \$0.565 | \$0.560 | \$0.540 | \$0.626 | \$0.624 | \$0.624 | \$0.624 | \$0.626 | \$0.624 | \$0.625 | \$0.629 | \$7.215 |
| Fuel | 0,077 | 0,045 | 0,032 | 0,056 | 0,165 | 0,174 | 0,165 | 0,173 | 0,233 | 0,233 | 0,233 | 0,250 | 1,837 |
| Insurance | 0,035 | 0,036 | 0,417 | 0,641 | 0,240 | 0,423 | 0,037 | 0,035 | 0,348 | 0,337 | 0,035 | 0,565 | 3,147 |
| Claims | 0,236 | 0,000 | 0,589 | 0,000 | 0,000 | 0,589 | 0,000 | 0,000 | 0,589 | 0,000 | 0,000 | 0,588 | 2,592 |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Maintenance and Other Operating Contracts | 11,282 | 10,946 | 11,008 | 10,863 | 11,190 | 11,202 | 11,197 | 11,211 | 11,196 | 11,194 | 11,211 | 11,194 | 133,695 |
| Professional Services Contracts | 19,643 | 20,340 | 20,153 | 20,515 | 20,210 | 20,209 | 20,334 | 20,220 | 20,690 | 20,549 | 22,347 | 20,865 | 246,075 |
| Materials and Supplies | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,696 |
| <i>Other Business Expenses</i> | | | | | | | | | | | | | |
| MTA Internal Subsidy | 0,038 | 0,038 | 0,038 | 7,038 | 0,038 | 5,889 | 0,038 | 0,038 | 0,038 | 0,038 | 0,038 | 0,038 | 13,302 |
| Other | 0,597 | 0,631 | 0,730 | 0,755 | 0,759 | 0,919 | 0,845 | 0,826 | 0,826 | 0,829 | 0,819 | 0,907 | 9,442 |
| Other Business Expenses | 0,635 | 0,669 | 0,767 | 7,793 | 0,796 | 6,807 | 0,883 | 0,864 | 0,863 | 0,866 | 0,857 | 0,944 | 22,744 |
| Total Non-Labor Expenses | \$32.516 | \$32.658 | \$33.584 | \$40.466 | \$33.284 | \$40.085 | \$33.298 | \$33.185 | \$34.603 | \$33.862 | \$35.366 | \$35.094 | \$418.001 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$76.036 | \$73.236 | \$95.154 | \$81.092 | \$73.917 | \$101.782 | \$78.979 | \$74.430 | \$97.075 | \$75.355 | \$76.797 | \$98.526 | \$1,002.378 |
| Depreciation | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$46,559 |
| OPEB Liability Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| GASB 68 Pension Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 3,174 | 3,174 |
| GASB 75 OPEB Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 71,071 | 71,071 |
| GASB 87 Lease Adjustment | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 2,879 |
| Environmental Remediation | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Total Expenses After Non-Cash Liability Adjs. | \$80.156 | \$77.356 | \$99.274 | \$85.212 | \$78.037 | \$105.902 | \$83.099 | \$78.550 | \$101.195 | \$79.474 | \$80.917 | \$176.891 | \$1,126.062 |
| Net Surplus/(Deficit) | (\$75.402) | (\$72.602) | (\$94.520) | (\$80.458) | (\$73.283) | (\$101.148) | (\$74.943) | (\$73.796) | (\$86.441) | (\$74.721) | (\$76.163) | (\$172.137) | (\$1,055.615) |

-- Differences are due to rounding

MTA HEADQUARTERS
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 10.578 | 11.220 | 11.116 | 11.116 | 11.008 | 11.210 | 10.998 | 11.018 | 11.221 | 10.998 | 11.017 | 11.450 | 132.950 |
| Total Revenues | \$10.578 | \$11.220 | \$11.116 | \$11.116 | \$11.008 | \$11.210 | \$10.998 | \$11.018 | \$11.221 | \$10.998 | \$11.017 | \$11.450 | \$132.950 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.485 | \$0.485 | \$0.485 | \$0.485 | \$0.485 | \$0.485 | \$0.495 | \$0.495 | \$0.495 | \$0.495 | \$0.495 | \$0.495 | \$5.877 |
| Overtime | 0.223 | 0.223 | 0.223 | 0.223 | 0.223 | 0.223 | 0.223 | 0.223 | 0.223 | 0.223 | 0.223 | 0.223 | 2.681 |
| Health and Welfare | 0.114 | 0.114 | 0.114 | 0.114 | 0.114 | 0.114 | 0.114 | 0.114 | 0.114 | 0.114 | 0.114 | 0.114 | 1.369 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.059 | 0.059 | 0.059 | 0.059 | 0.059 | 0.059 | 0.700 |
| Other Fringe Benefits | 0.061 | 0.061 | 0.061 | 0.061 | 0.061 | 0.061 | 0.062 | 0.062 | 0.062 | 0.061 | 0.060 | 0.057 | 0.731 |
| Reimbursable Overhead | 5.443 | 5.443 | 5.665 | 5.443 | 5.443 | 5.665 | 5.443 | 5.443 | 5.665 | 5.443 | 5.443 | 5.665 | 66.205 |
| Total Labor Expenses | \$6.383 | \$6.383 | \$6.606 | \$6.383 | \$6.383 | \$6.606 | \$6.396 | \$6.396 | \$6.619 | \$6.396 | \$6.395 | \$6.614 | \$77.562 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 |
| Professional Services Contracts | 4.193 | 4.835 | 4.503 | 4.725 | 4.618 | 4.598 | 4.598 | 4.618 | 4.598 | 4.598 | 4.619 | 4.832 | 55.335 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | | | | | | | | | | | | | |
| MTA Internal Subsidy | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other | 0.001 | 0.002 | 0.006 | 0.008 | 0.006 | 0.006 | 0.004 | 0.004 | 0.004 | 0.004 | 0.004 | 0.004 | 0.052 |
| Other Business Expenses | 0.001 | 0.002 | 0.006 | 0.008 | 0.006 | 0.006 | 0.004 | 0.004 | 0.004 | 0.004 | 0.004 | 0.004 | 0.052 |
| Total Non-Labor Expenses | \$4.195 | \$4.837 | \$4.510 | \$4.733 | \$4.625 | \$4.604 | \$4.602 | \$4.622 | \$4.602 | \$4.602 | \$4.623 | \$4.836 | \$55.388 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$10.578 | \$11.220 | \$11.116 | \$11.116 | \$11.008 | \$11.210 | \$10.998 | \$11.018 | \$11.221 | \$10.998 | \$11.017 | \$11.450 | \$132.950 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-103

MTA HEADQUARTERS
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|----------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Rental Income | 4,218 | 4,218 | 4,218 | 4,218 | 4,218 | 4,218 | 7,620 | 4,218 | 4,218 | 4,218 | 4,218 | 4,218 | 54,018 |
| Advertising | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Other | 0,536 | 0,536 | 0,536 | 0,536 | 0,536 | 0,536 | 0,536 | 0,536 | 10,536 | 0,536 | 0,536 | 0,536 | 16,429 |
| Other Operating Revenue | 4,754 | 4,754 | 4,754 | 4,754 | 4,754 | 4,754 | 8,156 | 4,754 | 14,754 | 4,754 | 4,754 | 4,754 | 70,447 |
| Capital and Other Reimbursements | 10,578 | 11,220 | 11,116 | 11,116 | 11,008 | 11,210 | 10,998 | 11,018 | 11,221 | 10,998 | 11,017 | 11,450 | 132,950 |
| Total Revenues | \$15.332 | \$15.974 | \$15.869 | \$15.870 | \$15.762 | \$15.963 | \$19.154 | \$15.772 | \$25.974 | \$15.751 | \$15.771 | \$16.204 | \$203.397 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$34,132 | \$31,407 | \$31,425 | \$31,458 | \$31,458 | \$31,461 | \$34,671 | \$31,965 | \$31,981 | \$32,259 | \$32,272 | \$32,754 | \$387,243 |
| Overtime | 1,789 | 1,796 | 1,789 | 1,789 | 1,796 | 1,789 | 3,285 | 1,789 | 1,789 | 1,803 | 1,803 | 1,803 | 23,022 |
| Health and Welfare | 7,486 | 7,472 | 7,471 | 7,471 | 7,471 | 7,471 | 7,521 | 7,507 | 7,507 | 7,508 | 7,508 | 7,510 | 89,904 |
| OPEB Current Payments | 0,183 | 0,183 | 6,422 | 0,183 | 0,183 | 6,422 | 0,183 | 0,183 | 6,422 | 0,183 | 0,183 | 6,259 | 26,990 |
| Pension | 2,570 | 2,570 | 17,534 | 2,570 | 2,570 | 17,623 | 2,616 | 2,621 | 17,844 | 2,617 | 2,617 | 18,333 | 92,085 |
| Other Fringe Benefits | 3,744 | 3,534 | 3,535 | 3,538 | 3,538 | 3,536 | 3,801 | 3,575 | 3,546 | 3,519 | 3,444 | 3,386 | 42,695 |
| Reimbursable Overhead | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Total Labor Expenses | \$49.904 | \$46.961 | \$68.177 | \$47.010 | \$47.016 | \$68.302 | \$52.077 | \$47.641 | \$69.091 | \$47.889 | \$47.826 | \$70.045 | \$661.939 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.551 | \$0.565 | \$0.560 | \$0.540 | \$0.626 | \$0.624 | \$0.624 | \$0.624 | \$0.626 | \$0.624 | \$0.625 | \$0.629 | \$7.215 |
| Fuel | 0,077 | 0,045 | 0,032 | 0,056 | 0,165 | 0,174 | 0,165 | 0,173 | 0,233 | 0,233 | 0,233 | 0,250 | 1,837 |
| Insurance | 0,035 | 0,036 | 0,417 | 0,641 | 0,240 | 0,423 | 0,037 | 0,035 | 0,348 | 0,337 | 0,035 | 0,565 | 3,147 |
| Claims | 0,236 | 0,000 | 0,589 | 0,000 | 0,000 | 0,589 | 0,000 | 0,000 | 0,589 | 0,000 | 0,000 | 0,588 | 2,592 |
| Paratransit Service Contracts | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Maintenance and Other Operating Contracts | 11,282 | 10,946 | 11,008 | 10,863 | 11,190 | 11,202 | 11,197 | 11,211 | 11,196 | 11,194 | 11,211 | 11,194 | 133,696 |
| Professional Services Contracts | 23,836 | 25,175 | 24,656 | 25,240 | 24,828 | 24,807 | 24,932 | 24,838 | 25,288 | 25,147 | 26,966 | 25,697 | 301,410 |
| Materials and Supplies | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,058 | 0,696 |
| <i>Other Business Expenses</i> | | | | | | | | | | | | | |
| MTA Internal Subsidy | 0,038 | 0,038 | 0,038 | 7,038 | 0,038 | 5,889 | 0,038 | 0,038 | 0,038 | 0,038 | 0,038 | 0,038 | 13,302 |
| Other | 0,599 | 0,633 | 0,736 | 0,763 | 0,764 | 0,924 | 0,849 | 0,830 | 0,829 | 0,833 | 0,823 | 0,911 | 9,494 |
| Other Business Expenses | 0,636 | 0,670 | 0,774 | 7,801 | 0,802 | 6,813 | 0,887 | 0,868 | 0,867 | 0,870 | 0,860 | 0,948 | 22,796 |
| Total Non-Labor Expenses | \$36.710 | \$37.495 | \$38.093 | \$45.198 | \$37.909 | \$44.689 | \$37.900 | \$37.807 | \$39.205 | \$38.464 | \$39.989 | \$39.931 | \$473.389 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$86.614 | \$84.456 | \$106.270 | \$92.208 | \$84.925 | \$112.991 | \$89.977 | \$85.448 | \$108.295 | \$86.352 | \$87.814 | \$109.976 | \$1,135.328 |
| Depreciation | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$3,880 | \$46,559 |
| OPEB Liability Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| GASB 68 Pension Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 3,174 | 3,174 |
| GASB 75 OPEB Expense Adjustment | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 71,071 | 71,071 |
| GASB 87 Lease Adjustment | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 0,240 | 2,879 |
| Environmental Remediation | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 | 0,000 |
| Total Expenses After Non-Cash Liability Adjs. | \$90.734 | \$88.576 | \$110.390 | \$96.328 | \$89.045 | \$117.111 | \$94.097 | \$89.568 | \$112.415 | \$90.472 | \$91.934 | \$188.341 | \$1,259.012 |
| Net Surplus/(Deficit) | (\$75.402) | (\$72.602) | (\$94.520) | (\$80.458) | (\$73.283) | (\$101.148) | (\$74.943) | (\$73.796) | (\$86.441) | (\$74.721) | (\$76.163) | (\$172.137) | (\$1,055.615) |

-- Differences are due to rounding

MTA HEADQUARTERS
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue:</i> | | | | | | | | | | | | | |
| Rental Income | 4.218 | 4.218 | 4.218 | 4.218 | 4.218 | 4.218 | 7.620 | 4.218 | 4.218 | 4.218 | 4.218 | 4.218 | 54.018 |
| Advertising Revenue | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 151.833 |
| Other | 0.536 | 0.536 | 0.536 | 0.536 | 0.536 | 0.536 | 0.536 | 0.536 | 10.536 | 0.536 | 0.536 | 0.536 | 16.429 |
| Other Operating Revenue | 17.406 | 17.406 | 17.406 | 17.406 | 17.406 | 17.406 | 20.808 | 17.406 | 27.406 | 17.406 | 17.406 | 17.406 | 222.280 |
| Capital and Other Reimbursements | 10.578 | 11.220 | 11.116 | 11.116 | 11.008 | 11.210 | 10.998 | 11.018 | 11.221 | 10.998 | 11.017 | 11.450 | 132.950 |
| Total Receipts | \$27.984 | \$28.627 | \$28.522 | \$28.523 | \$28.415 | \$28.616 | \$31.807 | \$28.425 | \$38.627 | \$28.404 | \$28.424 | \$28.857 | \$355.230 |
| Expenditures | | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | | |
| Payroll | \$34.132 | \$31.407 | \$28.175 | \$31.458 | \$31.458 | \$31.461 | \$31.421 | \$31.965 | \$31.981 | \$32.259 | \$32.272 | \$32.754 | \$380.743 |
| Overtime | 1.789 | 1.796 | 1.789 | 1.789 | 1.796 | 1.789 | 3.285 | 1.789 | 1.789 | 1.803 | 1.803 | 1.803 | 23.022 |
| Health and Welfare | 7.486 | 7.472 | 7.471 | 7.471 | 7.471 | 7.471 | 7.521 | 7.507 | 7.507 | 7.508 | 7.508 | 7.510 | 89.904 |
| OPEB Current Payments | 0.516 | 0.516 | 6.756 | 0.516 | 0.516 | 6.756 | 0.516 | 0.516 | 6.756 | 0.516 | 0.516 | 6.593 | 30.990 |
| Pension | 2.591 | 2.591 | 17.555 | 2.591 | 2.591 | 17.644 | 2.637 | 2.642 | 17.865 | 2.638 | 2.638 | 18.355 | 92.338 |
| Other Fringe Benefits | 3.744 | 3.534 | 3.535 | 3.538 | 3.538 | 3.536 | 3.801 | 3.575 | 3.546 | 3.519 | 3.444 | 3.386 | 42.695 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$50.258 | \$47.316 | \$65.281 | \$47.364 | \$47.371 | \$68.657 | \$49.182 | \$47.996 | \$69.445 | \$48.243 | \$48.180 | \$70.400 | \$659.693 |
| <i>Non-Labor:</i> | | | | | | | | | | | | | |
| Electric Power | \$0.551 | \$0.565 | \$0.560 | \$0.540 | \$0.626 | \$0.624 | \$0.624 | \$0.624 | \$0.626 | \$0.624 | \$0.625 | \$0.629 | \$7.215 |
| Fuel | 0.077 | 0.045 | 0.032 | 0.056 | 0.165 | 0.174 | 0.165 | 0.173 | 0.233 | 0.233 | 0.233 | 0.250 | 1.837 |
| Insurance | 0.003 | 0.036 | 0.417 | 0.641 | 0.240 | 0.423 | 0.037 | 0.035 | 0.348 | 0.337 | 0.035 | 0.565 | 3.115 |
| Claims | 0.236 | 0.000 | 0.589 | 0.000 | 0.000 | 0.589 | 0.000 | 0.000 | 0.589 | 0.000 | 0.000 | 0.588 | 2.592 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 8.082 | 10.946 | 11.008 | 10.863 | 11.190 | 11.202 | 11.197 | 11.211 | 11.196 | 11.194 | 11.211 | 11.194 | 130.496 |
| Professional Services Contracts | 18.536 | 25.175 | 24.656 | 25.240 | 24.828 | 24.807 | 24.932 | 24.838 | 25.288 | 25.147 | 26.966 | 25.697 | 296.110 |
| Materials and Supplies | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.058 | 0.696 |
| <i>Other Business Expenses</i> | | | | | | | | | | | | | |
| MTA Internal Subsidy | 0.038 | 0.038 | 0.038 | 7.038 | 0.038 | 5.889 | 0.038 | 0.038 | 0.038 | 0.038 | 0.038 | 0.038 | 13.302 |
| Other | 0.549 | 0.583 | 0.686 | 0.713 | 0.714 | 0.874 | 0.799 | 0.780 | 0.779 | 0.783 | 0.773 | 0.861 | 8.895 |
| Other Business Expenses | 0.586 | 0.620 | 0.724 | 7.751 | 0.752 | 6.763 | 0.837 | 0.818 | 0.817 | 0.820 | 0.810 | 0.898 | 22.197 |
| Total Non-Labor Expenditures | \$28.128 | \$37.445 | \$38.043 | \$45.149 | \$37.859 | \$44.639 | \$37.850 | \$37.757 | \$39.155 | \$38.414 | \$39.939 | \$39.881 | \$464.258 |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | | | | | | |
| Operating Capital | 4.559 | 4.559 | 4.559 | 4.559 | 4.559 | 4.559 | 4.559 | 4.559 | 4.559 | 8.962 | 8.962 | 8.962 | 67.916 |
| Total Other Expenditure Adjustments | \$4.559 | \$4.559 | \$4.559 | \$4.559 | \$4.559 | \$4.559 | \$4.559 | \$4.559 | \$4.559 | \$8.962 | \$8.962 | \$8.962 | \$67.916 |
| Total Expenditures | \$82.945 | \$89.320 | \$107.883 | \$97.072 | \$89.789 | \$117.855 | \$91.591 | \$90.312 | \$113.159 | \$95.619 | \$97.081 | \$119.243 | \$1,191.867 |
| Net Cash Balance | (\$54.961) | (\$60.693) | (\$79.361) | (\$68.549) | (\$61.374) | (\$89.239) | (\$59.784) | (\$61.887) | (\$74.532) | (\$67.215) | (\$68.657) | (\$90.386) | (\$836.637) |

VI-105

MTA HEADQUARTERS
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <i>Other Operating Revenue:</i> | | | | | | | | | | | | | |
| Rental Income | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Advertising Revenue | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 151.833 |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Operating Revenue | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 12.653 | 151.833 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$12.653 | \$151.833 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$3.250 | \$0.000 | \$0.000 | \$0.000 | \$3.250 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$6.500 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | (0.333) | (0.333) | (0.333) | (0.333) | (0.333) | (0.333) | (0.333) | (0.333) | (0.333) | (0.333) | (0.333) | (0.333) | (4.000) |
| Pension | (0.021) | (0.021) | (0.021) | (0.021) | (0.021) | (0.021) | (0.021) | (0.021) | (0.021) | (0.021) | (0.021) | (0.021) | (0.254) |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | (\$0.354) | (\$0.354) | \$2.896 | (\$0.354) | (\$0.354) | (\$0.354) | \$2.896 | (\$0.354) | (\$0.354) | (\$0.354) | (\$0.354) | (\$0.354) | \$2.246 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.032 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.032 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 3.200 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.200 |
| Professional Services Contracts | 5.300 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.300 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| <i>Other Business Expenses</i> | | | | | | | | | | | | | |
| MTA Internal Subsidy | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.600 |
| Other Business Expenses | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.600 |
| Total Non-Labor Expenditures | \$8.582 | \$0.050 | \$0.050 | \$0.050 | \$0.050 | \$0.050 | \$0.050 | \$0.050 | \$0.050 | \$0.050 | \$0.050 | \$0.050 | \$9.132 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Operating Capital | (4.559) | (4.559) | (4.559) | (4.559) | (4.559) | (4.559) | (4.559) | (4.559) | (4.559) | (8.962) | (8.962) | (8.962) | (67.916) |
| Total Other Expenditure Adjustments | (\$4.559) | (\$4.559) | (\$4.559) | (\$4.559) | (\$4.559) | (\$4.559) | (\$4.559) | (\$4.559) | (\$4.559) | (\$8.962) | (\$8.962) | (\$8.962) | (\$67.916) |
| Total Expenditures | \$3.669 | (\$4.863) | (\$1.613) | (\$4.863) | (\$4.863) | (\$4.863) | (\$1.613) | (\$4.863) | (\$4.863) | (\$9.267) | (\$9.267) | (\$9.267) | (\$56.538) |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$16.321 | \$7.789 | \$11.039 | \$7.789 | \$7.789 | \$7.789 | \$11.039 | \$7.789 | \$7.789 | \$3.386 | \$3.386 | \$3.386 | \$95.295 |
| Depreciation | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$3.880 | \$46.559 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.174 | 3.174 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 71.071 | 71.071 |
| GASB 87 Lease Adjustment | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 0.240 | 2.879 |
| Total Cash Conversion Adjustments | \$20.441 | \$11.909 | \$15.159 | \$11.909 | \$11.909 | \$11.909 | \$15.159 | \$11.909 | \$11.909 | \$7.506 | \$7.506 | \$81.751 | \$218.978 |

VI-101

**MTA HEADQUARTERS
 FEBRUARY FINANCIAL PLAN - 2023 ADOPTED BUDGET
 FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS BY FUNCTION and DEPARTMENT
 NON-REIMBURSABLE AND REIMBURSABLE**

| FUNCTION/DEPARTMENT | January | February | March | April | May | June | July | August | September | October | November | December |
|----------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Policy & Administration | | | | | | | | | | | | |
| Office of the Chair and CEO | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Policy & Administration | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Permanent Citizens Advisory Committee (PCAC) | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Headquarters Services | | | | | | | | | | | | |
| Audit | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| Customer Communications | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 |
| Diversity & Inclusion | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 |
| External Relations | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| Internal Relations | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Finance | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 |
| Labor Relations | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Legal / Compliance | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| MTA Information Technology | 982 | 982 | 982 | 982 | 982 | 982 | 982 | 982 | 982 | 982 | 982 | 982 |
| OMNY New Fare Payment | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 |
| People | 291 | 291 | 291 | 291 | 291 | 291 | 291 | 291 | 291 | 291 | 291 | 291 |
| Procurement | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Real Estate and Facilities | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 |
| Safety, Security & Environment | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 46 |
| Health & Public Safety | | | | | | | | | | | | |
| Occupational Health Services | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| MTA Police Department | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 |
| TOTAL HQ | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 |
| Non-Reimbursable | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 | 3,501 |
| Reimbursable | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |

VI-107

MTA HEADQUARTERS
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 708 | 708 | 708 | 708 | 708 | 708 | 708 | 708 | 708 | 708 | 708 | 708 |
| Professional/Technical/Clerical | 1,440 | 1,440 | 1,440 | 1,440 | 1,440 | 1,440 | 1,440 | 1,440 | 1,440 | 1,440 | 1,440 | 1,440 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 | 2,148 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Operations Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Maintenance Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional/Technical/Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 241 | 241 | 241 | 241 | 241 | 241 | 241 | 241 | 241 | 241 | 241 | 241 |
| Professional, Technical, Clerical | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 67 |
| Operational Hourlies | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 |
| Total Public Safety Headcount | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 | 1,446 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 949 | 949 | 949 | 949 | 949 | 949 | 949 | 949 | 949 | 949 | 949 | 949 |
| Professional, Technical, Clerical | 1,507 | 1,507 | 1,507 | 1,507 | 1,507 | 1,507 | 1,507 | 1,507 | 1,507 | 1,507 | 1,507 | 1,507 |
| Operational Hourlies | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 | 1,138 |
| Total Positions | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 | 3,594 |

801-108

**MTA INSPECTOR GENERAL
FEBRUARY FINANCIAL PLAN FOR 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Inspector General's 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the projections presented in the November Plan and adopted by the Board in December 2022.

The average budget across plan years is approximately \$18.607 million annually and is 100% reimbursable. The monthly allocation of financials and headcount data are captured within MTAHQ's allocation.

MTA INSPECTOR GENERAL
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|-----------------|-----------------|-----------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 15.107 | 17.980 | 18.353 | 18.813 | 19.285 |
| Total Revenues | \$15.107 | \$17.980 | \$18.353 | \$18.813 | \$19.285 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$8.175 | \$10.178 | \$10.381 | \$10.589 | \$10.801 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 1.539 | 2.116 | 2.219 | 2.327 | 2.442 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.913 | 0.832 | 0.866 | 0.895 | 0.923 |
| Other Fringe Benefits | 0.660 | 0.935 | 0.955 | 0.979 | 1.001 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$11.288 | \$14.062 | \$14.421 | \$14.790 | \$15.167 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.056 | 0.056 | 0.054 | 0.050 | 0.048 |
| Insurance | 0.040 | 0.047 | 0.056 | 0.066 | 0.076 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 3.237 | 3.313 | 3.317 | 3.394 | 3.474 |
| Professional Services Contracts | 0.350 | 0.355 | 0.356 | 0.360 | 0.364 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.136 | 0.146 | 0.149 | 0.152 | 0.155 |
| Total Non-Labor Expenses | \$3.819 | \$3.918 | \$3.932 | \$4.023 | \$4.118 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$15.107 | \$17.980 | \$18.353 | \$18.813 | \$19.285 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA INSPECTOR GENERAL
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------|---------------------------|---------------------------|-----------------|-----------------|-----------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 15.107 | 17.980 | 18.353 | 18.813 | 19.285 |
| Total Receipts | \$15.107 | \$17.980 | \$18.353 | \$18.813 | \$19.285 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$8.175 | \$10.178 | \$10.381 | \$10.589 | \$10.801 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 1.539 | 2.116 | 2.219 | 2.327 | 2.442 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.913 | 0.832 | 0.866 | 0.895 | 0.923 |
| Other Fringe Benefits | 0.660 | 0.935 | 0.955 | 0.979 | 1.001 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$11.288 | \$14.062 | \$14.421 | \$14.790 | \$15.167 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.056 | 0.056 | 0.054 | 0.050 | 0.048 |
| Insurance | 0.040 | 0.047 | 0.056 | 0.066 | 0.076 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 3.237 | 3.313 | 3.317 | 3.394 | 3.474 |
| Professional Services Contracts | 0.350 | 0.355 | 0.356 | 0.360 | 0.364 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.136 | 0.146 | 0.149 | 0.152 | 0.155 |
| Total Non-Labor Expenditures | \$3.819 | \$3.918 | \$3.932 | \$4.023 | \$4.118 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$15.107 | \$17.980 | \$18.353 | \$18.813 | \$19.285 |
| Net Cash Balance | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA INSPECTOR GENERAL
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|----------------|----------------|----------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion Adjustments before Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA INSPECTOR GENERAL
February Financial Plan 2023 - 2026
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

| FUNCTION/DEPARTMENT | 2022 Final Estimate | 2023 Adopted Budget | 2024 | 2025 | 2026 |
|---------------------------------|---------------------------|---------------------------|-----------|-----------|-----------|
| Administration | | | | | |
| Office of the Inspector General | 69 | 96 | 96 | 96 | 96 |
| Total Administration | 69 | 96 | 96 | 96 | 96 |
| Total Positions | 69 | 96 | 96 | 96 | 96 |
| Non-Reimbursable | | | | | |
| Reimbursable | 69 | 96 | 96 | 96 | 96 |
| Total Full-Time | 69 | 96 | 96 | 96 | 96 |
| Total Full-Time Equivalents | - | - | - | - | - |

[THIS PAGE INTENTIONALLY LEFT BLANK]

**First Mutual Transportation Assurance Co.
(FMTAC)**

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
FEBRUARY FINANCIAL PLAN FOR 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA First Mutual Transportation Assurance Company's 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

The attached also includes schedules detailing the monthly allocation of financials based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 0 | (\$92.383) | 0 | (\$38.010) | 0 | (\$38.556) | 0 | (\$37.628) | 0 | (\$37.575) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 0 | (\$92.383) | 0 | (\$38.010) | 0 | (\$38.556) | 0 | (\$37.628) | 0 | (\$37.575) |

VI-116

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2023-2026
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |

VI-117

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| <u>Non-Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 10.000 | 10.048 | 10.048 | 10.048 | 10.048 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Investment Income | (60.000) | 0.000 | 0.019 | 0.019 | 0.019 |
| Total Revenues | (\$50.000) | \$10.048 | \$10.067 | \$10.067 | \$10.067 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (98.390) | (94.297) | (95.835) | (101.596) | (110.779) |
| Claims | 132.773 | 134.195 | 136.135 | 140.801 | 149.762 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 8.000 | 8.160 | 8.323 | 8.490 | 8.659 |
| Total Non-Labor Expenses | \$42.383 | \$48.058 | \$48.623 | \$47.695 | \$47.642 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$42.383 | \$48.058 | \$48.623 | \$47.695 | \$47.642 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$42.383 | \$48.058 | \$48.623 | \$47.695 | \$47.642 |
| Net Surplus/(Deficit) | (\$92.383) | (\$38.010) | (\$38.556) | (\$37.628) | (\$37.575) |

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 10.000 | 10.048 | 10.048 | 10.048 | 10.048 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Investment Income | (60.000) | 0.000 | 0.019 | 0.019 | 0.019 |
| Total Revenues | (\$50.000) | \$10.048 | \$10.067 | \$10.067 | \$10.067 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (98.390) | (94.297) | (95.835) | (101.596) | (110.779) |
| Claims | 132.773 | 134.195 | 136.135 | 140.801 | 149.762 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 8.000 | 8.160 | 8.323 | 8.490 | 8.659 |
| Total Non-Labor Expenses | \$42.383 | \$48.058 | \$48.623 | \$47.695 | \$47.642 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$42.383 | \$48.058 | \$48.623 | \$47.695 | \$47.642 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$42.383 | \$48.058 | \$48.623 | \$47.695 | \$47.642 |
| Net Surplus/(Deficit) | (\$92.383) | (\$38.010) | (\$38.556) | (\$37.628) | (\$37.575) |

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Other Operating Revenue | \$10.000 | \$10.048 | \$10.048 | \$10.048 | \$10.048 |
| Investment Income | (60.000) | 0.000 | 0.019 | 0.019 | 0.019 |
| Total Receipts | (\$50.000) | \$10.048 | \$10.067 | \$10.067 | \$10.067 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (98.390) | (94.297) | (95.835) | (101.596) | (110.779) |
| Claims | 117.637 | 118.897 | 120.428 | 124.356 | 132.054 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 8.000 | 8.160 | 8.323 | 8.490 | 8.659 |
| Total Non-Labor Expenditures | \$27.247 | \$32.760 | \$32.916 | \$31.250 | \$29.934 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other | (\$77.247) | (\$22.712) | (\$22.849) | (\$21.183) | (\$19.867) |
| Total Other Expenditure Adjustments | (\$77.247) | (\$22.712) | (\$22.849) | (\$21.183) | (\$19.867) |
| Total Expenditures | (\$50.000) | \$10.048 | \$10.067 | \$10.067 | \$10.067 |
| Net Cash Balance | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|-----------------|-----------------|-----------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Investment Income | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Expenditures | | | | | |
| Labor: | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Non-Labor: | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 15.136 | 15.298 | 15.707 | 16.445 | 17.708 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$15.136 | \$15.298 | \$15.707 | \$16.445 | \$17.708 |
| Other Expenditure Adjustments: | | | | | |
| Other Expense Adjustments | \$77.247 | \$22.712 | \$22.849 | \$21.183 | \$19.867 |
| Total Other Expenditure Adjustments | \$77.247 | \$22.712 | \$22.849 | \$21.183 | \$19.867 |
| Total Expenditures | \$92.383 | \$38.010 | \$38.556 | \$37.628 | \$37.575 |
| Total Cash Conversion Adjustments before Depreciation | \$92.383 | \$38.010 | \$38.556 | \$37.628 | \$37.575 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$92.383 | \$38.010 | \$38.556 | \$37.628 | \$37.575 |

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.841 | 10.048 |
| Total Revenues | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.841 | \$10.048 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.859) | (94.297) |
| Claims | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.182 | 134.195 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 8.160 |
| Total Non-Labor Expenses | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.003 | \$48.058 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.003 | \$48.058 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.003 | \$48.058 |
| Net Surplus/(Deficit) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.162) | (\$38.010) |

-- Differences are due to rounding

VI-122

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.841 | 10.048 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.841 | \$10.048 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.859) | (94.297) |
| Claims | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.183 | 11.182 | 134.195 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 8.160 |
| Total Non-Labor Expenses | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.003 | \$48.058 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.003 | \$48.058 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.005 | \$4.003 | \$48.058 |
| Net Surplus/(Deficit) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.168) | (\$3.162) | (\$38.010) |

-- Differences are due to rounding

VI-123

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.837 | 0.841 | 10.048 |
| Investment Income | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.841 | \$10.048 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.858) | (7.859) | (94.297) |
| Claims | 9.908 | 9.908 | 9.908 | 9.908 | 9.908 | 9.908 | 9.908 | 9.908 | 9.908 | 9.908 | 9.908 | 9.909 | 118.897 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 0.680 | 8.160 |
| Total Non-Labor Expenditures | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$2.730 | \$32.760 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other - Restricted Cash Adjustment | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.889) | (\$22.712) |
| Total Other Expenditure Adjustments | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.893) | (\$1.889) | (\$22.712) |
| Total Expenditures | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.837 | \$0.841 | \$10.048 |
| Net Cash Balance | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

VI-124

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Investment Income | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 1.275 | 1.275 | 1.275 | 1.275 | 1.275 | 1.275 | 1.275 | 1.275 | 1.275 | 1.275 | 1.275 | 1.273 | 15.298 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$1.275 | \$1.275 | \$1.275 | \$1.275 | \$1.275 | \$1.275 | \$1.275 | \$1.275 | \$1.275 | \$1.275 | \$1.275 | \$1.273 | \$15.298 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other - Restricted Cash Adjustment | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.889 | \$22.712 |
| Total Other Expenditure Adjustments | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.893 | \$1.889 | \$22.712 |
| Total Expenditures | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.162 | \$38.010 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.162 | \$38.010 |
| Total Cash Conversion Adjustments | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.168 | \$3.162 | \$38.010 |

VI-125

[THIS PAGE INTENTIONALLY LEFT BLANK]

New York City Transit

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- GASB 87 Lease Adjustment to conform with the new leasing accounting standard for public sector entities.
- Transfer of non-labor expenses to C&D as part of MTA consolidation efforts to conduct business more efficiently.
- Revised FTE conversion rates resulting in a net total part-time position increase mainly among PT analysts with no financial impact.

MTA Plan adjustments include:

- MTA Operating Efficiencies Phase 1 reflecting various initiatives.
- Accrued receipt in 2022 of American Rescue Plan Act (ARPA) federal COVID aid.
- Provision for increased pension costs to conform with the latest actuarial update from New York City Employees Retirement System (NYCERS).

The attached also includes schedules detailing the monthly allocation of financials, including headcount and utilization data, based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 43,850 | (\$8,867.306) | 44,747 | (\$8,872.171) | 44,864 | (\$8,903.994) | 45,013 | (\$9,140.908) | 45,057 | (\$9,342.397) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| GASB 87 Lease Adjustment | | (\$7.722) | | (\$7.722) | | (\$7.722) | | (\$7.722) | | (\$7.722) |
| FTE Impact of Part-Time Conversion Rates | | | (4) | | (4) | | (4) | | (4) | |
| Sub-Total Technical Adjustments | 0 | (\$7.722) | (4) | (\$7.722) | (4) | (\$7.722) | (4) | (\$7.722) | (4) | (\$7.722) |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | | | 6 | \$6.373 | 6 | \$6.373 | 6 | \$6.373 | 6 | \$6.373 |
| ARPA federal COVID aid | 4,850.084 | | | | | | | | | |
| Provision for Increased Pension Costs | | | | (69.885) | | (155.918) | | (237.287) | | (312.627) |
| Sub-Total MTA Plan Adjustments | 0 | \$4850.084 | 6 | (\$63.512) | 6 | (\$149.545) | 6 | (\$230.914) | 6 | (\$306.254) |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 43,850 | (\$4,024.944) | 44,745 | (\$8,943.405) | 44,862 | (\$9,061.261) | 45,011 | (\$9,379.544) | 45,055 | (\$9,656.373) |

VI-128

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| Favorable/(Unfavorable) | | | | | | | | | |
|-------------------------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|
| 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |

| | | | | | | | | | | |
|------------------------------------------------------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
| 2022 November Financial Plan: Net Surplus/(Deficit) | 4,777 | \$0.000 | 4,787 | \$0.000 | 4,597 | \$0.000 | 4,404 | \$0.000 | 4,323 | \$0.000 |
|------------------------------------------------------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|

Technical Adjustments:

| | | | | | | | | | |
|-----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Transfer to MTA C&D | | | | | | | | | |
| | \$0.893 | \$0.893 | \$0.893 | \$0.893 | \$0.893 | \$0.893 | \$0.893 | \$0.893 | \$0.893 |
| Other RMB Adjustments | (0.085) | (0.061) | (0.063) | (0.063) | (0.063) | (0.063) | (0.063) | (0.063) | (0.064) |
| Reduction of Reimbursements | (0.808) | (0.832) | (0.830) | (0.830) | (0.830) | (0.830) | (0.830) | (0.830) | (0.829) |

| | | | | | | | | | | |
|---------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
|---------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|

MTA Plan Adjustments:

| | | | | | | | | | | |
|--------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
|--------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|

| | | | | | | | | | | |
|------------------------------------------------------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
| 2023 February Financial Plan: Net Surplus/(Deficit) | 4,777 | \$0.000 | 4,787 | \$0.000 | 4,597 | \$0.000 | 4,404 | \$0.000 | 4,323 | \$0.000 |
|------------------------------------------------------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|

VI-129

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023-2026
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 48,627 | (\$5,111.986) | 49,534 | (\$5,745.753) | 49,461 | (\$5,603.047) | 49,417 | (\$5,966.066) | 49,380 | (\$5,967.069) |
| Technical Adjustments: | | | | | | | | | | |
| FTE Impact of Part-Time Conversion Rates | | | (4) | | (4) | | (4) | | (4) | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | (4) | \$0.000 | (4) | \$0.000 | (4) | \$0.000 | (4) | \$0.000 |
| MTA Plan Adjustments: | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | | | 6 | \$6.373 | 6 | \$6.373 | 6 | \$6.373 | 6 | \$6.373 |
| Provision for Increased Pension Costs | | | | (69.885) | | (155.918) | | (237.287) | | (312.627) |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 6 | (\$63.512) | 6 | (\$149.545) | 6 | (\$230.914) | 6 | (\$306.254) |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 48,627 | (\$5,111.986) | 49,532 | (\$5,809.265) | 49,459 | (\$5,752.592) | 49,415 | (\$6,196.980) | 49,378 | (\$6,273.323) |

VI-130

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| Non-Reimbursable | | | | | |
| Operating Revenue | | | | | |
| <i>Farebox Revenue:</i> | | | | | |
| Subway | \$2,260.567 | \$2,554.085 | \$2,639.282 | \$2,710.244 | \$2,794.178 |
| Bus | 614.790 | 687.637 | 711.507 | 732.841 | 758.396 |
| Paratransit | 18.923 | 23.426 | 24.598 | 25.827 | 27.119 |
| Fare Media Liability | <u>52.595</u> | <u>23.550</u> | <u>19.625</u> | <u>7.850</u> | <u>0.000</u> |
| Farebox Revenue | \$2,946.875 | \$3,288.699 | \$3,395.012 | \$3,476.762 | \$3,579.693 |
| <i>Other Operating Revenue:</i> | | | | | |
| Fare Reimbursement | 84.016 | 84.016 | 84.016 | 84.016 | 84.016 |
| Paratransit Reimbursement | 246.748 | 276.400 | 293.111 | 308.717 | 326.102 |
| Other | <u>5,040.145</u> | <u>198.501</u> | <u>202.473</u> | <u>203.105</u> | <u>206.599</u> |
| Other Operating Revenue | \$5,370.909 | \$558.916 | \$579.600 | \$595.837 | \$616.717 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$8,317.784 | \$3,847.616 | \$3,974.612 | \$4,072.600 | \$4,196.410 |
| Operating Expense | | | | | |
| <i>Labor:</i> | | | | | |
| Payroll | \$3,537.347 | \$3,796.906 | \$3,900.850 | \$3,997.139 | \$4,085.257 |
| Overtime | <u>731.692</u> | <u>493.659</u> | <u>473.376</u> | <u>487.619</u> | <u>497.482</u> |
| Total Salaries and Wages | \$4,269.039 | \$4,290.566 | \$4,374.226 | \$4,484.758 | \$4,582.739 |
| Health and Welfare | 1,017.897 | 1,175.667 | 1,265.206 | 1,357.109 | 1,455.929 |
| OPEB Current Payments | 553.115 | 615.887 | 676.423 | 742.768 | 814.452 |
| Pension | 908.727 | 948.056 | 969.819 | 992.154 | 1,008.431 |
| Other Fringe Benefits | <u>609.582</u> | <u>602.563</u> | <u>638.742</u> | <u>682.479</u> | <u>723.688</u> |
| Total Fringe Benefits | \$3,089.322 | \$3,342.173 | \$3,550.190 | \$3,774.511 | \$4,002.499 |
| Reimbursable Overhead | (213.993) | (244.979) | (244.947) | (239.083) | (239.936) |
| Total Labor Expenses | \$7,144.368 | \$7,387.759 | \$7,679.469 | \$8,020.186 | \$8,345.302 |
| <i>Non-Labor:</i> | | | | | |
| Electric Power | \$367.356 | \$403.210 | \$375.246 | \$378.046 | \$387.312 |
| Fuel | 164.390 | 149.053 | 133.010 | 126.478 | 127.098 |
| Insurance | 74.156 | 84.288 | 103.466 | 114.372 | 134.157 |
| Claims | 213.082 | 225.810 | 230.373 | 235.028 | 239.777 |
| Paratransit Service Contracts | 407.284 | 474.888 | 504.693 | 527.291 | 561.090 |
| Maintenance and Other Operating Contracts | 361.564 | 328.508 | 257.640 | 281.038 | 256.459 |
| Professional Services Contracts | 161.561 | 182.547 | 172.415 | 160.052 | 163.743 |
| Materials and Supplies | 322.006 | 349.690 | 352.241 | 352.065 | 356.539 |
| Other Business Expenses | 113.518 | 123.091 | 115.434 | 119.019 | 119.081 |
| Total Non-Labor Expenses | \$2,184.919 | \$2,321.085 | \$2,244.518 | \$2,293.390 | \$2,345.256 |
| <i>Other Expense Adjustments:</i> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$9,329.287 | \$9,708.844 | \$9,923.987 | \$10,313.576 | \$10,690.557 |
| Depreciation | \$2,096.000 | \$2,138.000 | \$2,181.000 | \$2,225.000 | \$2,269.000 |
| GASB 68 Pension Expense Adjustment | (63.281) | (64.547) | (65.838) | (67.154) | (68.498) |
| GASB 75 OPEB Expense Adjustment | 973.000 | 1,001.000 | 989.000 | 973.000 | 954.000 |
| GASB 87 Lease Adjustment | 7.722 | 7.722 | 7.722 | 7.722 | 7.722 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$12,342.727 | \$12,791.019 | \$13,035.871 | \$13,452.143 | \$13,852.782 |
| Net Surplus/(Deficit) | (\$4,024.944) | (\$8,943.403) | (\$9,061.260) | (\$9,379.544) | (\$9,656.372) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 1,057.953 | 1,264.408 | 1,254.205 | 1,237.082 | 1,241.492 |
| Total Revenues | \$1,057.953 | \$1,264.408 | \$1,254.205 | \$1,237.082 | \$1,241.492 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$374.300 | \$510.244 | \$501.430 | \$493.488 | \$494.914 |
| Overtime | 123.905 | 127.301 | 130.322 | 131.829 | 133.906 |
| Total Salaries and Wages | \$498.205 | \$637.545 | \$631.752 | \$625.317 | \$628.820 |
| Health and Welfare | 20.278 | 25.000 | 26.438 | 27.597 | 28.881 |
| OPEB Current Payments | 15.596 | 16.305 | 17.240 | 18.228 | 19.219 |
| Pension | 39.344 | 35.983 | 32.878 | 30.146 | 27.623 |
| Other Fringe Benefits | 153.557 | 203.513 | 199.817 | 195.579 | 195.879 |
| Total Fringe Benefits | \$228.775 | \$280.801 | \$276.373 | \$271.550 | \$271.603 |
| Reimbursable Overhead | 213.993 | 244.979 | 244.947 | 239.083 | 239.936 |
| Total Labor Expenses | \$940.973 | \$1,163.325 | \$1,153.072 | \$1,135.950 | \$1,140.359 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.252 | \$0.252 | \$0.252 | \$0.252 | \$0.252 |
| Fuel | 0.198 | 0.198 | 0.198 | 0.198 | 0.198 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 40.341 | 35.119 | 36.006 | 36.006 | 36.006 |
| Professional Services Contracts | 19.529 | 9.612 | 9.112 | 9.112 | 9.112 |
| Materials and Supplies | 55.642 | 56.680 | 56.342 | 56.342 | 56.342 |
| Other Business Expenses | 1.019 | (0.778) | (0.777) | (0.777) | (0.777) |
| Total Non-Labor Expenses | \$116.980 | \$101.083 | \$101.133 | \$101.133 | \$101.133 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$1,057.953 | \$1,264.408 | \$1,254.205 | \$1,237.082 | \$1,241.492 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| <i>Farebox Revenue:</i> | | | | | |
| Subway | \$2,260.567 | \$2,554.085 | \$2,639.282 | \$2,710.244 | \$2,794.178 |
| Bus | 614.790 | 687.637 | 711.507 | 732.841 | 758.396 |
| Paratransit | 18.923 | 23.426 | 24.598 | 25.827 | 27.119 |
| Fare Media Liability | <u>52.595</u> | <u>23.550</u> | <u>19.625</u> | <u>7.850</u> | <u>0.000</u> |
| Farebox Revenue | \$2,946.875 | \$3,288.699 | \$3,395.012 | \$3,476.762 | \$3,579.693 |
| <i>Other Operating Revenue:</i> | | | | | |
| Fare Reimbursement | 84.016 | 84.016 | 84.016 | 84.016 | 84.016 |
| Paratransit Reimbursement | 246.748 | 276.400 | 293.111 | 308.717 | 326.102 |
| Other | <u>5,040.145</u> | <u>198.501</u> | <u>202.473</u> | <u>203.105</u> | <u>206.599</u> |
| Other Operating Revenue | \$5,370.909 | \$558.916 | \$579.600 | \$595.837 | \$616.717 |
| Capital and Other Reimbursements | 1,057.953 | 1,264.408 | 1,254.205 | 1,237.082 | 1,241.492 |
| Total Revenues | \$9,375.737 | \$5,112.024 | \$5,228.816 | \$5,309.682 | \$5,437.902 |
| Operating Expense | | | | | |
| <i>Labor:</i> | | | | | |
| Payroll | \$3,911.648 | \$4,307.150 | \$4,402.280 | \$4,490.627 | \$4,580.171 |
| Overtime | <u>855.597</u> | <u>620.960</u> | <u>603.698</u> | <u>619.448</u> | <u>631.388</u> |
| Total Salaries and Wages | \$4,767.244 | \$4,928.111 | \$5,005.978 | \$5,110.075 | \$5,211.559 |
| Health and Welfare | 1,038.175 | 1,200.667 | 1,291.644 | 1,384.706 | 1,484.810 |
| OPEB Current Payments | 568.711 | 632.192 | 693.663 | 760.997 | 833.671 |
| Pension | 948.071 | 984.039 | 1,002.697 | 1,022.300 | 1,036.054 |
| Other Fringe Benefits | <u>763.139</u> | <u>806.075</u> | <u>838.560</u> | <u>878.058</u> | <u>919.568</u> |
| Total Fringe Benefits | \$3,318.097 | \$3,622.974 | \$3,826.563 | \$4,046.061 | \$4,274.103 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$8,085.341 | \$8,551.084 | \$8,832.541 | \$9,156.136 | \$9,485.661 |
| <i>Non-Labor:</i> | | | | | |
| Electric Power | \$367.608 | \$403.462 | \$375.498 | \$378.298 | \$387.564 |
| Fuel | 164.588 | 149.251 | 133.208 | 126.676 | 127.296 |
| Insurance | 74.156 | 84.288 | 103.466 | 114.372 | 134.157 |
| Claims | 213.082 | 225.810 | 230.373 | 235.028 | 239.777 |
| Paratransit Service Contracts | 407.284 | 474.888 | 504.693 | 527.291 | 561.090 |
| Maintenance and Other Operating Contracts | 401.905 | 363.627 | 293.647 | 317.044 | 292.465 |
| Professional Services Contracts | 181.090 | 192.159 | 181.527 | 169.165 | 172.855 |
| Materials and Supplies | 377.648 | 406.370 | 408.582 | 408.407 | 412.881 |
| Other Business Expenses | 114.537 | 122.313 | 114.657 | 118.242 | 118.304 |
| Total Non-Labor Expenses | \$2,301.899 | \$2,422.168 | \$2,345.651 | \$2,394.522 | \$2,446.388 |
| <i>Other Expense Adjustments:</i> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$10,387.240 | \$10,973.253 | \$11,178.192 | \$11,550.658 | \$11,932.049 |
| Depreciation | \$2,096.000 | \$2,138.000 | \$2,181.000 | \$2,225.000 | \$2,269.000 |
| GASB 68 Pension Expense Adjustment | (63.281) | (64.547) | (65.838) | (67.154) | (68.498) |
| GASB 75 OPEB Expense Adjustment | 973.000 | 1,001.000 | 989.000 | 973.000 | 954.000 |
| GASB 87 Lease Adjustment | 7.722 | 7.722 | 7.722 | 7.722 | 7.722 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$13,400.680 | \$14,055.427 | \$14,290.076 | \$14,689.226 | \$15,094.274 |
| Net Surplus/(Deficit) | (\$4,024.944) | (\$8,943.403) | (\$9,061.260) | (\$9,379.544) | (\$9,656.372) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$2,947.075 | \$3,288.899 | \$3,395.212 | \$3,476.962 | \$3,579.893 |
| <i>Other Operating Revenue:</i> | | | | | |
| <i>Fare Reimbursement</i> | <i>100.180</i> | <i>54.016</i> | <i>84.016</i> | <i>84.016</i> | <i>84.016</i> |
| <i>Paratransit Reimbursement</i> | <i>250.265</i> | <i>276.194</i> | <i>292.890</i> | <i>308.629</i> | <i>326.017</i> |
| <i>Other Revenue</i> | <i>516.790</i> | <i>57.999</i> | <i>59.730</i> | <i>57.718</i> | <i>58.515</i> |
| Other Operating Revenue | 867.236 | 388.209 | 436.637 | 450.362 | 468.549 |
| Capital and Other Reimbursements | 1,315.833 | 1,220.705 | 1,255.808 | 1,240.133 | 1,240.056 |
| Total Receipts | \$5,130.144 | \$4,897.814 | \$5,087.656 | \$5,167.458 | \$5,288.497 |
| Expenditures | | | | | |
| Labor: | | | | | |
| <i>Payroll</i> | <i>\$3,887.259</i> | <i>\$4,325.524</i> | <i>\$4,371.901</i> | <i>\$4,606.806</i> | <i>\$4,542.859</i> |
| <i>Overtime</i> | <i>855.597</i> | <i>620.960</i> | <i>603.698</i> | <i>619.448</i> | <i>631.388</i> |
| Total Salaries & Wages | \$4,742.855 | \$4,946.484 | \$4,975.599 | \$5,226.254 | \$5,174.247 |
| <i>Health and Welfare</i> | <i>1,029.323</i> | <i>1,187.926</i> | <i>1,277.948</i> | <i>1,369.983</i> | <i>1,468.982</i> |
| <i>OPEB Current Payments</i> | <i>568.711</i> | <i>632.192</i> | <i>693.663</i> | <i>760.997</i> | <i>833.671</i> |
| <i>Pension</i> | <i>968.071</i> | <i>984.039</i> | <i>1,002.697</i> | <i>1,022.300</i> | <i>1,036.054</i> |
| <i>Other Fringe Benefits</i> | <i>668.431</i> | <i>605.289</i> | <i>619.900</i> | <i>655.246</i> | <i>669.038</i> |
| Total Fringe Benefits | \$3,234.537 | \$3,409.447 | \$3,594.208 | \$3,808.526 | \$4,007.745 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$7,977.392 | \$8,355.931 | \$8,569.807 | \$9,034.780 | \$9,181.992 |
| Non-Labor: | | | | | |
| Electric Power | \$378.530 | \$414.384 | \$386.420 | \$389.220 | \$398.486 |
| Fuel | 164.588 | 149.251 | 133.208 | 126.676 | 127.296 |
| Insurance | 82.519 | 88.635 | 103.623 | 124.875 | 142.964 |
| Claims | 152.942 | 144.826 | 149.389 | 154.044 | 158.793 |
| Paratransit Service Contracts | 405.284 | 472.888 | 502.693 | 525.291 | 559.090 |
| Maintenance and Other Operating Contracts | 415.099 | 370.821 | 300.841 | 324.238 | 299.659 |
| Professional Services Contracts | 175.090 | 183.159 | 172.527 | 160.165 | 163.855 |
| Materials and Supplies | 376.148 | 404.870 | 407.082 | 406.907 | 411.381 |
| Other Business Expenses | 114.537 | 122.313 | 114.657 | 118.242 | 118.304 |
| Total Non-Labor Expenditures | \$2,264.738 | \$2,351.147 | \$2,270.440 | \$2,329.657 | \$2,379.827 |
| Other Expenditure Adjustments: | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$10,242.130 | \$10,707.079 | \$10,840.247 | \$11,364.437 | \$11,561.819 |
| Net Cash Balance | (\$5,111.986) | (\$5,809.264) | (\$5,752.591) | (\$6,196.979) | (\$6,273.322) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.200 | \$0.200 | \$0.200 | \$0.200 | \$0.200 |
| <i>Other Operating Revenue:</i> | | | | | |
| Fare Reimbursement | 16.164 | (30.000) | 0.000 | 0.000 | 0.000 |
| Paratransit Reimbursement | 3.517 | (0.206) | (0.221) | (0.088) | (0.085) |
| Other Revenue | <u>(4,523.354)</u> | <u>(140.501)</u> | <u>(142.743)</u> | <u>(145.387)</u> | <u>(148.084)</u> |
| Other Operating Revenue | (\$4,503.673) | (\$170.707) | (\$142.963) | (\$145.475) | (\$148.169) |
| Capital and Other Reimbursements | 257.880 | (43.703) | 1.603 | 3.051 | (1.436) |
| Total Receipts | (\$4,245.593) | (\$214.210) | (\$141.160) | (\$142.224) | (\$149.405) |
| Expenditures | | | | | |
| Labor: | | | | | |
| Payroll | \$24.389 | (\$18.373) | \$30.379 | (\$116.179) | \$37.312 |
| Overtime | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> |
| Total Salaries and Wages | \$24.389 | (\$18.373) | \$30.379 | (\$116.179) | \$37.312 |
| Health and Welfare | 8.852 | 12.741 | 13.696 | 14.723 | 15.828 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | (20.000) | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | <u>94.708</u> | <u>200.786</u> | <u>218.659</u> | <u>222.812</u> | <u>250.529</u> |
| Total Fringe Benefits | \$83.560 | \$213.526 | \$232.355 | \$237.535 | \$266.357 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$107.948 | \$195.153 | \$262.734 | \$121.356 | \$303.669 |
| Non-Labor: | | | | | |
| Electric Power | (\$10.922) | (10.922) | (\$10.922) | (\$10.922) | (\$10.922) |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (8.363) | (4.347) | (0.157) | (10.503) | (8.807) |
| Claims | 60.140 | 80.984 | 80.984 | 80.984 | 80.984 |
| Paratransit Service Contracts | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 |
| Maintenance and Other Operating Contracts | (13.194) | (7.194) | (7.194) | (7.194) | (7.194) |
| Professional Services Contracts | 6.000 | 9.000 | 9.000 | 9.000 | 9.000 |
| Materials and Supplies | 1.500 | 1.500 | 1.500 | 1.500 | 1.500 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$37.161 | \$71.021 | \$75.211 | \$64.865 | \$66.561 |
| Other Expenditure Adjustments: | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$145.109 | \$266.174 | \$337.945 | \$186.221 | \$370.230 |
| Total Cash Conversion Adjustments before Depreciation | (\$4,100.483) | \$51.964 | \$196.785 | \$43.997 | \$220.825 |
| Depreciation | \$2,096.000 | \$2,138.000 | \$2,181.000 | \$2,225.000 | \$2,269.000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | (63.281) | (64.547) | (65.838) | (67.154) | (68.498) |
| GASB 75 OPEB Expense Adjustment | 973.000 | 1,001.000 | 989.000 | 973.000 | 954.000 |
| GASB 87 Lease Adjustment | 7.722 | 7.722 | 7.722 | 7.722 | 7.722 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | (\$1,087.043) | \$3,134.139 | \$3,308.669 | \$3,182.565 | \$3,383.050 |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023 - 2026
Ridership (Utilization) and Revenue
(in millions)

| Final Estimate | Adopted Budget | | | |
|-------------------|-------------------|------|------|------|
| 2022 | 2023 | 2024 | 2025 | 2026 |

RIDERSHIP

| | | | | | |
|------------------------|------------------|------------------|------------------|------------------|------------------|
| Subway | 1,006.223 | 1,135.477 | 1,233.749 | 1,270.619 | 1,309.728 |
| Bus | 346.417 | 385.801 | 415.292 | 428.913 | 443.536 |
| Paratransit | 9.244 | 10.918 | 11.464 | 12.037 | 12.639 |
| Total Ridership | 1,361.883 | 1,532.197 | 1,660.505 | 1,711.570 | 1,765.903 |

FAREBOX REVENUE (Excluding fare media liability)

| | | | | | |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Subway | \$2,260.567 | \$2,554.085 | \$2,639.282 | \$2,710.244 | \$2,794.178 |
| Bus | 614.790 | 687.637 | 711.507 | 732.841 | 758.396 |
| Paratransit | 18.923 | 23.426 | 24.598 | 25.827 | 27.119 |
| Total Revenue | \$2,894.280 | \$3,265.149 | \$3,375.387 | \$3,468.912 | \$3,579.693 |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023 - 2026
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

| FUNCTION/DEPARTMENT | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------|---------------------------|---------------------------|---------------|---------------|---------------|
| Administration | | | | | |
| Office of the President | 14 | 14 | 14 | 14 | 14 |
| Law | 245 | 249 | 249 | 249 | 249 |
| Office of the EVP | 21 | 18 | 18 | 18 | 18 |
| Human Resources | 122 | 122 | 122 | 122 | 122 |
| EEO | 11 | 11 | 11 | 11 | 11 |
| Office of Management and Budget | 32 | 32 | 32 | 32 | 32 |
| Strategy & Customer Experience | 166 | 165 | 165 | 165 | 165 |
| Non-Departmental | (10) | 1 | 1 | 1 | 1 |
| Labor Relations | 89 | 89 | 89 | 89 | 89 |
| Office of People & Business Transformation | 13 | 13 | 13 | 13 | 13 |
| Materiel | 151 | 150 | 150 | 150 | 146 |
| Controller | 109 | 108 | 108 | 109 | 109 |
| Total Administration | 965 | 974 | 974 | 975 | 971 |
| Operations | | | | | |
| Subways Rapid Transit Operations | 8,331 | 8,524 | 8,524 | 8,497 | 8,492 |
| Subways Operation Support /Admin | 419 | 432 | 432 | 432 | 432 |
| Subways Stations | 2,317 | 2,339 | 2,339 | 2,339 | 2,339 |
| <i>Subtotal - Subways</i> | 11,067 | 11,295 | 11,295 | 11,268 | 11,263 |
| Buses | 11,031 | 11,219 | 11,211 | 11,211 | 11,211 |
| Paratransit | 190 | 192 | 192 | 192 | 192 |
| Operations Planning | 359 | 368 | 368 | 368 | 364 |
| Revenue Control | 542 | 545 | 545 | 545 | 545 |
| Non-Departmental | - | (170) | (170) | (170) | (170) |
| Total Operations | 23,189 | 23,449 | 23,441 | 23,414 | 23,405 |
| Maintenance | | | | | |
| Subways Operation Support /Admin | 117 | 120 | 97 | 97 | 92 |
| Subways Rapid Transit Operations | 42 | 76 | 76 | 76 | 76 |
| Subways Engineering | 375 | 370 | 347 | 322 | 297 |
| Subways Car Equipment | 5,033 | 5,110 | 5,281 | 5,392 | 5,426 |
| Subways Infrastructure | 1,572 | 1,502 | 1,498 | 1,427 | 1,425 |
| Subways Elevator & Escalators | 415 | 407 | 407 | 398 | 398 |
| Subways Stations | 3,813 | 3,989 | 3,974 | 3,974 | 3,974 |
| Subways Track | 3,200 | 3,312 | 3,312 | 3,312 | 3,312 |
| Subways Power | 644 | 625 | 595 | 584 | 573 |
| Subways Signals | 1,708 | 1,720 | 1,720 | 1,702 | 1,702 |
| Subways Electronics Maintenance | 1,579 | 1,622 | 1,527 | 1,515 | 1,515 |
| <i>Subtotal - Subways</i> | 18,497 | 18,856 | 18,837 | 18,802 | 18,793 |
| Buses | 3,494 | 3,581 | 3,541 | 3,533 | 3,518 |
| Supply Logistics | 523 | 523 | 523 | 523 | 523 |
| System Safety | 84 | 85 | 85 | 85 | 85 |
| OHS | 80 | 80 | 80 | 80 | 80 |
| Non-Departmental | (114) | 13 | 7 | 32 | 32 |
| Total Maintenance | 22,564 | 23,138 | 23,073 | 23,055 | 23,031 |
| Engineering/Capital | | | | | |
| Construction & Development | 1,174 | 1,155 | 1,155 | 1,155 | 1,155 |
| Matrixed C & D Support | 91 | 85 | 85 | 85 | 85 |
| Total Engineering/Capital | 1,265 | 1,240 | 1,240 | 1,240 | 1,240 |
| Public Safety | | | | | |
| Security | 644 | 732 | 732 | 732 | 732 |
| Total Public Safety | 644 | 732 | 732 | 732 | 732 |
| Total Positions | 48,627 | 49,532 | 49,459 | 49,415 | 49,378 |
| Non-Reimbursable | 43,850 | 44,745 | 44,862 | 45,011 | 45,055 |
| Reimbursable | 4,777 | 4,787 | 4,597 | 4,404 | 4,323 |
| Total Full-Time | 48,464 | 49,368 | 49,295 | 49,251 | 49,214 |
| Total Full-Time Equivalents | 163 | 165 | 165 | 165 | 165 |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2023 - 2026
Total Positions
By Function and Occupational Group

| FUNCTION / OCCUPATIONAL GROUP | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------|---------------------------|---------------------------|---------------|---------------|---------------|
| Administration | | | | | |
| Managers/Supervisors | 320 | 321 | 321 | 321 | 321 |
| Professional/Technical/Clerical | 621 | 629 | 629 | 630 | 626 |
| Operational Hourlies | 24 | 24 | 24 | 24 | 24 |
| Total Administration Headcount | 965 | 974 | 974 | 975 | 971 |
| Operations | | | | | |
| Managers/Supervisors | 2,855 | 2,923 | 2,915 | 2,909 | 2,902 |
| Professional/Technical/Clerical | 475 | 472 | 472 | 472 | 470 |
| Operational Hourlies | 19,859 | 20,054 | 20,054 | 20,033 | 20,033 |
| Total Operations Headcount | 23,189 | 23,449 | 23,441 | 23,414 | 23,405 |
| Maintenance | | | | | |
| Managers/Supervisors | 4,144 | 4,152 | 4,099 | 4,074 | 4,054 |
| Professional/Technical/Clerical | 1,010 | 1,035 | 998 | 946 | 917 |
| Operational Hourlies | 17,410 | 17,951 | 17,976 | 18,035 | 18,060 |
| Total Maintenance Headcount | 22,564 | 23,138 | 23,073 | 23,055 | 23,031 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 330 | 313 | 313 | 313 | 313 |
| Professional/Technical/Clerical | 933 | 925 | 925 | 925 | 925 |
| Operational Hourlies | 2 | 2 | 2 | 2 | 2 |
| Total Engineering Headcount | 1,265 | 1,240 | 1,240 | 1,240 | 1,240 |
| Public Safety | | | | | |
| Managers/Supervisors | 277 | 355 | 351 | 351 | 351 |
| Professional, Technical, Clerical | 33 | 41 | 42 | 42 | 42 |
| Operational Hourlies | 334 | 336 | 339 | 339 | 339 |
| Total Public Safety Headcount | 644 | 732 | 732 | 732 | 732 |
| Total Positions | | | | | |
| Managers/Supervisors | 7,926 | 8,064 | 7,999 | 7,968 | 7,941 |
| Professional, Technical, Clerical | 3,071 | 3,101 | 3,065 | 3,014 | 2,979 |
| Operational Hourlies | 37,629 | 38,367 | 38,395 | 38,433 | 38,458 |
| Total Positions | 48,627 | 49,532 | 49,459 | 49,415 | 49,378 |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|----------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| <i>Farebox Revenue</i> | | | | | | | | | | | | | |
| Subway | \$198,520 | \$179,805 | \$204,704 | \$208,389 | \$218,507 | \$213,979 | \$213,132 | \$221,524 | \$217,635 | \$230,033 | \$222,557 | \$225,302 | \$2,554,085 |
| Bus | 53,518 | 48,492 | 55,351 | 56,657 | 59,474 | 58,311 | 59,933 | 62,200 | 58,263 | 59,603 | 57,633 | 58,203 | 687,637 |
| Paratransit | 1,870 | 1,790 | 1,964 | 1,945 | 2,024 | 1,926 | 1,924 | 1,927 | 2,040 | 2,081 | 1,963 | 1,971 | 23,426 |
| Fare Media Liability | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>23,550</u> |
| Farebox Revenue | \$255,871 | \$232,050 | \$263,981 | \$268,953 | \$281,967 | \$276,179 | \$276,951 | \$287,613 | \$279,900 | \$293,680 | \$284,115 | \$287,438 | \$3,288,699 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Fare Reimbursement | 7,928 | 7,891 | 8,027 | 8,024 | 8,032 | 7,075 | 2,858 | 2,196 | 8,009 | 8,076 | 7,953 | 7,947 | 84,016 |
| Paratransit Reimbursement | 21,656 | 22,231 | 23,299 | 22,656 | 22,901 | 23,101 | 22,384 | 22,590 | 23,466 | 24,000 | 23,956 | 24,159 | 276,400 |
| Other | <u>16,464</u> | <u>16,362</u> | <u>16,503</u> | <u>16,525</u> | <u>16,584</u> | <u>16,560</u> | <u>16,513</u> | <u>16,566</u> | <u>16,573</u> | <u>16,636</u> | <u>16,590</u> | <u>16,624</u> | <u>198,501</u> |
| Other Operating Revenue | \$46,048 | \$46,484 | \$47,829 | \$47,205 | \$47,517 | \$46,737 | \$41,755 | \$41,351 | \$48,049 | \$48,712 | \$48,498 | \$48,730 | \$558,916 |
| Total Revenues | \$301,919 | \$278,534 | \$311,810 | \$316,159 | \$329,485 | \$322,916 | \$318,707 | \$328,965 | \$327,949 | \$342,392 | \$332,613 | \$336,168 | \$3,847,616 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$318,034 | \$286,415 | \$306,891 | \$299,860 | \$324,032 | \$313,532 | \$317,901 | \$315,210 | \$309,491 | \$315,500 | \$330,186 | \$359,854 | \$3,796,906 |
| Overtime | <u>43,772</u> | <u>41,699</u> | <u>37,334</u> | <u>40,425</u> | <u>42,281</u> | <u>42,192</u> | <u>41,645</u> | <u>35,307</u> | <u>41,401</u> | <u>42,437</u> | <u>42,113</u> | <u>43,054</u> | <u>493,659</u> |
| Total Salaries & Wages | \$361,806 | \$328,114 | \$344,225 | \$340,285 | \$366,313 | \$355,724 | \$359,547 | \$350,517 | \$350,892 | \$357,937 | \$372,299 | \$402,907 | \$4,290,566 |
| Health and Welfare | 94,803 | 94,849 | 94,886 | 95,021 | 95,232 | 95,453 | 98,324 | 99,047 | 98,483 | 98,489 | 98,526 | 112,553 | 1,175,667 |
| OPEB Current Payments | 50,425 | 50,425 | 50,425 | 50,425 | 50,425 | 50,425 | 52,205 | 52,205 | 52,205 | 52,205 | 52,205 | 52,310 | 615,887 |
| Pension | 70,474 | 66,985 | 70,166 | 68,311 | 70,907 | 69,834 | 87,689 | 88,148 | 86,898 | 87,763 | 88,896 | 91,985 | 948,056 |
| Other Fringe Benefits | <u>51,009</u> | <u>49,329</u> | <u>45,632</u> | <u>50,393</u> | <u>51,338</u> | <u>50,312</u> | <u>51,452</u> | <u>48,815</u> | <u>50,334</u> | <u>51,196</u> | <u>51,728</u> | <u>50,025</u> | <u>602,563</u> |
| Total Fringe Benefits | \$266,711 | \$261,589 | \$261,109 | \$264,149 | \$267,901 | \$266,024 | \$289,671 | \$286,216 | \$287,920 | \$288,654 | \$291,356 | \$310,873 | \$3,342,173 |
| Reimbursable Overhead | (18,715) | (17,128) | (30,759) | (17,957) | (18,613) | (18,700) | (18,121) | (30,037) | (18,391) | (19,416) | (18,480) | (18,663) | (244,979) |
| Total Labor Expenses | \$609,801 | \$572,575 | \$574,575 | \$586,477 | \$615,602 | \$603,048 | \$631,096 | \$606,696 | \$620,422 | \$627,174 | \$645,175 | \$695,117 | \$7,387,759 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$39,188 | \$38,089 | \$31,856 | \$32,096 | \$30,996 | \$30,606 | \$37,188 | \$35,663 | \$33,473 | \$34,804 | \$29,727 | \$29,526 | \$403,210 |
| Fuel | 11,932 | 12,966 | 14,077 | 12,136 | 13,386 | 12,169 | 12,281 | 12,213 | 11,989 | 11,369 | 11,404 | 13,130 | 149,053 |
| Insurance | 6,707 | 6,707 | 6,753 | 6,757 | 6,961 | 6,970 | 6,970 | 6,970 | 6,970 | 6,970 | 7,771 | 7,781 | 84,288 |
| Claims | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 225,810 |
| Paratransit Service Contracts | 37,225 | 36,619 | 40,757 | 39,324 | 39,933 | 40,307 | 38,729 | 39,308 | 40,103 | 41,107 | 40,629 | 40,848 | 474,888 |
| Maintenance and Other Operating Contracts | 20,111 | 27,938 | 25,972 | 26,002 | 25,927 | 26,103 | 26,154 | 26,422 | 27,086 | 26,959 | 27,433 | 42,400 | 328,508 |
| Professional Services Contracts | 15,173 | 13,637 | 13,802 | 16,802 | 14,549 | 14,568 | 16,911 | 14,453 | 14,716 | 17,052 | 14,734 | 16,149 | 182,547 |
| Materials and Supplies | 29,373 | 29,227 | 29,146 | 28,989 | 29,168 | 29,191 | 28,934 | 28,983 | 28,876 | 29,380 | 29,776 | 28,646 | 349,690 |
| Other Business Expenses | 8,665 | 8,192 | 8,844 | 10,137 | 10,353 | 9,938 | 11,159 | 10,935 | 11,065 | 11,706 | 10,854 | 11,241 | 123,091 |
| Total Non-Labor Expenses | \$187,191 | \$192,192 | \$190,024 | \$191,061 | \$190,092 | \$188,671 | \$197,144 | \$193,766 | \$193,096 | \$198,164 | \$191,146 | \$208,539 | \$2,321,085 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$796,993 | \$764,767 | \$764,599 | \$777,538 | \$805,694 | \$791,719 | \$828,240 | \$800,462 | \$813,517 | \$825,339 | \$836,321 | \$903,656 | \$9,708,844 |
| Depreciation | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$2,138,000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (64,547) | (64,547) |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1,001.000 | 1,001.000 |
| GASB 87 Lease Adjustment | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 7,722 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$975,803 | \$943,577 | \$943,409 | \$956,348 | \$984,504 | \$970,529 | \$1,007,050 | \$979,272 | \$992,327 | \$1,004,149 | \$1,015,131 | \$2,018,920 | \$12,791,019 |
| Net Surplus/(Deficit) | (\$673,884) | (\$665,044) | (\$631,599) | (\$640,190) | (\$655,019) | (\$647,613) | (\$688,343) | (\$650,307) | (\$664,378) | (\$661,757) | (\$682,518) | (\$1,682,752) | (\$8,943,403) |

-- Differences are due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|------------------|-----------------|------------------|-----------------|------------------|------------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 100.753 | 94.744 | 130.493 | 98.735 | 100.881 | 100.726 | 99.805 | 130.398 | 100.601 | 104.639 | 100.010 | 102.624 | 1,264.408 |
| Total Revenues | \$100.753 | \$94.744 | \$130.493 | \$98.735 | \$100.881 | \$100.726 | \$99.805 | \$130.398 | \$100.601 | \$104.639 | \$100.010 | \$102.624 | \$1,264.408 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$41.801 | \$38.764 | \$49.165 | \$40.849 | \$41.909 | \$41.127 | \$41.139 | \$47.694 | \$41.320 | \$43.522 | \$40.669 | \$42.285 | \$510.244 |
| Overtime | 9.480 | 9.100 | 16.510 | 9.223 | 9.377 | 9.405 | 9.510 | 16.755 | 9.465 | 9.515 | 9.422 | 9.539 | 127.301 |
| Total Salaries & Wages | \$51.281 | \$47.864 | \$65.675 | \$50.073 | \$51.286 | \$50.532 | \$50.649 | \$64.449 | \$50.785 | \$53.037 | \$50.091 | \$51.824 | \$637.545 |
| Health and Welfare | 2.077 | 2.024 | 2.024 | 2.024 | 2.061 | 2.061 | 2.110 | 2.110 | 2.110 | 2.110 | 2.110 | 2.179 | 25.000 |
| OPEB Current Payments | 1.345 | 1.345 | 1.345 | 1.345 | 1.345 | 1.345 | 1.372 | 1.372 | 1.372 | 1.372 | 1.372 | 1.372 | 16.305 |
| Pension | 2.825 | 2.825 | 2.825 | 2.825 | 2.825 | 2.825 | 3.172 | 3.172 | 3.172 | 3.172 | 3.172 | 3.172 | 35.983 |
| Other Fringe Benefits | 16.244 | 15.204 | 21.383 | 15.878 | 16.254 | 16.430 | 15.878 | 20.725 | 16.064 | 16.890 | 16.217 | 16.345 | 203.513 |
| Total Fringe Benefits | \$22.492 | \$21.398 | \$27.577 | \$22.072 | \$22.486 | \$22.661 | \$22.532 | \$27.379 | \$22.718 | \$23.544 | \$22.871 | \$23.069 | \$280.801 |
| Reimbursable Overhead | 18.715 | 17.128 | 30.759 | 17.957 | 18.613 | 18.700 | 18.121 | 30.037 | 18.391 | 19.416 | 18.480 | 18.663 | 244.979 |
| Total Labor Expenses | \$92.488 | \$86.390 | \$124.011 | \$90.101 | \$92.384 | \$91.894 | \$91.303 | \$121.865 | \$91.895 | \$95.998 | \$91.442 | \$93.555 | \$1,163.325 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.021 | \$0.021 | \$0.021 | \$0.021 | \$0.020 | \$0.021 | \$0.020 | \$0.021 | \$0.020 | \$0.021 | \$0.020 | \$0.021 | \$0.252 |
| Fuel | 0.017 | 0.017 | 0.017 | 0.017 | 0.017 | 0.017 | 0.017 | 0.017 | 0.017 | 0.017 | 0.017 | 0.017 | 0.198 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 2.918 | 2.924 | 2.924 | 2.924 | 2.924 | 2.924 | 2.924 | 2.924 | 2.924 | 2.924 | 2.941 | 2.944 | 35.119 |
| Professional Services Contracts | 0.725 | 0.726 | 0.950 | 0.726 | 0.726 | 0.950 | 0.726 | 0.726 | 0.950 | 0.726 | 0.726 | 0.954 | 9.612 |
| Materials and Supplies | 4.453 | 4.535 | 4.827 | 4.815 | 4.678 | 4.776 | 4.685 | 4.714 | 4.652 | 4.823 | 4.732 | 4.989 | 56.680 |
| Other Business Expenses | 0.130 | 0.131 | (2.257) | 0.131 | 0.131 | 0.145 | 0.131 | 0.131 | 0.143 | 0.131 | 0.131 | 0.144 | (0.778) |
| Total Non-Labor Expenses | \$8.265 | \$8.354 | \$6.482 | \$8.633 | \$8.496 | \$8.833 | \$8.503 | \$8.533 | \$8.706 | \$8.641 | \$8.568 | \$9.069 | \$101.083 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$100.753 | \$94.744 | \$130.493 | \$98.735 | \$100.881 | \$100.726 | \$99.805 | \$130.398 | \$100.601 | \$104.639 | \$100.010 | \$102.624 | \$1,264.408 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-140

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|----------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| <i>Farebox Revenue</i> | | | | | | | | | | | | | |
| Subway | \$198,520 | \$179,805 | \$204,704 | \$208,389 | \$218,507 | \$213,979 | \$213,132 | \$221,524 | \$217,635 | \$230,033 | \$222,557 | \$225,302 | \$2,554,085 |
| Bus | 53,518 | 48,492 | 55,351 | 56,657 | 59,474 | 58,311 | 59,933 | 62,200 | 58,263 | 59,603 | 57,633 | 58,203 | 687,637 |
| Paratransit | 1,870 | 1,790 | 1,964 | 1,945 | 2,024 | 1,926 | 1,924 | 1,927 | 2,040 | 2,081 | 1,963 | 1,971 | 23,426 |
| Fare Media Liability | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>1,963</u> | <u>23,550</u> |
| Farebox Revenue | \$255,871 | \$232,050 | \$263,981 | \$268,953 | \$281,967 | \$276,179 | \$276,951 | \$287,613 | \$279,900 | \$293,680 | \$284,115 | \$287,438 | \$3,288,699 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Fare Reimbursement | 7,928 | 7,891 | 8,027 | 8,024 | 8,032 | 7,075 | 2,858 | 2,196 | 8,009 | 8,076 | 7,953 | 7,947 | 84,016 |
| Paratransit Reimbursement | 21,656 | 22,231 | 23,299 | 22,656 | 22,901 | 23,101 | 22,384 | 22,590 | 23,466 | 24,000 | 23,956 | 24,159 | 276,400 |
| Other | <u>16,464</u> | <u>16,362</u> | <u>16,503</u> | <u>16,525</u> | <u>16,584</u> | <u>16,560</u> | <u>16,513</u> | <u>16,566</u> | <u>16,573</u> | <u>16,636</u> | <u>16,590</u> | <u>16,624</u> | <u>198,501</u> |
| Other Operating Revenue | \$46,048 | \$46,484 | \$47,829 | \$47,205 | \$47,517 | \$46,737 | \$41,755 | \$41,351 | \$48,049 | \$48,712 | \$48,498 | \$48,730 | \$558,916 |
| Capital and Other Reimbursements | 100,753 | 94,744 | 130,493 | 98,735 | 100,881 | 100,726 | 99,805 | 130,398 | 100,601 | 104,639 | 100,010 | 102,624 | 1,264,408 |
| Total Revenues | \$402,672 | \$373,277 | \$442,303 | \$414,893 | \$430,365 | \$423,642 | \$418,512 | \$459,363 | \$428,550 | \$447,031 | \$432,623 | \$438,792 | \$5,112,024 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$359,835 | \$325,178 | \$356,056 | \$340,709 | \$365,941 | \$354,659 | \$359,041 | \$362,904 | \$350,811 | \$359,022 | \$370,855 | \$402,138 | \$4,307,150 |
| Overtime | <u>53,252</u> | <u>50,799</u> | <u>53,844</u> | <u>49,648</u> | <u>51,658</u> | <u>51,597</u> | <u>51,155</u> | <u>52,062</u> | <u>50,866</u> | <u>51,952</u> | <u>51,535</u> | <u>52,592</u> | <u>620,960</u> |
| Total Salaries & Wages | \$413,087 | \$375,978 | \$409,900 | \$390,357 | \$417,599 | \$406,256 | \$410,196 | \$414,966 | \$401,677 | \$410,974 | \$422,390 | \$454,731 | \$4,928,111 |
| Health and Welfare | 96,880 | 96,873 | 96,910 | 97,045 | 97,293 | 97,514 | 100,434 | 101,157 | 100,593 | 100,599 | 100,636 | 114,732 | 1,200,667 |
| OPEB Current Payments | 51,770 | 51,770 | 51,770 | 51,770 | 51,770 | 51,770 | 53,578 | 53,578 | 53,578 | 53,578 | 53,578 | 53,682 | 632,192 |
| Pension | 73,299 | 69,810 | 72,991 | 71,136 | 73,732 | 72,660 | 90,862 | 91,320 | 90,070 | 90,935 | 92,069 | 95,157 | 984,039 |
| Other Fringe Benefits | <u>67,254</u> | <u>64,533</u> | <u>67,015</u> | <u>66,270</u> | <u>67,592</u> | <u>66,742</u> | <u>67,303</u> | <u>67,540</u> | <u>66,398</u> | <u>67,087</u> | <u>67,944</u> | <u>70,370</u> | <u>806,075</u> |
| Total Fringe Benefits | \$289,203 | \$282,987 | \$288,686 | \$286,221 | \$290,387 | \$288,686 | \$312,203 | \$313,595 | \$310,639 | \$312,198 | \$314,227 | \$333,942 | \$3,622,974 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$702,290 | \$658,965 | \$698,586 | \$676,579 | \$707,986 | \$694,942 | \$722,398 | \$728,561 | \$712,316 | \$723,172 | \$736,617 | \$788,673 | \$8,551,084 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$39,209 | \$38,111 | \$31,877 | \$32,117 | \$31,016 | \$30,627 | \$37,208 | \$35,684 | \$33,493 | \$34,825 | \$29,747 | \$29,547 | \$403,462 |
| Fuel | 11,948 | 12,982 | 14,093 | 12,152 | 13,403 | 12,186 | 12,298 | 12,230 | 12,006 | 11,386 | 11,421 | 13,146 | 149,251 |
| Insurance | 6,707 | 6,707 | 6,753 | 6,757 | 6,961 | 6,970 | 6,970 | 6,970 | 6,970 | 6,970 | 7,771 | 7,781 | 84,288 |
| Claims | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 18,818 | 225,810 |
| Paratransit Service Contracts | 37,225 | 36,619 | 40,757 | 39,324 | 39,933 | 40,307 | 38,729 | 39,308 | 40,103 | 41,107 | 40,629 | 40,848 | 474,888 |
| Maintenance and Other Operating Contracts | 23,029 | 30,862 | 28,896 | 28,926 | 28,851 | 29,027 | 29,078 | 29,346 | 30,010 | 29,883 | 30,374 | 45,344 | 363,627 |
| Professional Services Contracts | 15,898 | 14,363 | 14,753 | 17,528 | 15,275 | 15,518 | 17,637 | 15,179 | 15,666 | 17,778 | 15,460 | 17,103 | 192,159 |
| Materials and Supplies | 33,826 | 33,763 | 33,973 | 33,804 | 33,847 | 33,967 | 33,619 | 33,679 | 33,528 | 34,203 | 34,508 | 33,635 | 406,370 |
| Other Business Expenses | 8,796 | 8,323 | 6,587 | 10,268 | 10,484 | 10,083 | 11,290 | 11,066 | 11,208 | 11,837 | 10,985 | 11,386 | 122,313 |
| Total Non-Labor Expenses | \$195,456 | \$200,546 | \$196,506 | \$199,694 | \$198,588 | \$197,503 | \$205,647 | \$202,299 | \$201,802 | \$206,806 | \$199,714 | \$217,608 | \$2,422,168 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$897,745 | \$859,511 | \$895,092 | \$876,273 | \$906,574 | \$892,445 | \$928,045 | \$930,860 | \$914,118 | \$929,978 | \$936,331 | \$1,006,281 | \$10,973,253 |
| Depreciation | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$178,167 | \$2,138,000 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (64,547) | (64,547) |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1,001,000 | 1,001,000 |
| GASB 87 Lease Adjustment | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 7,722 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$1,076,555 | \$1,038,321 | \$1,073,902 | \$1,055,083 | \$1,085,384 | \$1,071,255 | \$1,106,855 | \$1,109,670 | \$1,092,928 | \$1,108,788 | \$1,115,141 | \$2,121,544 | \$14,055,427 |
| Net Surplus/(Deficit) | (\$673,884) | (\$665,044) | (\$631,599) | (\$640,190) | (\$655,019) | (\$647,613) | (\$688,343) | (\$650,307) | (\$664,378) | (\$661,757) | (\$682,518) | (\$1,682,752) | (\$8,943,403) |

-- Differences are due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$255.871 | \$232.050 | \$263.981 | \$268.953 | \$281.967 | \$276.179 | \$276.951 | \$287.613 | \$279.900 | \$293.680 | \$284.115 | \$287.638 | \$3,288.899 |
| <i>Other Operating Revenue:</i> | | | | | | | | | | | | | |
| Fare Reimbursement | 0.000 | 0.000 | 0.000 | 0.000 | 6.313 | 13.766 | 14.998 | 6.313 | 0.000 | 0.000 | 6.313 | 6.313 | 54.016 |
| Paratransit Reimbursement | 21.656 | 22.231 | 23.299 | 22.656 | 22.901 | 23.101 | 22.384 | 22.590 | 23.466 | 24.000 | 23.956 | 23.953 | 276.194 |
| Other | 3.855 | 3.752 | 3.894 | 3.916 | 3.975 | 3.951 | 3.904 | 3.956 | 3.964 | 4.026 | 3.980 | 14.827 | 57.999 |
| Other Operating Revenue | \$25.511 | \$25.983 | \$27.193 | \$26.571 | \$33.189 | \$40.818 | \$41.286 | \$32.859 | \$27.430 | \$28.027 | \$34.249 | \$45.093 | \$388.209 |
| Capital and Other Reimbursements | 100.753 | 94.744 | 130.493 | 98.735 | 100.881 | 100.726 | 96.805 | 127.398 | 97.601 | 95.639 | 91.010 | 85.921 | 1,220.705 |
| Total Receipts | \$382.135 | \$352.776 | \$421.667 | \$394.259 | \$416.036 | \$417.723 | \$415.043 | \$447.871 | \$404.931 | \$417.345 | \$409.374 | \$418.653 | \$4,897.814 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$303.484 | \$319.858 | \$495.435 | \$309.342 | \$320.091 | \$322.318 | \$326.211 | \$493.170 | \$318.471 | \$313.171 | \$351.535 | \$452.438 | \$4,325.524 |
| Overtime | 53.252 | 50.799 | 53.844 | 49.648 | 51.658 | 51.597 | 51.155 | 52.062 | 50.866 | 51.952 | 51.535 | 52.592 | 620.960 |
| Total Salaries and Wages | \$356.736 | \$370.657 | \$549.278 | \$358.990 | \$371.749 | \$373.915 | \$377.365 | \$545.232 | \$369.337 | \$365.123 | \$403.070 | \$505.031 | \$4,946.484 |
| Health and Welfare | 96.880 | 96.873 | 96.910 | 97.045 | 97.293 | 97.514 | 100.434 | 101.157 | 100.593 | 100.599 | 100.636 | 101.992 | 1,187.926 |
| OPEB Current Payments | 51.770 | 51.770 | 51.770 | 51.770 | 51.770 | 51.770 | 53.578 | 53.578 | 53.578 | 53.578 | 53.578 | 53.682 | 632.192 |
| Pension | 73.299 | 69.810 | 72.991 | 71.136 | 73.732 | 72.660 | 90.862 | 91.320 | 90.070 | 90.935 | 92.069 | 95.157 | 984.039 |
| Other Fringe Benefits | 46.169 | 47.276 | 60.624 | 47.061 | 47.295 | 47.459 | 48.009 | 48.807 | 58.760 | 46.790 | 48.661 | 58.378 | 605.289 |
| Total Fringe Benefits | \$268.118 | \$265.730 | \$282.295 | \$267.012 | \$270.090 | \$269.402 | \$292.883 | \$294.862 | \$303.000 | \$291.902 | \$294.943 | \$309.209 | \$3,409.447 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$624.854 | \$636.387 | \$831.573 | \$626.002 | \$641.839 | \$643.318 | \$670.248 | \$840.094 | \$672.337 | \$657.025 | \$698.013 | \$814.240 | \$8,355.931 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$39.209 | \$38.111 | \$34.608 | \$32.117 | \$31.016 | \$33.358 | \$37.208 | \$35.684 | \$36.224 | \$34.825 | \$29.747 | \$32.278 | \$414.384 |
| Fuel | 11.948 | 12.982 | 14.093 | 12.152 | 13.403 | 12.186 | 12.298 | 12.230 | 12.006 | 11.386 | 11.421 | 13.146 | 149.251 |
| Insurance | 0.251 | 0.251 | 8.434 | (0.011) | 0.191 | 15.165 | 2.529 | (0.004) | 13.956 | (0.004) | 0.017 | 47.861 | 88.635 |
| Claims | 12.069 | 12.069 | 12.069 | 12.069 | 12.069 | 12.069 | 12.069 | 12.069 | 12.069 | 12.069 | 12.069 | 12.073 | 144.826 |
| Paratransit Service Contracts | 37.225 | 36.619 | 40.257 | 39.324 | 39.933 | 39.807 | 38.729 | 39.308 | 39.603 | 41.107 | 40.629 | 40.348 | 472.888 |
| Maintenance and Other Operating Contracts | 23.029 | 30.862 | 28.896 | 28.926 | 28.851 | 29.027 | 29.078 | 29.346 | 30.010 | 29.883 | 30.374 | 52.538 | 370.821 |
| Professional Services Contracts | 13.648 | 14.363 | 14.753 | 15.278 | 15.275 | 15.518 | 15.387 | 15.179 | 15.666 | 15.528 | 15.460 | 17.103 | 183.159 |
| Materials and Supplies | 33.284 | 33.221 | 33.432 | 33.262 | 33.305 | 33.425 | 33.077 | 34.156 | 33.986 | 34.661 | 34.967 | 34.094 | 404.870 |
| Other Business Expenses | 8.796 | 8.323 | 6.587 | 10.268 | 10.484 | 10.083 | 11.290 | 11.066 | 11.208 | 11.837 | 10.985 | 11.386 | 122.313 |
| Total Non-Labor Expenditures | \$179.460 | \$186.800 | \$193.128 | \$183.385 | \$184.527 | \$200.638 | \$191.664 | \$189.033 | \$204.727 | \$191.290 | \$185.669 | \$260.825 | \$2,351.147 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$804.314 | \$823.187 | \$1,024.701 | \$809.387 | \$826.367 | \$843.956 | \$861.912 | \$1,029.128 | \$877.064 | \$848.316 | \$883.682 | \$1,075.065 | \$10,707.079 |
| Net Cash Balance | (\$422.180) | (\$470.411) | (\$603.034) | (\$415.128) | (\$410.330) | (\$426.232) | (\$446.870) | (\$581.257) | (\$472.133) | (\$430.970) | (\$474.308) | (\$656.412) | (\$5,809.264) |

VI-142

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|-------------------|-------------------|--------------------|-------------------|-------------------|------------------|------------------|--------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.200 | \$0.200 |
| <i>Other Operating Revenue:</i> | | | | | | | | | | | | | |
| Fare Reimbursement | (7.928) | (7.891) | (8.027) | (8.024) | (1.719) | 6.691 | 12.140 | 4.117 | (8.009) | (8.076) | (1.640) | (1.634) | (30.000) |
| Paratransit Reimbursement | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (0.206) | (0.206) |
| Other | (12.609) | (12.609) | (12.609) | (12.609) | (12.609) | (12.609) | (12.609) | (12.609) | (12.609) | (12.609) | (12.609) | (1.797) | (140.501) |
| Other Operating Revenue | (\$20.537) | (\$20.501) | (\$20.636) | (\$20.634) | (\$14.329) | (\$5.919) | (\$0.469) | (\$8.492) | (\$20.619) | (\$20.686) | (\$14.249) | (\$3.637) | (\$170.707) |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (3.000) | (3.000) | (3.000) | (9.000) | (9.000) | (16.703) | (43.703) |
| Total Receipts | (\$20.537) | (\$20.501) | (\$20.636) | (\$20.634) | (\$14.329) | (\$5.919) | (\$3.469) | (\$11.492) | (\$23.619) | (\$29.686) | (\$23.249) | (\$20.140) | (\$214.210) |
| Expenditures | | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | | |
| Payroll | \$56.351 | \$5.321 | (\$139.378) | \$31.367 | \$45.850 | \$32.340 | \$32.830 | (\$130.266) | \$32.340 | \$45.850 | \$19.320 | (\$50.300) | (\$18.373) |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Salaries and Wages | \$56.351 | \$5.321 | (\$139.378) | \$31.367 | \$45.850 | \$32.340 | \$32.830 | (\$130.266) | \$32.340 | \$45.850 | \$19.320 | (\$50.300) | (\$18.373) |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.741 | 12.741 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 21.084 | 17.257 | 6.391 | 19.209 | 20.297 | 19.284 | 19.320 | 18.733 | 7.639 | 20.297 | 19.284 | 11.992 | 200.786 |
| Total Fringe Benefits | \$21.084 | \$17.257 | \$6.391 | \$19.209 | \$20.297 | \$19.284 | \$19.320 | \$18.733 | \$7.639 | \$20.297 | \$19.284 | \$24.733 | \$213.526 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$77.435 | \$22.578 | (\$132.987) | \$50.577 | \$66.147 | \$51.624 | \$52.150 | (\$111.533) | \$39.979 | \$66.147 | \$38.604 | (\$25.567) | \$195.153 |
| <i>Non-Labor:</i> | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | (\$2.731) | \$0.000 | \$0.000 | (\$2.730) | \$0.000 | \$0.000 | (\$2.731) | \$0.000 | \$0.000 | (\$2.731) | (\$10.922) |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 6.455 | 6.455 | (1.681) | 6.768 | 6.770 | (8.195) | 4.442 | 6.975 | (6.985) | 6.975 | 7.754 | (40.079) | (4.347) |
| Claims | 6.749 | 6.749 | 6.749 | 6.749 | 6.749 | 6.749 | 6.749 | 6.749 | 6.749 | 6.749 | 6.749 | 6.745 | 80.984 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 2.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (7.194) | (7.194) |
| Professional Services Contracts | 2.250 | 0.000 | 0.000 | 2.250 | 0.000 | 0.000 | 2.250 | 0.000 | 0.000 | 2.250 | 0.000 | 0.000 | 9.000 |
| Materials and Supplies | 0.542 | 0.542 | 0.542 | 0.542 | 0.542 | 0.542 | 0.542 | (0.458) | (0.458) | (0.458) | (0.458) | (0.458) | 1.500 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$15.996 | \$13.746 | \$3.379 | \$16.309 | \$14.061 | (\$3.135) | \$13.982 | \$13.265 | (\$2.925) | \$15.515 | \$14.045 | (\$43.217) | \$71.021 |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$93.431 | \$36.324 | (\$129.609) | \$66.885 | \$80.208 | \$48.489 | \$66.133 | (\$98.268) | \$37.054 | \$81.662 | \$52.649 | (\$68.784) | \$266.174 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$72.894 | \$15.823 | (\$150.245) | \$46.251 | \$65.879 | \$42.571 | \$62.664 | (\$109.761) | \$13.435 | \$51.977 | \$29.400 | (\$88.924) | \$51.964 |
| Depreciation | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$178.167 | \$2,138.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (64.547) | (64.547) |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1,001.000 | 1,001.000 |
| GASB 87 Lease Adjustment | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 0.643 | 7.722 |
| Total Cash Conversion Adjustments | \$251.704 | \$194.633 | \$28.565 | \$225.062 | \$244.689 | \$221.381 | \$241.474 | \$69.050 | \$192.245 | \$230.787 | \$208.210 | \$1,026.339 | \$3,134.139 |

VI-143

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2023 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| <u>RIDERSHIP</u> | | | | | | | | | | | | | |
| Subway | 88.364 | 80.030 | 91.355 | 93.116 | 97.819 | 95.873 | 91.844 | 96.080 | 97.482 | 103.393 | 99.629 | 100.494 | 1,135.477 |
| Bus | 30.256 | 27.412 | 31.403 | 32.104 | 33.787 | 33.164 | 32.071 | 33.548 | 32.962 | 33.800 | 32.553 | 32.740 | 385.801 |
| Paratransit | 0.859 | 0.844 | 0.938 | 0.902 | 0.914 | 0.893 | 0.896 | 0.914 | 0.922 | 0.955 | 0.946 | 0.936 | 10.918 |
| Total Ridership | 119.480 | 108.287 | 123.696 | 126.122 | 132.520 | 129.929 | 124.810 | 130.543 | 131.365 | 138.148 | 133.128 | 134.170 | 1,532.197 |
| <u>FAREBOX REVENUE</u> (Excluding fare media liability) | | | | | | | | | | | | | |
| Subway | \$198.520 | \$179.805 | \$204.704 | \$208.389 | \$218.507 | \$213.979 | \$213.132 | \$221.524 | \$217.635 | \$230.033 | \$222.557 | \$225.302 | \$2,554.085 |
| Bus | 53.518 | 48.492 | 55.351 | 56.657 | 59.474 | 58.311 | 59.933 | 62.200 | 58.263 | 59.603 | 57.633 | 58.203 | 687.637 |
| Paratransit | 1.870 | 1.790 | 1.964 | 1.945 | 2.024 | 1.926 | 1.924 | 1.927 | 2.040 | 2.081 | 1.963 | 1.971 | 23.426 |
| Total Farebox Revenue | \$253.908 | \$230.087 | \$262.019 | \$266.991 | \$280.005 | \$274.217 | \$274.989 | \$285.651 | \$277.938 | \$291.717 | \$282.152 | \$285.475 | \$3,265.149 |

VI-144

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2023 ADOPTED BUDGET
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

| Function/Department | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|--------------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Administration | | | | | | | | | | | | |
| Office of the President | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Law | 249 | 249 | 249 | 249 | 249 | 249 | 249 | 249 | 249 | 249 | 249 | 249 |
| Office of the EVP | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 18 | 18 | 18 | 18 |
| Human Resources | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 |
| EEO | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Office of Management and Budget | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 |
| Strategy & Customer Experience | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 | 165 |
| Non-Departmental | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Labor Relations | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Office of People & Business Transformation | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Materiel | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 |
| Controller | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| Total Administration | 977 | 977 | 977 | 977 | 977 | 977 | 977 | 977 | 974 | 974 | 974 | 974 |
| Operations | | | | | | | | | | | | |
| Subways Rapid Transit Operations | 8,691 | 8,693 | 8,702 | 8,703 | 8,703 | 8,685 | 8,681 | 8,681 | 8,681 | 8,682 | 8,513 | 8,524 |
| Subways Operations Support./Admin. | 432 | 432 | 432 | 432 | 432 | 432 | 432 | 432 | 432 | 432 | 432 | 432 |
| Subways Stations | 2,339 | 2,339 | 2,339 | 2,339 | 2,339 | 2,339 | 2,338 | 2,338 | 2,338 | 2,338 | 2,338 | 2,339 |
| Sub-total - Subways | 11,462 | 11,464 | 11,473 | 11,474 | 11,474 | 11,456 | 11,451 | 11,451 | 11,451 | 11,452 | 11,283 | 11,295 |
| Buses | 11,103 | 11,103 | 11,103 | 11,103 | 11,153 | 11,153 | 11,097 | 11,097 | 11,118 | 11,068 | 11,068 | 11,219 |
| Paratransit | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 | 192 |
| Operations Planning | 368 | 368 | 368 | 368 | 368 | 368 | 368 | 368 | 368 | 368 | 368 | 368 |
| Revenue Control | 545 | 545 | 545 | 545 | 545 | 545 | 545 | 545 | 545 | 545 | 545 | 545 |
| Non-Departmental | (193) | (193) | (202) | (202) | (208) | (170) | (319) | (319) | (274) | (268) | (80) | (170) |
| Total Operations | 23,477 | 23,479 | 23,479 | 23,480 | 23,524 | 23,544 | 23,334 | 23,334 | 23,400 | 23,357 | 23,376 | 23,449 |
| Maintenance | | | | | | | | | | | | |
| Subways Operations/Support./Admin. | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 120 |
| Subways Rapid Transit Operations | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| Subways Engineering | 371 | 371 | 371 | 371 | 371 | 371 | 371 | 371 | 371 | 371 | 371 | 370 |
| Subways Car Equipment | 4,942 | 4,942 | 4,942 | 4,995 | 4,995 | 4,995 | 5,048 | 5,048 | 5,048 | 5,110 | 5,110 | 5,110 |
| Subways Infrastructure | 1,532 | 1,532 | 1,532 | 1,512 | 1,512 | 1,512 | 1,512 | 1,512 | 1,502 | 1,502 | 1,502 | 1,502 |
| Subways Elevator & Escalators | 415 | 415 | 415 | 415 | 415 | 415 | 415 | 415 | 407 | 407 | 407 | 407 |
| Subways Stations | 3,871 | 3,891 | 3,911 | 3,931 | 3,963 | 3,983 | 3,988 | 4,008 | 4,008 | 3,996 | 3,996 | 3,989 |
| Subways Track | 3,312 | 3,312 | 3,312 | 3,312 | 3,312 | 3,312 | 3,312 | 3,312 | 3,312 | 3,312 | 3,312 | 3,312 |
| Subways Power | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 | 625 |
| Subways Signals | 1,720 | 1,720 | 1,720 | 1,720 | 1,720 | 1,720 | 1,720 | 1,720 | 1,720 | 1,720 | 1,720 | 1,720 |
| Subways Electronics Maintenance | 1,622 | 1,622 | 1,622 | 1,622 | 1,622 | 1,622 | 1,622 | 1,622 | 1,622 | 1,622 | 1,622 | 1,622 |
| Sub-total - Subways | 18,613 | 18,633 | 18,653 | 18,706 | 18,738 | 18,758 | 18,816 | 18,836 | 18,818 | 18,868 | 18,868 | 18,856 |
| Buses | 3,579 | 3,579 | 3,579 | 3,581 | 3,581 | 3,581 | 3,581 | 3,581 | 3,581 | 3,581 | 3,581 | 3,581 |
| Supply Logistics | 523 | 523 | 523 | 523 | 523 | 523 | 523 | 523 | 523 | 523 | 523 | 523 |
| System Safety | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| OHS | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Non-Departmental | (25) | (22) | (22) | (5) | (5) | (5) | (5) | (5) | 13 | 13 | 13 | 13 |
| Total Maintenance | 22,855 | 22,878 | 22,898 | 22,970 | 23,002 | 23,022 | 23,080 | 23,100 | 23,100 | 23,150 | 23,150 | 23,138 |
| Engineering/Capital | | | | | | | | | | | | |
| Construction & Development | 1,155 | 1,155 | 1,155 | 1,155 | 1,155 | 1,155 | 1,155 | 1,155 | 1,155 | 1,155 | 1,155 | 1,155 |
| Matrixed C & D Support | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Total Engineering/Capital | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 |
| Public Safety | | | | | | | | | | | | |
| Security | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 |
| Total Public Safety | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 |
| Total Positions | 49,281 | 49,306 | 49,326 | 49,399 | 49,475 | 49,515 | 49,363 | 49,383 | 49,446 | 49,453 | 49,472 | 49,532 |
| Non-Reimbursable | 44,488 | 44,513 | 44,533 | 44,603 | 44,679 | 44,719 | 44,564 | 44,584 | 44,646 | 44,651 | 44,670 | 44,745 |
| Reimbursable | 4,793 | 4,793 | 4,793 | 4,796 | 4,796 | 4,796 | 4,799 | 4,799 | 4,799 | 4,801 | 4,801 | 4,787 |
| Total Full-Time | 49,113 | 49,138 | 49,158 | 49,231 | 49,307 | 49,347 | 49,195 | 49,215 | 49,281 | 49,288 | 49,307 | 49,368 |
| Total Full-Time Equivalents | 168 | 168 | 168 | 168 | 168 | 168 | 168 | 168 | 165 | 165 | 165 | 165 |

VI-145

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 321 | 321 | 321 | 321 | 321 | 321 | 321 | 321 | 321 | 321 | 321 | 321 |
| Professional/Technical/Clerical | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 632 | 629 | 629 | 629 | 629 |
| Operational Hourlies | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| Total Administration Headcount | 977 | 977 | 977 | 977 | 977 | 977 | 977 | 977 | 974 | 974 | 974 | 974 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 2,951 | 2,951 | 2,951 | 2,951 | 2,951 | 2,951 | 2,937 | 2,937 | 2,937 | 2,937 | 2,937 | 2,923 |
| Professional/Technical/Clerical | 473 | 473 | 473 | 473 | 473 | 473 | 473 | 473 | 473 | 473 | 473 | 472 |
| Operational Hourlies | 20,053 | 20,055 | 20,055 | 20,056 | 20,100 | 20,120 | 19,924 | 19,924 | 19,990 | 19,947 | 19,966 | 20,054 |
| Total Operations Headcount | 23,477 | 23,479 | 23,479 | 23,480 | 23,524 | 23,544 | 23,334 | 23,334 | 23,400 | 23,357 | 23,376 | 23,449 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 4,152 | 4,152 | 4,152 | 4,154 | 4,154 | 4,154 | 4,154 | 4,154 | 4,154 | 4,155 | 4,155 | 4,152 |
| Professional/Technical/Clerical | 1,030 | 1,030 | 1,030 | 1,033 | 1,033 | 1,033 | 1,036 | 1,036 | 1,036 | 1,037 | 1,037 | 1,035 |
| Operational Hourlies | 17,673 | 17,696 | 17,716 | 17,783 | 17,815 | 17,835 | 17,890 | 17,910 | 17,910 | 17,958 | 17,958 | 17,951 |
| Total Maintenance Headcount | 22,855 | 22,878 | 22,898 | 22,970 | 23,002 | 23,022 | 23,080 | 23,100 | 23,100 | 23,150 | 23,150 | 23,138 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 313 | 313 | 313 | 313 | 313 | 313 | 313 | 313 | 313 | 313 | 313 | 313 |
| Professional/Technical/Clerical | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 |
| Operational Hourlies | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Total Engineering Headcount | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 | 1,240 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 |
| Professional, Technical, Clerical | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 41 |
| Operational Hourlies | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 |
| Total Public Safety Headcount | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 | 732 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 8,092 | 8,092 | 8,092 | 8,094 | 8,094 | 8,094 | 8,080 | 8,080 | 8,080 | 8,081 | 8,081 | 8,064 |
| Professional, Technical, Clerical | 3,101 | 3,101 | 3,101 | 3,104 | 3,104 | 3,104 | 3,107 | 3,107 | 3,103 | 3,104 | 3,104 | 3,101 |
| Operational Hourlies | 38,088 | 38,113 | 38,133 | 38,201 | 38,277 | 38,317 | 38,176 | 38,196 | 38,262 | 38,267 | 38,286 | 38,367 |
| Total Positions | 49,281 | 49,306 | 49,326 | 49,399 | 49,475 | 49,515 | 49,363 | 49,383 | 49,446 | 49,453 | 49,472 | 49,532 |

VI-146

MTA Bus Company

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- GASB 87 Lease Adjustment to conform with the new leasing accounting standard for public sector entities.

MTA Plan adjustments include:

- MTA Operating Efficiencies Phase 1 reflecting various initiatives.
- Accrued receipt in 2022 of American Rescue Plan Act (ARPA) federal COVID aid.

The attached also includes schedules detailing the monthly allocation of financials, including headcount and utilization data, based on the 2023 Adopted Budget for the purpose of reporting actual results monthly to the Board.

MTA BUS COMPANY
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|----------------------|--------------|----------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 3,976 | (\$955.114) | 3,868 | (\$760.191) | 3,868 | (\$740.089) | 3,865 | (\$971.927) | 3,865 | (\$1,034.116) |
| Technical Adjustments: | | | | | | | | | | |
| GASB 87 Lease Adjustment | | (\$0.001) | | (\$0.001) | | (\$0.001) | | (\$0.001) | | (\$0.001) |
| Sub-Total Technical Adjustments | 0 | (\$0.001) | 0 | (\$0.001) | 0 | (\$0.001) | 0 | (\$0.001) | 0 | (\$0.001) |
| MTA Plan Adjustments: | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | 0 | | 0 | \$4.616 | 0 | \$4.637 | 0 | \$4.652 | 0 | \$4.667 |
| ARPA federal COVID aid | 0 | 531.955 | 0 | (229.979) | 0 | (251.859) | 0 | (45.861) | 0 | - |
| Sub-Total MTA Plan Adjustments | 0 | \$531.955 | 0 | (\$225.363) | 0 | (\$247.222) | 0 | (\$41.209) | 0 | \$4.667 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 3,976 | (\$423.160) | 3,868 | (\$985.554) | 3,868 | (\$987.311) | 3,865 | (\$1,013.136) | 3,865 | (\$1,029.450) |

VI-148

MTA BUS COMPANY
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 38 | \$0.000 | 38 | \$0.000 | 38 | \$0.000 | 38 | \$0.000 | 38 | \$0.000 |

Technical Adjustments:

| | | | | | | | | | | |
|---------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
|---------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|

MTA Plan Adjustments:

| | | | | | | | | | | |
|--------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
|--------------------------------|---|---------|---|---------|---|---------|---|---------|---|---------|

| | | | | | | | | | | |
|------------------------------------------------------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| 2023 February Financial Plan: Net Surplus/(Deficit) | 38 | \$0.000 | 38 | \$0.000 | 38 | \$0.000 | 38 | \$0.000 | 38 | \$0.000 |
|------------------------------------------------------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|

VI-149

MTA BUS COMPANY
February Financial Plan 2023-2026
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 4,014 | (\$719.235) | 3,906 | (\$503.651) | 3,906 | (\$493.773) | 3,903 | (\$712.085) | 3,903 | (\$771.444) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| MTA Operating Efficiencies Phase 1 | 0 | | 0 | \$4.617 | 0 | \$4.637 | 0 | \$4.652 | 0 | \$4.667 |
| Sub-Total MTA Plan Adjustments | 0 | \$.000 | 0 | \$4.617 | 0 | \$4.637 | 0 | \$4.652 | 0 | \$4.667 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 4,014 | (\$719.235) | 3,906 | (\$499.034) | 3,906 | (\$489.136) | 3,903 | (\$707.433) | 3,903 | (\$766.777) |

VI-150

MTA BUS COMPANY
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|--------------------|----------------------|----------------------|
| Non-Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$156.300 | \$170.684 | \$172.348 | \$177.954 | \$184.099 |
| Other Operating Revenue | 567.209 | 19.928 | 21.510 | 22.900 | 23.017 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$723.510 | \$190.612 | \$193.858 | \$200.854 | \$207.116 |
| Operating Expense | | | | | |
| Labor: | | | | | |
| Payroll | \$314.872 | \$317.598 | \$326.023 | \$332.165 | \$338.719 |
| Overtime | 98.196 | 100.247 | 101.891 | 103.590 | 105.604 |
| Health and Welfare | 95.295 | 99.974 | 104.697 | 109.660 | 114.835 |
| OPEB Current Payments | 33.143 | 34.722 | 36.324 | 37.983 | 39.737 |
| Pension | 61.614 | 62.778 | 62.098 | 62.463 | 62.399 |
| Other Fringe Benefits | 75.851 | 76.212 | 77.184 | 77.935 | 78.782 |
| Reimbursable Overhead | (0.935) | (0.932) | (0.930) | (0.928) | (0.926) |
| Total Labor Expenses | \$678.036 | \$690.597 | \$707.288 | \$722.869 | \$739.152 |
| Non-Labor: | | | | | |
| Electric Power | \$2.264 | \$2.258 | \$2.088 | \$2.100 | \$2.147 |
| Fuel | 42.312 | 35.914 | 31.881 | 30.322 | 30.586 |
| Insurance | 7.314 | 8.472 | 10.168 | 12.583 | 14.664 |
| Claims | 77.992 | 79.909 | 81.829 | 83.710 | 83.994 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 44.025 | 45.328 | 45.848 | 45.706 | 45.964 |
| Professional Services Contracts | 46.125 | 44.725 | 44.843 | 45.142 | 45.036 |
| Materials and Supplies | 61.478 | 62.555 | 61.863 | 63.462 | 64.151 |
| Other Business Expenses | 5.360 | 6.644 | 6.700 | 6.770 | 6.775 |
| Total Non-Labor Expenses | \$286.870 | \$285.804 | \$285.221 | \$289.796 | \$293.317 |
| Other Expense Adjustments: | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$964.906 | \$976.401 | \$992.509 | \$1,012.665 | \$1,032.468 |
| Depreciation | \$56.163 | \$56.163 | \$56.163 | \$56.163 | \$56.163 |
| GASB 68 Pension Expense Adjustment | 45.600 | 54.000 | 40.100 | 49.800 | 49.400 |
| GASB 75 OPEB Expense Adjustment | 80.000 | 89.600 | 92.396 | 95.361 | 98.534 |
| GASB 87 Lease Adjustment | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$1,146.669 | \$1,176.165 | \$1,181.169 | \$1,213.989 | \$1,236.566 |
| Net Surplus/(Deficit) | (\$423.160) | (\$985.554) | (\$987.311) | (\$1,013.136) | (\$1,029.450) |

MTA BUS COMPANY
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|----------------|----------------|----------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 6.993 | 7.058 | 7.126 | 7.195 | 7.265 |
| Total Revenues | \$6.993 | \$7.058 | \$7.126 | \$7.195 | \$7.265 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$3.471 | \$3.540 | \$3.611 | \$3.683 | \$3.757 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 1.417 | 1.416 | 1.415 | 1.414 | 1.413 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.935 | 0.932 | 0.930 | 0.928 | 0.926 |
| Total Labor Expenses | \$5.823 | \$5.888 | \$5.957 | \$6.025 | \$6.096 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.252 | 0.252 | 0.252 | 0.252 | 0.252 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.918 | 0.918 | 0.918 | 0.918 | 0.918 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$1.170 | \$1.170 | \$1.170 | \$1.170 | \$1.170 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$6.993 | \$7.058 | \$7.127 | \$7.195 | \$7.266 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA BUS COMPANY
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|--------------------|----------------------|----------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$156.300 | \$170.684 | \$172.348 | \$177.954 | \$184.099 |
| Other Operating Revenue | 567.209 | 19.928 | 21.510 | 22.900 | 23.017 |
| Capital and Other Reimbursements | 6.993 | 7.058 | 7.126 | 7.195 | 7.265 |
| Total Revenues | \$730.503 | \$197.670 | \$200.984 | \$208.048 | \$214.382 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$318.343 | \$321.138 | \$329.634 | \$335.848 | \$342.476 |
| Overtime | 98.196 | 100.247 | 101.891 | 103.590 | 105.604 |
| Health and Welfare | 96.713 | 101.390 | 106.113 | 111.074 | 116.249 |
| OPEB Current Payments | 33.143 | 34.722 | 36.324 | 37.983 | 39.737 |
| Pension | 61.614 | 62.778 | 62.098 | 62.463 | 62.399 |
| Other Fringe Benefits | 75.851 | 76.212 | 77.184 | 77.935 | 78.782 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$683.859 | \$696.486 | \$713.244 | \$728.894 | \$745.247 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$2.264 | \$2.258 | \$2.088 | \$2.100 | \$2.147 |
| Fuel | 42.312 | 35.914 | 31.881 | 30.322 | 30.586 |
| Insurance | 7.314 | 8.472 | 10.168 | 12.583 | 14.664 |
| Claims | 77.992 | 79.909 | 81.829 | 83.710 | 83.994 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 44.277 | 45.580 | 46.100 | 45.958 | 46.216 |
| Professional Services Contracts | 46.125 | 44.725 | 44.843 | 45.142 | 45.036 |
| Materials and Supplies | 62.396 | 63.473 | 62.781 | 64.380 | 65.069 |
| Other Business Expenses | 5.360 | 6.644 | 6.700 | 6.770 | 6.775 |
| Total Non-Labor Expenses | \$288.040 | \$286.974 | \$286.391 | \$290.966 | \$294.487 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$971.899 | \$983.460 | \$999.636 | \$1,019.859 | \$1,039.734 |
| Depreciation | \$56.163 | \$56.163 | \$56.163 | \$56.163 | \$56.163 |
| GASB 68 Pension Expense Adjustment | 45.600 | 54.000 | 40.100 | 49.800 | 49.400 |
| GASB 75 OPEB Expense Adjustment | 80.000 | 89.600 | 92.396 | 95.361 | 98.534 |
| GASB 87 Lease Adjustment | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$1,153.662 | \$1,183.224 | \$1,188.295 | \$1,221.184 | \$1,243.832 |
| Net Surplus/(Deficit) | (\$423.160) | (\$985.554) | (\$987.312) | (\$1,013.136) | (\$1,029.450) |

MTA BUS COMPANY
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$156.300 | \$170.684 | \$172.348 | \$177.954 | \$184.099 |
| Other Operating Revenue | 82.607 | 249.906 | 273.368 | 68.759 | 23.017 |
| Capital and Other Reimbursements | 6.993 | 7.058 | 7.126 | 7.194 | 7.265 |
| Total Receipts | \$245.901 | \$427.648 | \$452.842 | \$253.908 | \$214.382 |
| Expenditures | | | | | |
| Labor: | | | | | |
| Payroll | \$317.924 | \$320.719 | \$329.215 | \$335.429 | \$342.057 |
| Overtime | 98.196 | 100.248 | 101.892 | 103.591 | 105.604 |
| Health and Welfare | 96.713 | 101.391 | 106.113 | 111.074 | 116.249 |
| OPEB Current Payments | 34.757 | 34.722 | 36.324 | 37.983 | 39.737 |
| Pension | 62.432 | 62.596 | 61.917 | 62.282 | 62.218 |
| Other Fringe Benefits | 61.667 | 61.027 | 62.000 | 62.751 | 63.598 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$671.689 | \$680.702 | \$697.460 | \$713.110 | \$729.463 |
| Non-Labor: | | | | | |
| Electric Power | \$2.264 | \$2.258 | \$2.088 | \$2.100 | \$2.147 |
| Fuel | 42.312 | 35.914 | 31.882 | 30.322 | 30.587 |
| Insurance | 7.314 | 8.471 | 10.168 | 12.583 | 14.663 |
| Claims | 37.878 | 38.915 | 39.954 | 40.974 | 41.202 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 49.277 | 45.580 | 46.100 | 45.958 | 46.217 |
| Professional Services Contracts | 80.645 | 44.725 | 44.844 | 45.143 | 45.037 |
| Materials and Supplies | 67.896 | 63.472 | 62.781 | 64.380 | 65.068 |
| Other Business Expenses | 5.860 | 6.644 | 6.701 | 6.771 | 6.775 |
| Total Non-Labor Expenditures | \$293.446 | \$245.980 | \$244.517 | \$248.231 | \$251.695 |
| Other Expenditure Adjustments: | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$965.135 | \$926.682 | \$941.977 | \$961.341 | \$981.159 |
| Net Cash Balance | (\$719.234) | (\$499.035) | (\$489.135) | (\$707.433) | (\$766.777) |

MTA BUS COMPANY
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|------------------|------------------|------------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | (484.602) | 229.978 | 251.858 | 45.860 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | (\$484.602) | \$229.978 | \$251.858 | \$45.859 | \$0.000 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$0.419 | \$0.419 | \$0.419 | \$0.419 | \$0.419 |
| Overtime | 0.000 | (0.001) | 0.000 | 0.000 | 0.000 |
| Health and Welfare | (0.001) | (0.001) | (0.001) | (0.001) | (0.001) |
| OPEB Current Payments | (1.614) | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | (0.819) | 0.181 | 0.181 | 0.181 | 0.181 |
| Other Fringe Benefits | 14.184 | 15.184 | 15.184 | 15.184 | 15.184 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$12.170 | \$15.784 | \$15.784 | \$15.784 | \$15.784 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 40.114 | 40.994 | 41.875 | 42.735 | 42.792 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | (5.000) | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | (34.519) | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | (5.499) | 0.001 | 0.001 | 0.001 | 0.001 |
| Other Business Expenses | (0.500) | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | (\$5.406) | \$40.994 | \$41.875 | \$42.735 | \$42.791 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$6.764 | \$56.778 | \$57.659 | \$58.519 | \$58.575 |
| Total Cash Conversion Adjustments before Depreciation | (\$477.838) | \$286.756 | \$309.517 | \$104.378 | \$58.576 |
| Depreciation | \$56.163 | \$56.163 | \$56.163 | \$56.163 | \$56.163 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 45.600 | 54.000 | 40.100 | 49.800 | 49.400 |
| GASB 75 OPEB Expense Adjustment | 80.000 | 89.600 | 92.396 | 95.361 | 98.534 |
| GASB 87 Lease Adjustment | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | (\$296.075) | \$486.519 | \$498.176 | \$305.703 | \$262.673 |

MTA BUS COMPANY
February Financial Plan 2023 - 2026
Ridership (Utilization) and Revenue
(in millions)

| | Final Estimate | Adopted Budget | | | |
|--|-------------------|-------------------|------|------|------|
| | 2022 | 2023 | 2024 | 2025 | 2026 |

RIDERSHIP

| | | | | | |
|-------------|--------|--------|--------|--------|--------|
| Fixed Route | 80.768 | 85.081 | 91.588 | 94.595 | 97.822 |
|-------------|--------|--------|--------|--------|--------|

| | | | | | |
|------------------------|---------------|---------------|---------------|---------------|---------------|
| Total Ridership | 80.768 | 85.081 | 91.588 | 94.595 | 97.822 |
|------------------------|---------------|---------------|---------------|---------------|---------------|

FAREBOX REVENUE

| | | | | | |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Fixed Route Farebox Revenue | \$156.300 | \$170.684 | \$172.348 | \$177.954 | \$184.099 |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|

| | | | | | |
|------------------------|------------------|------------------|------------------|------------------|------------------|
| Farebox Revenue | \$156.300 | \$170.684 | \$172.348 | \$177.954 | \$184.099 |
|------------------------|------------------|------------------|------------------|------------------|------------------|

MTA BUS COMPANY
February Financial Plan 2023-2026
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

| FUNCTION/DEPARTMENT | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------|------------------------------------|------------------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| Office of the EVP | 3 | 3 | 3 | 3 | 3 |
| Human Resources | 16 | 16 | 16 | 16 | 16 |
| Office of Management and Budget | 15 | 17 | 17 | 17 | 17 |
| Materiel | 15 | 15 | 15 | 15 | 15 |
| Controller | 18 | 18 | 18 | 18 | 18 |
| Office of the President | 4 | 4 | 4 | 4 | 4 |
| System Safety Administration | - | - | - | - | - |
| Law | 20 | 20 | 20 | 20 | 20 |
| Strategic Office | 19 | 19 | 19 | 19 | 19 |
| Non-Departmental | 3 | 1 | 1 | 1 | 1 |
| Total Administration | 113 | 113 | 113 | 113 | 113 |
| Operations | | | | | |
| Buses | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 |
| Office of the Executive Vice President, Regional | 5 | 5 | 5 | 5 | 5 |
| Safety & Training | 66 | 68 | 68 | 68 | 68 |
| Road Operations | 133 | 133 | 133 | 133 | 133 |
| Transportation Support | 31 | 31 | 31 | 31 | 31 |
| Operations Planning | 34 | 33 | 33 | 33 | 33 |
| Revenue Control | 6 | 6 | 6 | 6 | 6 |
| Total Operations | 2,610 | 2,611 | 2,611 | 2,611 | 2,611 |
| Maintenance | | | | | |
| Buses | 724 | 725 | 725 | 724 | 724 |
| Maintenance Support/CMF | 339 | 229 | 229 | 227 | 227 |
| Facilities | 85 | 85 | 85 | 85 | 85 |
| Supply Logistics | 104 | 104 | 104 | 104 | 104 |
| Total Maintenance | 1,252 | 1,143 | 1,143 | 1,140 | 1,140 |
| Engineering/Capital | | | | | |
| Capital Program Management | 26 | 26 | 26 | 26 | 26 |
| Public Safety | | | | | |
| Office of the Senior Vice President | 13 | 13 | 13 | 13 | 13 |
| Total Positions | 4,014 | 3,906 | 3,906 | 3,903 | 3,903 |
| Non-Reimbursable | 3,976 | 3,868 | 3,868 | 3,865 | 3,865 |
| Reimbursable | 38 | 38 | 38 | 38 | 38 |
| Total Full-Time | 3,996 | 3,888 | 3,888 | 3,885 | 3,885 |
| Total Full-Time Equivalents | 18 | 18 | 18 | 18 | 18 |

MTA BUS COMPANY
February Financial Plan 2023 - 2026
Total Positions
By Function and Occupational Group

| FUNCTION / OCCUPATIONAL GROUP | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| Managers/Supervisors | 47 | 47 | 47 | 47 | 47 |
| Professional/Technical/Clerical | 63 | 65 | 65 | 65 | 65 |
| Operational Hourlies | 3 | 1 | 1 | 1 | 1 |
| Total Administration Headcount | 113 | 113 | 113 | 113 | 113 |
| Operations | | | | | |
| Managers/Supervisors | 318 | 319 | 319 | 319 | 319 |
| Professional/Technical/Clerical | 45 | 45 | 45 | 45 | 45 |
| Operational Hourlies | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 |
| Total Operations Headcount | 2,610 | 2,611 | 2,611 | 2,611 | 2,611 |
| Maintenance | | | | | |
| Managers/Supervisors | 248 | 250 | 250 | 248 | 248 |
| Professional/Technical/Clerical | 38 | 38 | 38 | 38 | 38 |
| Operational Hourlies | 966 | 855 | 855 | 854 | 854 |
| Total Maintenance Headcount | 1,252 | 1,143 | 1,143 | 1,140 | 1,140 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 15 | 15 | 15 | 15 | 15 |
| Professional/Technical/Clerical | 11 | 11 | 11 | 11 | 11 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 26 | 26 | 26 | 26 | 26 |
| Public Safety | | | | | |
| Managers/Supervisors | 8 | 8 | 8 | 8 | 8 |
| Professional, Technical, Clerical | 5 | 5 | 5 | 5 | 5 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 13 | 13 | 13 | 13 | 13 |
| Total Positions | | | | | |
| Managers/Supervisors | 636 | 639 | 639 | 637 | 637 |
| Professional, Technical, Clerical | 162 | 164 | 164 | 164 | 164 |
| Operational Hourlies | 3,216 | 3,103 | 3,103 | 3,102 | 3,102 |
| Total Positions | 4,014 | 3,906 | 3,906 | 3,903 | 3,903 |

MTA BUS COMPANY
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$13.858 | \$12.561 | \$14.394 | \$13.746 | \$14.459 | \$14.200 | \$14.351 | \$15.170 | \$14.017 | \$14.988 | \$14.438 | \$14.501 | \$170.684 |
| Other Operating Revenue | 1.681 | 1.532 | 1.731 | 1.582 | 1.731 | 1.665 | 1.648 | 1.731 | 1.632 | 1.681 | 1.665 | 1.648 | 19.928 |
| Total Revenues | \$15.539 | \$14.093 | \$16.126 | \$15.328 | \$16.191 | \$15.865 | \$15.999 | \$16.901 | \$15.649 | \$16.669 | \$16.103 | \$16.149 | \$190.612 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$26.637 | \$23.896 | \$25.903 | \$23.799 | \$26.316 | \$25.842 | \$26.394 | \$26.675 | \$26.333 | \$25.499 | \$27.585 | \$32.718 | \$317.598 |
| Overtime | 8.793 | 8.219 | 8.525 | 8.034 | 8.280 | 8.198 | 8.116 | 8.525 | 8.198 | 8.116 | 8.198 | 9.047 | 100.247 |
| Health and Welfare | 8.436 | 7.684 | 8.686 | 7.934 | 8.686 | 8.352 | 8.269 | 8.686 | 8.185 | 8.436 | 8.352 | 8.269 | 99.974 |
| OPEB Current Payments | 2.930 | 2.669 | 3.017 | 2.756 | 3.017 | 2.901 | 2.872 | 3.017 | 2.843 | 2.930 | 2.901 | 2.872 | 34.722 |
| Pension | 5.297 | 4.825 | 5.454 | 4.982 | 5.454 | 5.245 | 5.192 | 5.454 | 5.140 | 5.297 | 5.245 | 5.192 | 62.778 |
| Other Fringe Benefits | 6.431 | 5.858 | 6.622 | 6.049 | 6.622 | 6.367 | 6.303 | 6.622 | 6.240 | 6.431 | 6.367 | 6.303 | 76.212 |
| Reimbursable Overhead | (0.079) | (0.072) | (0.081) | (0.074) | (0.081) | (0.078) | (0.077) | (0.081) | (0.076) | (0.079) | (0.078) | (0.077) | (0.932) |
| Total Labor Expenses | \$58.444 | \$53.078 | \$58.126 | \$53.480 | \$58.294 | \$56.825 | \$57.068 | \$58.898 | \$56.861 | \$56.629 | \$58.569 | \$64.323 | \$690.597 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.191 | \$0.174 | \$0.196 | \$0.179 | \$0.196 | \$0.189 | \$0.187 | \$0.196 | \$0.185 | \$0.191 | \$0.189 | \$0.187 | \$2.258 |
| Fuel | 3.030 | 2.760 | 3.120 | 2.850 | 3.120 | 3.000 | 2.970 | 3.120 | 2.940 | 3.030 | 3.000 | 2.970 | 35.914 |
| Insurance | 0.715 | 0.651 | 0.736 | 0.672 | 0.736 | 0.708 | 0.701 | 0.736 | 0.694 | 0.715 | 0.708 | 0.701 | 8.472 |
| Claims | 6.743 | 6.142 | 6.943 | 6.342 | 6.943 | 6.676 | 6.609 | 6.943 | 6.542 | 6.743 | 6.676 | 6.609 | 79.909 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 3.825 | 3.484 | 3.938 | 3.597 | 3.938 | 3.787 | 3.749 | 3.938 | 3.711 | 3.825 | 3.787 | 3.749 | 45.328 |
| Professional Services Contracts | 3.774 | 3.437 | 3.886 | 3.550 | 3.886 | 3.736 | 3.699 | 3.886 | 3.662 | 3.774 | 3.736 | 3.699 | 44.725 |
| Materials and Supplies | 5.278 | 4.808 | 5.435 | 4.965 | 5.435 | 5.226 | 5.174 | 5.435 | 5.121 | 5.278 | 5.226 | 5.174 | 62.555 |
| Other Business Expenses | 0.561 | 0.511 | 0.577 | 0.527 | 0.577 | 0.555 | 0.549 | 0.577 | 0.544 | 0.561 | 0.555 | 0.549 | 6.644 |
| Total Non-Labor Expenses | \$24.115 | \$21.967 | \$24.832 | \$22.683 | \$24.832 | \$23.877 | \$23.638 | \$24.832 | \$23.399 | \$24.115 | \$23.877 | \$23.638 | \$285.804 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$82.560 | \$75.045 | \$82.958 | \$76.163 | \$83.125 | \$80.702 | \$80.706 | \$83.730 | \$80.261 | \$80.744 | \$82.446 | \$87.961 | \$976.401 |
| Depreciation | \$4.739 | \$4.317 | \$4.880 | \$4.457 | \$4.880 | \$4.692 | \$4.645 | \$4.880 | \$4.598 | \$4.739 | \$4.692 | \$4.645 | \$56.163 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 4.556 | 4.150 | 4.692 | 4.286 | 4.692 | 4.511 | 4.466 | 4.692 | 4.421 | 4.556 | 4.511 | 4.466 | 54.000 |
| GASB 75 OPEB Expense Adjustment | 7.560 | 6.887 | 7.785 | 7.111 | 7.785 | 7.485 | 7.411 | 7.785 | 7.336 | 7.560 | 7.485 | 7.411 | 89.600 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$99.415 | \$90.398 | \$100.315 | \$92.017 | \$100.482 | \$97.391 | \$97.228 | \$101.086 | \$96.616 | \$97.600 | \$99.135 | \$104.483 | \$1,176.165 |
| Net Surplus/(Deficit) | (\$83.876) | (\$76.305) | (\$84.189) | (\$76.689) | (\$84.291) | (\$81.526) | (\$81.229) | (\$84.185) | (\$80.967) | (\$80.930) | (\$83.032) | (\$88.334) | (\$985.554) |

-- Differences are due to rounding

VI-159

MTA BUS COMPANY
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.596 | 0.542 | 0.613 | 0.560 | 0.613 | 0.590 | 0.584 | 0.613 | 0.578 | 0.596 | 0.590 | 0.584 | 7.058 |
| Total Revenues | \$0.596 | \$0.542 | \$0.613 | \$0.560 | \$0.613 | \$0.590 | \$0.584 | \$0.613 | \$0.578 | \$0.596 | \$0.590 | \$0.584 | \$7.058 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.299 | \$0.272 | \$0.308 | \$0.281 | \$0.308 | \$0.296 | \$0.293 | \$0.308 | \$0.290 | \$0.299 | \$0.296 | \$0.293 | \$3.540 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.119 | 0.109 | 0.123 | 0.112 | 0.123 | 0.118 | 0.117 | 0.123 | 0.116 | 0.119 | 0.118 | 0.117 | 1.416 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.079 | 0.072 | 0.081 | 0.074 | 0.081 | 0.078 | 0.077 | 0.081 | 0.076 | 0.079 | 0.078 | 0.077 | 0.932 |
| Total Labor Expenses | \$0.497 | \$0.453 | \$0.512 | \$0.467 | \$0.512 | \$0.492 | \$0.487 | \$0.512 | \$0.482 | \$0.497 | \$0.492 | \$0.487 | \$5.888 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.021 | 0.019 | 0.022 | 0.020 | 0.022 | 0.021 | 0.021 | 0.022 | 0.021 | 0.021 | 0.021 | 0.021 | 0.252 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.077 | 0.071 | 0.080 | 0.073 | 0.080 | 0.077 | 0.076 | 0.080 | 0.075 | 0.077 | 0.077 | 0.076 | 0.918 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$0.099 | \$0.090 | \$0.102 | \$0.093 | \$0.102 | \$0.098 | \$0.097 | \$0.102 | \$0.096 | \$0.099 | \$0.098 | \$0.097 | \$1.170 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$0.596 | \$0.542 | \$0.613 | \$0.560 | \$0.613 | \$0.590 | \$0.584 | \$0.613 | \$0.578 | \$0.596 | \$0.590 | \$0.584 | \$7.058 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-160

MTA BUS COMPANY
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$13.858 | \$12.561 | \$14.394 | \$13.746 | \$14.459 | \$14.200 | \$14.351 | \$15.170 | \$14.017 | \$14.988 | \$14.438 | \$14.501 | \$170.684 |
| Other Operating Revenue | 1.681 | 1.532 | 1.731 | 1.582 | 1.731 | 1.665 | 1.648 | 1.731 | 1.632 | 1.681 | 1.665 | 1.648 | 19.928 |
| Capital and Other Reimbursements | 0.596 | 0.542 | 0.613 | 0.560 | 0.613 | 0.590 | 0.584 | 0.613 | 0.578 | 0.596 | 0.590 | 0.584 | 7.058 |
| Total Revenues | \$16.135 | \$14.635 | \$16.739 | \$15.888 | \$16.804 | \$16.455 | \$16.583 | \$17.515 | \$16.227 | \$17.265 | \$16.692 | \$16.732 | \$197.670 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$26.936 | \$24.168 | \$26.211 | \$24.080 | \$26.624 | \$26.137 | \$26.687 | \$26.983 | \$26.623 | \$25.797 | \$27.881 | \$33.010 | \$321.138 |
| Overtime | 8.793 | 8.219 | 8.525 | 8.034 | 8.280 | 8.198 | 8.116 | 8.525 | 8.198 | 8.116 | 8.198 | 9.047 | 100.247 |
| Health and Welfare | 8.555 | 7.793 | 8.809 | 8.047 | 8.809 | 8.470 | 8.386 | 8.809 | 8.301 | 8.555 | 8.470 | 8.386 | 101.390 |
| OPEB Current Payments | 2.930 | 2.669 | 3.017 | 2.756 | 3.017 | 2.901 | 2.872 | 3.017 | 2.843 | 2.930 | 2.901 | 2.872 | 34.722 |
| Pension | 5.297 | 4.825 | 5.454 | 4.982 | 5.454 | 5.245 | 5.192 | 5.454 | 5.140 | 5.297 | 5.245 | 5.192 | 62.778 |
| Other Fringe Benefits | 6.431 | 5.858 | 6.622 | 6.049 | 6.622 | 6.367 | 6.303 | 6.622 | 6.240 | 6.431 | 6.367 | 6.303 | 76.212 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$58.941 | \$53.531 | \$58.638 | \$53.947 | \$58.805 | \$57.317 | \$57.555 | \$59.410 | \$57.344 | \$57.125 | \$59.061 | \$64.810 | \$696.486 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.191 | \$0.174 | \$0.196 | \$0.179 | \$0.196 | \$0.189 | \$0.187 | \$0.196 | \$0.185 | \$0.191 | \$0.189 | \$0.187 | \$2.258 |
| Fuel | 3.030 | 2.760 | 3.120 | 2.850 | 3.120 | 3.000 | 2.970 | 3.120 | 2.940 | 3.030 | 3.000 | 2.970 | 35.914 |
| Insurance | 0.715 | 0.651 | 0.736 | 0.672 | 0.736 | 0.708 | 0.701 | 0.736 | 0.694 | 0.715 | 0.708 | 0.701 | 8.472 |
| Claims | 6.743 | 6.142 | 6.943 | 6.342 | 6.943 | 6.676 | 6.609 | 6.943 | 6.542 | 6.743 | 6.676 | 6.609 | 79.909 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 3.846 | 3.503 | 3.960 | 3.617 | 3.960 | 3.808 | 3.770 | 3.960 | 3.732 | 3.846 | 3.808 | 3.770 | 45.580 |
| Professional Services Contracts | 3.774 | 3.437 | 3.886 | 3.550 | 3.886 | 3.736 | 3.699 | 3.886 | 3.662 | 3.774 | 3.736 | 3.699 | 44.725 |
| Materials and Supplies | 5.356 | 4.878 | 5.515 | 5.038 | 5.515 | 5.303 | 5.250 | 5.515 | 5.197 | 5.356 | 5.303 | 5.250 | 63.473 |
| Other Business Expenses | 0.561 | 0.511 | 0.577 | 0.527 | 0.577 | 0.555 | 0.549 | 0.577 | 0.544 | 0.561 | 0.555 | 0.549 | 6.644 |
| Total Non-Labor Expenses | \$24.214 | \$22.056 | \$24.933 | \$22.776 | \$24.933 | \$23.974 | \$23.735 | \$24.933 | \$23.495 | \$24.214 | \$23.974 | \$23.735 | \$286.974 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$83.155 | \$75.587 | \$83.572 | \$76.723 | \$83.739 | \$81.292 | \$81.290 | \$84.343 | \$80.838 | \$81.340 | \$83.036 | \$88.545 | \$983.460 |
| Depreciation | \$4.739 | \$4.317 | \$4.880 | \$4.457 | \$4.880 | \$4.692 | \$4.645 | \$4.880 | \$4.598 | \$4.739 | \$4.692 | \$4.645 | \$56.163 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 4.556 | 4.150 | 4.692 | 4.286 | 4.692 | 4.511 | 4.466 | 4.692 | 4.421 | 4.556 | 4.511 | 4.466 | 54.000 |
| GASB 75 OPEB Expense Adjustment | 7.560 | 6.887 | 7.785 | 7.111 | 7.785 | 7.485 | 7.411 | 7.785 | 7.336 | 7.560 | 7.485 | 7.411 | 89.600 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$100.011 | \$90.941 | \$100.928 | \$92.577 | \$101.095 | \$97.981 | \$97.812 | \$101.700 | \$97.193 | \$98.195 | \$99.724 | \$105.067 | \$1,183.224 |
| Net Surplus/(Deficit) | (\$83.876) | (\$76.305) | (\$84.189) | (\$76.689) | (\$84.291) | (\$81.526) | (\$81.229) | (\$84.185) | (\$80.967) | (\$80.930) | (\$83.032) | (\$88.334) | (\$985.554) |

-- Differences are due to rounding

VI-161

MTA BUS COMPANY
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$13.858 | \$12.561 | \$14.394 | \$13.746 | \$14.459 | \$14.200 | \$14.351 | \$15.170 | \$14.017 | \$14.988 | \$14.438 | \$14.501 | \$170.684 |
| Other Operating Revenue | 20.826 | 20.826 | 20.826 | 20.826 | 20.826 | 20.826 | 20.826 | 20.826 | 20.826 | 20.826 | 20.826 | 20.826 | 249.906 |
| Capital and Other Reimbursements | 0.588 | 0.588 | 0.588 | 0.588 | 0.588 | 0.588 | 0.588 | 0.588 | 0.588 | 0.588 | 0.588 | 0.588 | 7.058 |
| Total Receipts | \$35.271 | \$33.975 | \$35.808 | \$35.160 | \$35.873 | \$35.614 | \$35.765 | \$36.584 | \$35.431 | \$36.401 | \$35.851 | \$35.914 | \$427.648 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$24.671 | \$24.671 | \$24.671 | \$24.671 | \$24.671 | \$37.006 | \$24.671 | \$24.671 | \$24.671 | \$24.671 | \$37.006 | \$24.671 | \$320.719 |
| Overtime | 8.354 | 8.354 | 8.354 | 8.354 | 8.354 | 8.354 | 8.354 | 8.354 | 8.354 | 8.354 | 8.354 | 8.354 | 100.248 |
| Health and Welfare | 8.449 | 8.449 | 8.449 | 8.449 | 8.449 | 8.449 | 8.449 | 8.449 | 8.449 | 8.449 | 8.449 | 8.449 | 101.391 |
| OPEB Current Payments | 2.893 | 2.893 | 2.893 | 2.893 | 2.893 | 2.893 | 2.893 | 2.893 | 2.893 | 2.893 | 2.893 | 2.893 | 34.722 |
| Pension | 5.216 | 5.216 | 5.216 | 5.216 | 5.216 | 5.216 | 5.216 | 5.216 | 5.216 | 5.216 | 5.216 | 5.216 | 62.596 |
| Other Fringe Benefits | 5.086 | 5.086 | 5.086 | 5.086 | 5.086 | 5.086 | 5.086 | 5.086 | 5.086 | 5.086 | 5.086 | 5.086 | 61.027 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$54.669 | \$54.669 | \$54.669 | \$54.669 | \$54.669 | \$67.005 | \$54.669 | \$54.669 | \$54.669 | \$54.669 | \$67.005 | \$54.669 | \$680.702 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$0.188 | \$2.258 |
| Fuel | 2.993 | 2.993 | 2.993 | 2.993 | 2.993 | 2.993 | 2.993 | 2.993 | 2.993 | 2.993 | 2.993 | 2.993 | 35.914 |
| Insurance | 0.706 | 0.706 | 0.706 | 0.706 | 0.706 | 0.706 | 0.706 | 0.706 | 0.706 | 0.706 | 0.706 | 0.706 | 8.471 |
| Claims | 3.243 | 3.243 | 3.243 | 3.243 | 3.243 | 3.243 | 3.243 | 3.243 | 3.243 | 3.243 | 3.243 | 3.243 | 38.915 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 3.798 | 3.798 | 3.798 | 3.798 | 3.798 | 3.798 | 3.798 | 3.798 | 3.798 | 3.798 | 3.798 | 3.798 | 45.580 |
| Professional Services Contracts | 3.727 | 3.727 | 3.727 | 3.727 | 3.727 | 3.727 | 3.727 | 3.727 | 3.727 | 3.727 | 3.727 | 3.727 | 44.725 |
| Materials and Supplies | 5.289 | 5.289 | 5.289 | 5.289 | 5.289 | 5.289 | 5.289 | 5.289 | 5.289 | 5.289 | 5.289 | 5.289 | 63.472 |
| Other Business Expenses | 0.554 | 0.554 | 0.554 | 0.554 | 0.554 | 0.554 | 0.554 | 0.554 | 0.554 | 0.554 | 0.554 | 0.554 | 6.644 |
| Total Non-Labor Expenditures | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$20.498 | \$245.980 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$75.168 | \$75.168 | \$75.168 | \$75.168 | \$75.168 | \$87.503 | \$75.168 | \$75.168 | \$75.168 | \$75.168 | \$87.503 | \$75.168 | \$926.682 |
| Net Cash Balance | (\$39.896) | (\$41.193) | (\$39.360) | (\$40.008) | (\$39.295) | (\$51.889) | (\$39.403) | (\$38.584) | (\$39.737) | (\$38.766) | (\$51.652) | (\$39.253) | (\$499.035) |

VI-162

MTA BUS COMPANY
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|------------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 19.144 | 19.294 | 19.094 | 19.244 | 19.094 | 19.161 | 19.177 | 19.094 | 19.194 | 19.144 | 19.161 | 19.177 | 229.978 |
| Capital and Other Reimbursements | (0.007) | 0.046 | (0.025) | 0.028 | (0.025) | (0.001) | 0.004 | (0.025) | 0.010 | (0.007) | (0.001) | 0.004 | 0.000 |
| Total Receipts | \$19.137 | \$19.340 | \$19.069 | \$19.272 | \$19.069 | \$19.159 | \$19.182 | \$19.069 | \$19.204 | \$19.137 | \$19.159 | \$19.182 | \$229.978 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$2.265 | (\$0.503) | \$1.540 | (\$0.590) | \$1.953 | (\$10.869) | \$2.016 | \$2.312 | \$1.952 | \$1.127 | (\$9.125) | \$8.340 | \$0.419 |
| Overtime | 0.439 | (0.135) | 0.172 | (0.320) | (0.074) | (0.156) | (0.238) | 0.172 | (0.156) | (0.238) | (0.156) | 0.693 | (0.001) |
| Health and Welfare | 0.106 | (0.657) | 0.360 | (0.402) | 0.360 | 0.021 | (0.064) | 0.360 | (0.148) | 0.106 | 0.021 | (0.064) | (0.001) |
| OPEB Current Payments | 0.036 | (0.225) | 0.123 | (0.138) | 0.123 | 0.007 | (0.022) | 0.123 | (0.051) | 0.036 | 0.007 | (0.022) | 0.000 |
| Pension | 0.081 | (0.391) | 0.238 | (0.234) | 0.238 | 0.028 | (0.024) | 0.238 | (0.077) | 0.081 | 0.028 | (0.024) | 0.181 |
| Other Fringe Benefits | 1.345 | 0.772 | 1.536 | 0.963 | 1.536 | 1.281 | 1.218 | 1.536 | 1.154 | 1.345 | 1.281 | 1.218 | 15.184 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$4.272 | (\$1.139) | \$3.969 | (\$0.722) | \$4.136 | (\$9.687) | \$2.886 | \$4.741 | \$2.674 | \$2.456 | (\$7.943) | \$10.141 | \$15.784 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.002 | (\$0.015) | \$0.008 | (\$0.009) | \$0.008 | \$0.000 | (\$0.001) | \$0.008 | (\$0.003) | \$0.002 | \$0.000 | (\$0.001) | \$0.000 |
| Fuel | 0.037 | (0.233) | 0.127 | (0.143) | 0.127 | 0.007 | (0.023) | 0.127 | (0.053) | 0.037 | 0.007 | (0.023) | 0.000 |
| Insurance | 0.009 | (0.055) | 0.030 | (0.034) | 0.030 | 0.002 | (0.005) | 0.030 | (0.012) | 0.009 | 0.002 | (0.005) | 0.000 |
| Claims | 3.500 | 2.899 | 3.700 | 3.099 | 3.700 | 3.433 | 3.366 | 3.700 | 3.299 | 3.500 | 3.433 | 3.366 | 40.994 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.048 | (0.295) | 0.162 | (0.181) | 0.162 | 0.010 | (0.029) | 0.162 | (0.067) | 0.048 | 0.010 | (0.029) | 0.000 |
| Professional Services Contracts | 0.047 | (0.290) | 0.159 | (0.177) | 0.159 | 0.009 | (0.028) | 0.159 | (0.065) | 0.047 | 0.009 | (0.028) | 0.000 |
| Materials and Supplies | 0.066 | (0.411) | 0.225 | (0.252) | 0.225 | 0.013 | (0.040) | 0.225 | (0.093) | 0.066 | 0.013 | (0.040) | 0.001 |
| Other Business Expenses | 0.007 | (0.043) | 0.024 | (0.026) | 0.024 | 0.001 | (0.004) | 0.024 | (0.010) | 0.007 | 0.001 | (0.004) | 0.000 |
| Total Non-Labor Expenditures | \$3.716 | \$1.558 | \$4.435 | \$2.277 | \$4.435 | \$3.476 | \$3.236 | \$4.435 | \$2.997 | \$3.716 | \$3.476 | \$3.236 | \$40.994 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$7.988 | \$0.420 | \$8.404 | \$1.555 | \$8.571 | (\$6.211) | \$6.123 | \$9.176 | \$5.671 | \$6.172 | (\$4.467) | \$13.377 | \$56.778 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$27.124 | \$19.759 | \$27.473 | \$20.827 | \$27.640 | \$12.948 | \$25.304 | \$28.245 | \$24.875 | \$25.309 | \$14.692 | \$32.559 | \$286.756 |
| Depreciation | \$4.739 | \$4.317 | \$4.880 | \$4.457 | \$4.880 | \$4.692 | \$4.645 | \$4.880 | \$4.598 | \$4.739 | \$4.692 | \$4.645 | \$56.163 |
| GASB 68 Pension Expense Adjustment | 4.556 | 4.150 | 4.692 | 4.286 | 4.692 | 4.511 | 4.466 | 4.692 | 4.421 | 4.556 | 4.511 | 4.466 | 54.000 |
| GASB 75 OPEB Expense Adjustment | 7.560 | 6.887 | 7.785 | 7.111 | 7.785 | 7.485 | 7.411 | 7.785 | 7.336 | 7.560 | 7.485 | 7.411 | 89.600 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 |
| Total Cash Conversion Adjustments | \$43.980 | \$35.113 | \$44.829 | \$36.682 | \$44.996 | \$29.637 | \$41.826 | \$45.601 | \$41.230 | \$42.164 | \$31.381 | \$49.081 | \$486.519 |

VI-163

MTA BUS COMPANY
February Financial Plan - 2023 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <u>RIDERSHIP</u> | | | | | | | | | | | | | |
| Fixed Route Ridership | 6.970 | 6.317 | 7.269 | 6.913 | 7.295 | 7.174 | 6.778 | 7.139 | 7.054 | 7.576 | 7.292 | 7.306 | 85.081 |
| Total Ridership | 6.970 | 6.317 | 7.269 | 6.913 | 7.295 | 7.174 | 6.778 | 7.139 | 7.054 | 7.576 | 7.292 | 7.306 | 85.081 |
| <u>FAREBOX REVENUE</u> | | | | | | | | | | | | | |
| Fixed Route Farebox Revenue | \$13.858 | \$12.561 | \$14.394 | \$13.746 | \$14.459 | \$14.200 | \$14.351 | \$15.170 | \$14.017 | \$14.988 | \$14.438 | \$14.501 | \$170.684 |
| Total Farebox Revenue | \$13.858 | \$12.561 | \$14.394 | \$13.746 | \$14.459 | \$14.200 | \$14.351 | \$15.170 | \$14.017 | \$14.988 | \$14.438 | \$14.501 | \$170.684 |

VI-164

MTA BUS COMPANY
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

| FUNCTION/DEPARTMENT | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|--------------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Office of the EVP | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Human Resources | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 |
| Office of Management and Budget | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| Materiel | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Controller | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| Office of the President | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Sytem Safety Administration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Law | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Corporate Communications | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategic Office | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| Labor Relations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Non-Departmental | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Administration | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| Operations | | | | | | | | | | | | |
| Buses | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 | 2,335 |
| Office of the Executive Vice President, Regional | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Safety & Training | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 |
| Road Operations | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 | 133 |
| Transportation Support | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| Operations Planning | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| Revenue Control | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Total Operations | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 |
| Maintenance | | | | | | | | | | | | |
| Buses | 725 | 725 | 725 | 725 | 725 | 725 | 725 | 725 | 725 | 725 | 725 | 725 |
| Maintenance Support/CMF | 229 | 229 | 229 | 229 | 229 | 229 | 229 | 229 | 229 | 229 | 229 | 229 |
| Facilities | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Supply Logistics | 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| Total Maintenance | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 |
| Engineering/Capital | | | | | | | | | | | | |
| Capital Program Management | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 |
| Public Safety | | | | | | | | | | | | |
| Office of the Senior Vice President | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Total Positions | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 |
| <i>Non-Reimbursable</i> | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 | 3,868 |
| <i>Reimbursable</i> | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 |
| <i>Total Full-Time</i> | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 | 3,888 |
| <i>Total Full-Time Equivalents</i> | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |

VI-165

MTA BUS COMPANY
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| Professional/Technical/Clerical | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 65 |
| Operational Hourlies | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Administration Headcount | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 319 | 319 | 319 | 319 | 319 | 319 | 319 | 319 | 319 | 319 | 319 | 319 |
| Professional/Technical/Clerical | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Operational Hourlies | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 | 2,247 |
| Total Operations Headcount | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 | 2,611 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 |
| Professional/Technical/Clerical | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 |
| Operational Hourlies | 855 | 855 | 855 | 855 | 855 | 855 | 855 | 855 | 855 | 855 | 855 | 855 |
| Total Maintenance Headcount | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 | 1,143 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Professional/Technical/Clerical | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Professional, Technical, Clerical | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 639 | 639 | 639 | 639 | 639 | 639 | 639 | 639 | 639 | 639 | 639 | 639 |
| Professional, Technical, Clerical | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 | 164 |
| Operational Hourlies | 3,103 | 3,103 | 3,103 | 3,103 | 3,103 | 3,103 | 3,103 | 3,103 | 3,103 | 3,103 | 3,103 | 3,103 |
| Total Positions | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 | 3,906 |

VI-166

Staten Island Railway

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2023-2026
2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with the MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- GASB 87 Lease Adjustment to conform with the new leasing accounting standard for public sector entities.

MTA Plan adjustments include:

- Accrued receipt in 2022 of American Rescue Plan Act (ARPA) federal COVID aid.

The attached also includes schedules detailing the monthly allocation of financials, including headcount and utilization data, based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 344 | (\$64.643) | 355 | (\$73.997) | 335 | (\$67.258) | 335 | (\$89.638) | 335 | (\$88.846) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| GASB 87 Lease Adjustment | | (\$0.00) | | (\$0.00) | | (\$0.00) | | (\$0.00) | | (\$0.00) |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| ARPA federal COVID aid | | \$37.506 | | (\$18.231) | | (\$18.231) | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$37.506 | 0 | (\$18.231) | 0 | (\$18.231) | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 344 | (\$27.137) | 355 | (\$92.228) | 335 | (\$85.489) | 335 | (\$89.638) | 335 | (\$88.846) |

891-VI

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023-2026
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 53 | \$0.000 | 54 | \$0.000 | 42 | \$0.000 | 28 | \$0.000 | 28 | \$0.000 |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 53 | \$0.000 | 54 | \$0.000 | 42 | \$0.000 | 28 | \$0.000 | 28 | \$0.000 |

VI-169

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023-2026
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|------------------------------------------------------------|-------------------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|
| | 2022 | | 2023 | | 2024 | | 2025 | | 2026 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2022 November Financial Plan: Net Surplus/(Deficit) | 397 | (\$52.834) | 409 | (\$51.920) | 377 | (\$46.398) | 363 | (\$69.076) | 363 | (\$67.630) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2023 February Financial Plan: Net Surplus/(Deficit) | 397 | (\$52.834) | 409 | (\$51.920) | 377 | (\$46.398) | 363 | (\$69.076) | 363 | (\$67.630) |

VI-170

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| <u>Non-Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$3.508 | \$4.510 | \$4.864 | \$5.011 | \$5.165 |
| Other Operating Revenue | 57.652 | 2.176 | 2.032 | 1.855 | 1.870 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$61.159 | \$6.686 | \$6.896 | \$6.865 | \$7.035 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$28.626 | \$30.139 | \$29.478 | \$30.489 | \$30.546 |
| Overtime | 3.226 | 3.096 | 3.035 | 3.200 | 3.208 |
| Health and Welfare | 8.269 | 8.886 | 8.808 | 9.046 | 9.037 |
| OPEB Current Payments | 2.949 | 3.094 | 3.245 | 3.282 | 3.300 |
| Pension | 8.000 | 8.450 | 8.360 | 8.440 | 8.400 |
| Other Fringe Benefits | 3.958 | 4.050 | 4.710 | 5.604 | 5.616 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$55.028 | \$57.714 | \$57.636 | \$60.061 | \$60.107 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$5.473 | \$5.377 | \$4.841 | \$4.806 | \$4.875 |
| Fuel | 0.444 | 0.365 | 0.332 | 0.315 | 0.318 |
| Insurance | 1.537 | 1.887 | 2.270 | 2.865 | 3.315 |
| Claims | 0.882 | 0.873 | 0.885 | 0.887 | 0.887 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 4.411 | 2.809 | 3.295 | 3.228 | 2.703 |
| Professional Services Contracts | 2.931 | 7.822 | 2.862 | 2.894 | 2.899 |
| Materials and Supplies | 2.176 | 1.767 | 1.278 | 1.351 | 1.343 |
| Other Business Expenses | 1.115 | 0.150 | 0.144 | 0.135 | 0.131 |
| Total Non-Labor Expenses | \$18.970 | \$21.050 | \$15.909 | \$16.483 | \$16.473 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$73.997 | \$78.764 | \$73.545 | \$76.544 | \$76.581 |
| Depreciation | \$12.000 | \$17.500 | \$17.500 | \$17.500 | \$17.500 |
| GASB 68 Pension Expense Adjustment | 0.500 | 0.850 | (0.560) | 0.560 | (0.300) |
| GASB 75 OPEB Expense Adjustment | 1.800 | 1.800 | 1.900 | 1.900 | 2.100 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$88.297 | \$98.914 | \$92.385 | \$96.503 | \$95.880 |
| Net Surplus/(Deficit) | (\$27.138) | (\$92.228) | (\$85.488) | (\$89.638) | (\$88.846) |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|-------------------------------------------|---------------------------|---------------------------|----------------|----------------|----------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 7.803 | 8.081 | 6.456 | 4.323 | 4.320 |
| Total Revenues | \$7.803 | \$8.081 | \$6.456 | \$4.323 | \$4.320 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$4.109 | \$4.297 | \$3.415 | \$2.362 | \$2.362 |
| Overtime | 1.127 | 1.132 | 1.136 | 0.908 | 0.909 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 2.568 | 2.652 | 1.905 | 1.053 | 1.049 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$7.803 | \$8.081 | \$6.456 | \$4.323 | \$4.320 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$7.803 | \$8.081 | \$6.456 | \$4.323 | \$4.320 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|----------------------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$3.508 | \$4.510 | \$4.864 | \$5.011 | \$5.165 |
| Other Operating Revenue | 57.652 | 2.176 | 2.032 | 1.855 | 1.870 |
| Capital and Other Reimbursements | 7.803 | 8.081 | 6.456 | 4.323 | 4.320 |
| Total Revenues | \$68.963 | \$14.767 | \$13.352 | \$11.188 | \$11.355 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$32.734 | \$34.436 | \$32.893 | \$32.850 | \$32.909 |
| Overtime | 4.352 | 4.228 | 4.171 | 4.108 | 4.117 |
| Health and Welfare | 8.269 | 8.886 | 8.808 | 9.046 | 9.037 |
| OPEB Current Payments | 2.949 | 3.094 | 3.245 | 3.282 | 3.300 |
| Pension | 8.000 | 8.450 | 8.360 | 8.440 | 8.400 |
| Other Fringe Benefits | 6.526 | 6.702 | 6.615 | 6.657 | 6.665 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$62.831 | \$65.796 | \$64.092 | \$64.384 | \$64.427 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$5.473 | \$5.377 | \$4.841 | \$4.806 | \$4.875 |
| Fuel | 0.444 | 0.365 | 0.332 | 0.315 | 0.318 |
| Insurance | 1.537 | 1.887 | 2.270 | 2.865 | 3.315 |
| Claims | 0.882 | 0.873 | 0.885 | 0.887 | 0.887 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 4.411 | 2.809 | 3.295 | 3.228 | 2.703 |
| Professional Services Contracts | 2.931 | 7.822 | 2.862 | 2.894 | 2.899 |
| Materials and Supplies | 2.176 | 1.767 | 1.278 | 1.351 | 1.343 |
| Other Business Expenses | 1.115 | 0.150 | 0.144 | 0.135 | 0.131 |
| Total Non-Labor Expenses | \$18.970 | \$21.050 | \$15.909 | \$16.483 | \$16.473 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$81.800 | \$86.846 | \$80.001 | \$80.867 | \$80.901 |
| Depreciation | \$12.000 | \$17.500 | \$17.500 | \$17.500 | \$17.500 |
| GASB 68 Pension Expense Adjustment | 0.500 | 0.850 | (0.560) | 0.560 | (0.300) |
| GASB 75 OPEB Expense Adjustment | 1.800 | 1.800 | 1.900 | 1.900 | 2.100 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$96.100 | \$106.995 | \$98.841 | \$100.827 | \$100.200 |
| Net Surplus/(Deficit) | (\$27.138) | (\$92.228) | (\$85.488) | (\$89.638) | (\$88.846) |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023 - 2026
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$3.508 | \$4.510 | \$4.864 | \$5.011 | \$5.165 |
| Other Operating Revenue | 24.896 | 20.407 | 20.263 | 1.855 | 1.870 |
| Capital and Other Reimbursements | 13.662 | 8.081 | 6.456 | 4.323 | 4.320 |
| Total Receipts | \$42.066 | \$32.998 | \$31.583 | \$11.188 | \$11.355 |
| Expenditures | | | | | |
| Labor: | | | | | |
| Payroll | \$43.268 | \$34.332 | \$32.704 | \$33.980 | \$32.817 |
| Overtime | 4.352 | 4.228 | 4.171 | 4.108 | 4.117 |
| Health and Welfare | 8.269 | 8.886 | 8.808 | 9.046 | 9.037 |
| OPEB Current Payments | 4.434 | 3.094 | 3.245 | 3.282 | 3.300 |
| Pension | 8.900 | 8.450 | 8.360 | 8.440 | 8.400 |
| Other Fringe Benefits | 6.453 | 5.265 | 5.171 | 5.312 | 5.228 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$75.677 | \$64.255 | \$62.460 | \$64.169 | \$62.899 |
| Non-Labor: | | | | | |
| Electric Power | \$5.473 | \$5.377 | \$4.841 | \$4.806 | \$4.875 |
| Fuel | 0.443 | 0.365 | 0.332 | 0.315 | 0.318 |
| Insurance | 1.537 | 1.887 | 2.270 | 2.865 | 3.315 |
| Claims | 0.695 | 0.486 | 0.498 | 0.500 | 0.500 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 4.411 | 2.809 | 3.295 | 3.228 | 2.703 |
| Professional Services Contracts | 3.372 | 7.822 | 2.862 | 2.894 | 2.899 |
| Materials and Supplies | 2.176 | 1.768 | 1.278 | 1.351 | 1.343 |
| Other Business Expenses | 1.116 | 0.150 | 0.144 | 0.135 | 0.131 |
| Total Non-Labor Expenditures | \$19.224 | \$20.664 | \$15.521 | \$16.096 | \$16.086 |
| Other Expenditure Adjustments: | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$94.900 | \$84.918 | \$77.981 | \$80.264 | \$78.985 |
| Net Cash Balance | (\$52.834) | (\$51.920) | (\$46.398) | (\$69.076) | (\$67.630) |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023 - 2026
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|--------------------------------------------------------------|---------------------------|---------------------------|-----------------|-----------------|-----------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | (32.756) | 18.231 | 18.231 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 5.859 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | (\$26.897) | \$18.231 | \$18.231 | \$0.000 | \$0.000 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | (\$10.534) | \$0.103 | \$0.189 | (\$1.129) | \$0.092 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | (1.485) | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | (0.900) | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.073 | 1.437 | 1.444 | 1.344 | 1.436 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | (\$12.846) | \$1.541 | \$1.633 | \$0.215 | \$1.528 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.001 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.187 | 0.387 | 0.387 | 0.387 | 0.387 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | (0.441) | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | (0.001) | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | (0.001) | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | (\$0.254) | \$0.386 | \$0.387 | \$0.387 | \$0.387 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | (\$13.100) | \$1.927 | \$2.020 | \$0.603 | \$1.915 |
| Total Cash Conversion Adjustments before Depreciation | (\$39.997) | \$20.158 | \$20.251 | \$0.603 | \$1.915 |
| Depreciation | \$12.000 | \$17.500 | \$17.500 | \$17.500 | \$17.500 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.500 | 0.850 | (0.560) | 0.560 | (0.300) |
| GASB 75 OPEB Expense Adjustment | 1.800 | 1.800 | 1.900 | 1.900 | 2.100 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | (\$25.697) | \$40.308 | \$39.091 | \$20.562 | \$21.215 |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023 - 2026
Ridership (Utilization) and Revenue
(in millions)

| | Final Estimate | Adopted Budget | | | |
|--|-------------------|-------------------|------|------|------|
| | 2022 | 2023 | 2024 | 2025 | 2026 |

RIDERSHIP

| | | | | | |
|-------------|-------|-------|-------|-------|-------|
| Fixed Route | 2.194 | 2.667 | 3.103 | 3.212 | 3.311 |
|-------------|-------|-------|-------|-------|-------|

FAREBOX REVENUE

| | | | | | |
|-----------------------------|---------|---------|---------|---------|---------|
| Fixed Route Farebox Revenue | \$3.508 | \$4.510 | \$4.864 | \$5.011 | \$5.165 |
|-----------------------------|---------|---------|---------|---------|---------|

| | | | | | |
|------------------------|----------------|----------------|----------------|----------------|----------------|
| Farebox Revenue | \$3.508 | \$4.510 | \$4.864 | \$5.011 | \$5.165 |
|------------------------|----------------|----------------|----------------|----------------|----------------|

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023-2026
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents

| FUNCTION/DEPARTMENT | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------|------------------------------------|------------------------------------|-------------|-------------|-------------|
| Administration | | | | | |
| Executive | 6 | 6 | 6 | 6 | 6 |
| General Office | 15 | 15 | 15 | 15 | 15 |
| Purchasing/Stores | 4 | 4 | 4 | 4 | 4 |
| Total Administration | 25 | 25 | 25 | 25 | 25 |
| Operations | | | | | |
| Transportation | 152 | 152 | 152 | 142 | 142 |
| Maintenance | | | | | |
| Mechanical | 54 | 55 | 55 | 54 | 54 |
| Electronic/Electrical | 21 | 25 | 25 | 25 | 25 |
| Power/Signals | 32 | 33 | 32 | 32 | 32 |
| Maintenance of Way | 89 | 89 | 58 | 57 | 57 |
| Infrastructure | 18 | 24 | 24 | 24 | 24 |
| Total Maintenance | 214 | 226 | 194 | 192 | 192 |
| Engineering/Capital | | | | | |
| Capital Project Support | 6 | 6 | 6 | 4 | 4 |
| Public Safety | | | | | |
| Police | - | - | - | - | - |
| Baseline Total Positions | 397 | 409 | 377 | 363 | 363 |
| Non-Reimbursable | 344 | 355 | 335 | 335 | 335 |
| Reimbursable | 53 | 54 | 42 | 28 | 28 |
| Total Full-Time | 397 | 409 | 377 | 363 | 363 |
| Total Full-Time Equivalents | | | | | |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2023 - 2026
Total Positions
By Function and Occupational Group

| FUNCTION / OCCUPATIONAL GROUP | Final Estimate 2022 | Adopted Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------|---------------------------|---------------------------|------------|------------|------------|
| Administration | | | | | |
| Managers/Supervisors | 13 | 13 | 13 | 13 | 13 |
| Professional/Technical/Clerical | 8 | 8 | 8 | 8 | 8 |
| Operational Hourlies | 4 | 4 | 4 | 4 | 4 |
| Total Administration Headcount | 25 | 25 | 25 | 25 | 25 |
| Operations | | | | | |
| Managers/Supervisors | 26 | 26 | 26 | 26 | 26 |
| Professional/Technical/Clerical | 6 | 6 | 6 | 6 | 6 |
| Operational Hourlies | 120 | 120 | 120 | 110 | 110 |
| Total Operations Headcount | 152 | 152 | 152 | 142 | 142 |
| Maintenance | | | | | |
| Managers/Supervisors | 25 | 31 | 28 | 27 | 27 |
| Professional/Technical/Clerical | 7 | 8 | 8 | 8 | 8 |
| Operational Hourlies | 182 | 187 | 158 | 157 | 157 |
| Total Maintenance Headcount | 214 | 226 | 194 | 192 | 192 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 4 | 4 | 4 | 4 | 4 |
| Professional/Technical/Clerical | 2 | 2 | 2 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 6 | 6 | 6 | 4 | 4 |
| Public Safety | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | |
| Managers/Supervisors | 68 | 74 | 71 | 70 | 70 |
| Professional, Technical, Clerical | 23 | 24 | 24 | 22 | 22 |
| Operational Hourlies | 306 | 311 | 282 | 271 | 271 |
| Total Positions | 397 | 409 | 377 | 363 | 363 |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.361 | \$0.327 | \$0.384 | \$0.351 | \$0.377 | \$0.373 | \$0.384 | \$0.412 | \$0.382 | \$0.399 | \$0.383 | \$0.376 | \$4.510 |
| Other Operating Revenue | 0.218 | 0.218 | 0.218 | 0.218 | 0.218 | 0.191 | 0.079 | 0.073 | 0.218 | 0.218 | 0.218 | 0.088 | 2.176 |
| Total Revenues | \$0.579 | \$0.545 | \$0.603 | \$0.569 | \$0.595 | \$0.564 | \$0.463 | \$0.485 | \$0.600 | \$0.618 | \$0.601 | \$0.464 | \$6.686 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$2.542 | \$2.281 | \$2.488 | \$2.329 | \$2.585 | \$2.613 | \$2.471 | \$2.503 | \$2.448 | \$2.481 | \$2.693 | \$2.703 | \$30.139 |
| Overtime | 0.370 | 0.321 | 0.315 | 0.225 | 0.225 | 0.225 | 0.235 | 0.240 | 0.243 | 0.243 | 0.228 | 0.228 | 3.096 |
| Health and Welfare | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.744 | 8.886 |
| OPEB Current Payments | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 3.094 |
| Pension | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 8.450 |
| Other Fringe Benefits | 0.341 | 0.369 | 0.328 | 0.330 | 0.336 | 0.335 | 0.338 | 0.333 | 0.335 | 0.321 | 0.340 | 0.342 | 4.050 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$4.955 | \$4.673 | \$4.834 | \$4.586 | \$4.848 | \$4.875 | \$4.746 | \$4.778 | \$4.728 | \$4.748 | \$4.964 | \$4.979 | \$57.714 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$5.377 |
| Fuel | 0.036 | 0.036 | 0.036 | 0.036 | 0.036 | 0.028 | 0.024 | 0.024 | 0.024 | 0.024 | 0.028 | 0.034 | 0.365 |
| Insurance | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 1.887 |
| Claims | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.873 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.217 | 0.217 | 0.217 | 0.217 | 0.217 | 0.217 | 0.247 | 0.217 | 0.217 | 0.390 | 0.217 | 0.217 | 2.809 |
| Professional Services Contracts | 0.242 | 0.242 | 0.642 | 0.642 | 0.642 | 0.642 | 0.795 | 0.795 | 0.795 | 0.795 | 0.795 | 0.795 | 7.822 |
| Materials and Supplies | 0.100 | 0.100 | 0.150 | 0.150 | 0.150 | 0.150 | 0.161 | 0.161 | 0.161 | 0.161 | 0.161 | 0.161 | 1.767 |
| Other Business Expenses | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.150 |
| Total Non-Labor Expenses | \$1.286 | \$1.286 | \$1.736 | \$1.736 | \$1.736 | \$1.729 | \$1.917 | \$1.887 | \$1.887 | \$2.060 | \$1.892 | \$1.897 | \$21.050 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$6.241 | \$5.959 | \$6.570 | \$6.322 | \$6.584 | \$6.604 | \$6.664 | \$6.665 | \$6.615 | \$6.807 | \$6.856 | \$6.875 | \$78.764 |
| Depreciation | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$17.500 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.850 | 0.850 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.800 | 1.800 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$7.699 | \$7.418 | \$8.028 | \$7.781 | \$8.042 | \$8.063 | \$8.122 | \$8.124 | \$8.074 | \$8.266 | \$8.314 | \$10.984 | \$98.914 |
| Net Surplus/(Deficit) | (\$7.120) | (\$6.872) | (\$7.426) | (\$7.211) | (\$7.447) | (\$7.499) | (\$7.659) | (\$7.639) | (\$7.474) | (\$7.648) | (\$7.713) | (\$10.520) | (\$92.228) |

-- Differences are due to rounding

VI-179

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.687 | 0.627 | 0.708 | 0.659 | 0.689 | 0.672 | 0.652 | 0.676 | 0.675 | 0.703 | 0.665 | 0.669 | 8.081 |
| Total Revenues | \$0.687 | \$0.627 | \$0.708 | \$0.659 | \$0.689 | \$0.672 | \$0.652 | \$0.676 | \$0.675 | \$0.703 | \$0.665 | \$0.669 | \$8.081 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.367 | \$0.330 | \$0.381 | \$0.351 | \$0.369 | \$0.359 | \$0.343 | \$0.357 | \$0.361 | \$0.378 | \$0.348 | \$0.354 | \$4.297 |
| Overtime | 0.094 | 0.094 | 0.094 | 0.094 | 0.094 | 0.094 | 0.094 | 0.095 | 0.096 | 0.096 | 0.096 | 0.096 | 1.132 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.227 | 0.203 | 0.234 | 0.215 | 0.226 | 0.219 | 0.216 | 0.224 | 0.219 | 0.229 | 0.221 | 0.220 | 2.652 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$0.687 | \$0.627 | \$0.708 | \$0.659 | \$0.689 | \$0.672 | \$0.652 | \$0.676 | \$0.675 | \$0.703 | \$0.665 | \$0.669 | \$8.081 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$0.687 | \$0.627 | \$0.708 | \$0.659 | \$0.689 | \$0.672 | \$0.652 | \$0.676 | \$0.675 | \$0.703 | \$0.665 | \$0.669 | \$8.081 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

-- Differences are due to rounding

VI-180

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2023 Adopted Budget
Accrual Statement of Operations By Category

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.361 | \$0.327 | \$0.384 | \$0.351 | \$0.377 | \$0.373 | \$0.384 | \$0.412 | \$0.382 | \$0.399 | \$0.383 | \$0.376 | \$4.510 |
| Other Operating Revenue | 0.218 | 0.218 | 0.218 | 0.218 | 0.218 | 0.191 | 0.079 | 0.073 | 0.218 | 0.218 | 0.218 | 0.088 | 2.176 |
| Capital and Other Reimbursements | 0.687 | 0.627 | 0.708 | 0.659 | 0.689 | 0.672 | 0.652 | 0.676 | 0.675 | 0.703 | 0.665 | 0.669 | 8.081 |
| Total Revenues | \$1.267 | \$1.173 | \$1.311 | \$1.229 | \$1.283 | \$1.235 | \$1.115 | \$1.161 | \$1.275 | \$1.320 | \$1.266 | \$1.133 | \$14.767 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$2.909 | \$2.611 | \$2.869 | \$2.680 | \$2.954 | \$2.973 | \$2.814 | \$2.860 | \$2.809 | \$2.859 | \$3.042 | \$3.056 | \$34.436 |
| Overtime | 0.463 | 0.414 | 0.408 | 0.318 | 0.318 | 0.318 | 0.328 | 0.335 | 0.338 | 0.338 | 0.324 | 0.324 | 4.228 |
| Health and Welfare | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.744 | 8.886 |
| OPEB Current Payments | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 3.094 |
| Pension | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 8.450 |
| Other Fringe Benefits | 0.568 | 0.573 | 0.562 | 0.545 | 0.562 | 0.554 | 0.554 | 0.557 | 0.554 | 0.551 | 0.561 | 0.562 | 6.702 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$5.642 | \$5.300 | \$5.541 | \$5.245 | \$5.536 | \$5.547 | \$5.398 | \$5.454 | \$5.403 | \$5.450 | \$5.629 | \$5.648 | \$65.796 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$5.377 |
| Fuel | 0.036 | 0.036 | 0.036 | 0.036 | 0.036 | 0.028 | 0.024 | 0.024 | 0.024 | 0.024 | 0.028 | 0.034 | 0.365 |
| Insurance | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 1.887 |
| Claims | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.073 | 0.873 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.217 | 0.217 | 0.217 | 0.217 | 0.217 | 0.217 | 0.247 | 0.217 | 0.217 | 0.390 | 0.217 | 0.217 | 2.809 |
| Professional Services Contracts | 0.242 | 0.242 | 0.642 | 0.642 | 0.642 | 0.642 | 0.795 | 0.795 | 0.795 | 0.795 | 0.795 | 0.795 | 7.822 |
| Materials and Supplies | 0.100 | 0.100 | 0.150 | 0.150 | 0.150 | 0.150 | 0.161 | 0.161 | 0.161 | 0.161 | 0.161 | 0.161 | 1.767 |
| Other Business Expenses | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.150 |
| Total Non-Labor Expenses | \$1.286 | \$1.286 | \$1.736 | \$1.736 | \$1.736 | \$1.729 | \$1.917 | \$1.887 | \$1.887 | \$2.060 | \$1.892 | \$1.897 | \$21.050 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$6.928 | \$6.586 | \$7.278 | \$6.982 | \$7.273 | \$7.276 | \$7.315 | \$7.341 | \$7.291 | \$7.510 | \$7.521 | \$7.544 | \$86.846 |
| Depreciation | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$17.500 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.850 | 0.850 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.800 | 1.800 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$8.387 | \$8.045 | \$8.736 | \$8.440 | \$8.731 | \$8.734 | \$8.774 | \$8.800 | \$8.749 | \$8.968 | \$8.979 | \$11.653 | \$106.995 |
| Net Surplus/(Deficit) | (\$7.120) | (\$6.872) | (\$7.426) | (\$7.211) | (\$7.447) | (\$7.499) | (\$7.659) | (\$7.639) | (\$7.474) | (\$7.648) | (\$7.713) | (\$10.520) | (\$92.228) |

-- Differences are due to rounding

VI-181

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2023 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-----------------|------------------|------------------|------------------|------------------|-------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.361 | \$0.327 | \$0.384 | \$0.351 | \$0.377 | \$0.373 | \$0.384 | \$0.412 | \$0.382 | \$0.399 | \$0.383 | \$0.376 | \$4.510 |
| Other Operating Revenue | 0.095 | 0.095 | 0.095 | 0.965 | 0.095 | 0.068 | 0.529 | 18.181 | 0.095 | 0.125 | 0.095 | (0.035) | 20.407 |
| Capital and Other Reimbursements | 0.687 | 0.627 | 0.708 | 0.659 | 0.689 | 0.672 | 0.652 | 0.676 | 0.675 | 0.703 | 0.665 | 0.669 | 8.081 |
| Total Receipts | \$1.144 | \$1.050 | \$1.188 | \$1.976 | \$1.161 | \$1.113 | \$1.565 | \$19.269 | \$1.152 | \$1.227 | \$1.143 | \$1.010 | \$32.998 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$2.630 | \$2.627 | \$3.822 | \$2.520 | \$1.521 | \$4.006 | \$2.501 | \$3.813 | \$2.649 | \$2.619 | \$2.882 | \$2.743 | \$34.332 |
| Overtime | 0.463 | 0.414 | 0.408 | 0.318 | 0.318 | 0.318 | 0.328 | 0.335 | 0.338 | 0.338 | 0.324 | 0.324 | 4.228 |
| Health and Welfare | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.740 | 0.744 | 8.886 |
| OPEB Current Payments | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 0.258 | 3.094 |
| Pension | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 0.704 | 8.450 |
| Other Fringe Benefits | 0.449 | 0.453 | 0.443 | 0.426 | 0.442 | 0.435 | 0.435 | 0.438 | 0.435 | 0.431 | 0.442 | 0.436 | 5.265 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$5.244 | \$5.196 | \$6.376 | \$4.966 | \$3.984 | \$6.461 | \$4.966 | \$6.288 | \$5.124 | \$5.091 | \$5.350 | \$5.209 | \$64.255 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$0.448 | \$5.377 |
| Fuel | 0.036 | 0.036 | 0.036 | 0.036 | 0.036 | 0.028 | 0.024 | 0.024 | 0.024 | 0.024 | 0.028 | 0.034 | 0.365 |
| Insurance | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 0.157 | 1.887 |
| Claims | 0.040 | 0.040 | 0.040 | 0.040 | 0.040 | 0.040 | 0.040 | 0.040 | 0.040 | 0.040 | 0.040 | 0.040 | 0.486 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.217 | 0.217 | 0.217 | 0.217 | 0.217 | 0.217 | 0.247 | 0.217 | 0.217 | 0.390 | 0.217 | 0.217 | 2.809 |
| Professional Services Contracts | 0.242 | 0.242 | 0.642 | 0.642 | 0.642 | 0.642 | 0.795 | 0.795 | 0.795 | 0.795 | 0.795 | 0.795 | 7.822 |
| Materials and Supplies | 0.101 | 0.101 | 0.151 | 0.151 | 0.151 | 0.151 | 0.161 | 0.161 | 0.161 | 0.161 | 0.161 | 0.161 | 1.768 |
| Other Business Expenses | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.012 | 0.150 |
| Total Non-Labor Expenditures | \$1.254 | \$1.254 | \$1.704 | \$1.704 | \$1.704 | \$1.697 | \$1.885 | \$1.855 | \$1.855 | \$2.028 | \$1.859 | \$1.864 | \$20.664 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$6.498 | \$6.451 | \$8.080 | \$6.670 | \$5.688 | \$8.158 | \$6.851 | \$8.143 | \$6.979 | \$7.119 | \$7.209 | \$7.073 | \$84.918 |
| Net Cash Balance | (\$5.354) | (\$5.401) | (\$6.892) | (\$4.694) | (\$4.527) | (\$7.045) | (\$5.286) | \$11.126 | (\$5.827) | (\$5.891) | (\$6.066) | (\$6.063) | (\$51.920) |

VI-182

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2023 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------------------------------------------------|------------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|------------------|------------------|------------------|-----------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | (0.123) | (0.123) | (0.123) | 0.747 | (0.123) | (0.123) | 0.450 | 18.108 | (0.123) | (0.093) | (0.123) | (0.123) | 18.231 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | (\$0.123) | (\$0.123) | (\$0.123) | \$0.747 | (\$0.123) | (\$0.123) | \$0.450 | \$18.108 | (\$0.123) | (\$0.093) | (\$0.123) | (\$0.123) | \$18.231 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.279 | (\$0.016) | (\$0.953) | \$0.160 | \$1.434 | (\$1.033) | \$0.313 | (\$0.953) | \$0.160 | \$0.240 | \$0.160 | \$0.313 | \$0.103 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.119 | 0.119 | 0.119 | 0.119 | 0.119 | 0.119 | 0.119 | 0.119 | 0.119 | 0.119 | 0.119 | 0.126 | 1.437 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenditures | \$0.398 | \$0.104 | (\$0.834) | \$0.279 | \$1.553 | (\$0.914) | \$0.432 | (\$0.834) | \$0.279 | \$0.359 | \$0.279 | \$0.439 | \$1.541 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 | 0.032 | 0.387 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (0.001) |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenditures | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.032 | \$0.386 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$0.431 | \$0.136 | (\$0.802) | \$0.312 | \$1.585 | (\$0.882) | \$0.464 | (\$0.802) | \$0.312 | \$0.392 | \$0.312 | \$0.471 | \$1.927 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$0.308 | \$0.013 | (\$0.925) | \$1.059 | \$1.462 | (\$1.005) | \$0.914 | \$17.306 | \$0.189 | \$0.299 | \$0.189 | \$0.348 | \$20.158 |
| Depreciation | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$1.458 | \$17.500 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.850 | 0.850 |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.800 | 1.800 |
| GASB 87 Lease Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$1.766 | \$1.471 | \$0.534 | \$2.517 | \$2.921 | \$0.454 | \$2.372 | \$18.765 | \$1.647 | \$1.757 | \$1.647 | \$4.457 | \$40.308 |

VI-183

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2023 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <u>RIDERSHIP</u> | | | | | | | | | | | | | |
| Fixed Route Ridership | 0.218 | 0.198 | 0.233 | 0.211 | 0.227 | 0.225 | 0.207 | 0.224 | 0.228 | 0.240 | 0.230 | 0.225 | 2.667 |
| Total Ridership | 0.218 | 0.198 | 0.233 | 0.211 | 0.227 | 0.225 | 0.207 | 0.224 | 0.228 | 0.240 | 0.230 | 0.225 | 2.667 |
| <u>FAREBOX REVENUE</u> | | | | | | | | | | | | | |
| Fixed Route Farebox Revenue | \$0.361 | \$0.327 | \$0.384 | \$0.351 | \$0.377 | \$0.373 | \$0.384 | \$0.412 | \$0.382 | \$0.399 | \$0.383 | \$0.376 | \$4.510 |
| Total Farebox Revenue | \$0.361 | \$0.327 | \$0.384 | \$0.351 | \$0.377 | \$0.373 | \$0.384 | \$0.412 | \$0.382 | \$0.399 | \$0.383 | \$0.376 | \$4.510 |

VI-184

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

| FUNCTION/DEPARTMENT | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Administration | | | | | | | | | | | | |
| SIR Executive | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| SIR General Office | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| SIR Purchasing Stores | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Total Administration | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Operations | | | | | | | | | | | | |
| SIR Transportation | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 |
| Total Operations | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 |
| Maintenance | | | | | | | | | | | | |
| SIR Mechanical | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| SIR Electronics Electrical | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| SIR Power Signals | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| SIR Maintenance of Way | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| SIR Infrastructure | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| Total Maintenance | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 |
| Engineering/Capital | | | | | | | | | | | | |
| SIR Reimbursable Program Support | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Total Engineering/Capital | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Public Safety | | | | | | | | | | | | |
| Total Public Safety | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Baseline Positions | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 |
| Non-Reimbursable | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 | 355 |
| Reimbursable | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 |
| Total Full-Time | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 |
| Total Full-Time-Equivalents | | | | | | | | | | | | |

VI-185



MTA STATEN ISLAND RAILWAY
February Financial Plan - 2023 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Professional/Technical/Clerical | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Operational Hourlies | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Total Administration Headcount | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 |
| Professional/Technical/Clerical | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Operational Hourlies | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Total Operations Headcount | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| Professional/Technical/Clerical | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Operational Hourlies | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 | 187 |
| Total Maintenance Headcount | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 226 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Professional/Technical/Clerical | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Engineering Headcount | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| Professional, Technical, Clerical | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| Operational Hourlies | 311 | 311 | 311 | 311 | 311 | 311 | 311 | 311 | 311 | 311 | 311 | 311 |
| Total Positions | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 | 409 |

VI-186




VII. Appendix

Staff Summary

| |
|-------------------------------------------------------------------------------------------------------------------------------------------|
| Subject MTA 2023 Budget and 2023-2026 Financial Plan |
| Department Chief Financial Officer |
| Department Head Name Kevin Willens |
| Department Head Signature  |
| Project Manager/Division Head David E. Keller  |

| |
|----------------------------------|
| Date December 16, 2022 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref # |

| Board Action | | | | | |
|--------------|---------------|-------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Comm. | 12/19 | | | |
| 2 | Board | 12/21 | | | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|-----------------------------------------------------------------------------------------------|-------|----------|
| Order | Approval | Order | Approval |
| 1 | OMB  | | |
| 2 | Legal  | | |
| 3 | Chair/CEO  | | |
| | | | |

Purpose:

The purpose of this staff summary is to secure MTA Board (i) adoption of the accompanying **2023 Final Proposed Budget and the Four-Year Financial Plan 2023-2026 (“November Plan” or “Plan”)**, which includes approving the 2022 November Forecast and Plan Adjustments (items below the baseline), and (ii) authorization of Budget and Plan adjustments, including MTA policy actions, as set forth below in this Staff Summary.

Discussion:

This document summarizes the **November Plan**, which was presented to the Board for information purposes at the MTA Board meeting held on November 30, 2022, and projects ending cash balances of \$0 for 2022 and 2023, with 2023 balanced assuming \$600 million of additional government funding or MTA actions. Annual deficits of \$1.2 billion in 2024 and 2025, and a deficit of \$1.6 billion in 2026, remain. The deficits are lower from prior plans, and these reductions are achieved through MTA operating efficiencies, using the benefit from federal COVID funds to reduce debt, liability and operating costs throughout the Plan period, and the cash repayment (rather than long-term bonding) of the Federal Reserve loan. The MTA Board will be updated in February on the outlook for legislative actions with respect to the assumed \$600 million of additional funding and whether additional cost savings actions, revenue generation, or a rescheduling of the use of federal COVID funds over the financial plan period is required (see attachment A).

The July Plan projected annual balanced budgets through 2024, with unfunded deficits of approximately \$2.5 billion in both 2025 and 2026. The balanced budgets were only achieved with the federal COVID relief funds awarded to the MTA, which totaled \$15.1 billion since the start of the pandemic. MTA received \$4.0 billion in 2020 from the Coronavirus Aid, Relief and Economic Security (CARES) Act, \$4.1 billion in 2021 from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and \$7.0 billion in 2022 from the American Rescue Plan Act of 2021 (ARPA).

This federal funding covers the structural imbalance in MTA’s finances in the near-term. Without federal COVID relief funds, each year of the Plan would be in substantial deficit. In addition, the deficits in the July Plan would have been higher without the assumed 4% fare and toll increases in 2023 and 2025 that were built into the Plan. The 2026 annual deficit would have reached approximately \$3 billion without such increases being implemented.

Since the July Plan, ridership recovery remained steady at about 61% of the pre-pandemic level through the summer, and then moved upwards to 63% in September and 64% in October and is tracking the midpoint projection based on the recent McKinsey updated analysis.

The November Plan

The November Plan will use the same ridership forecast that was set forth in the July Plan based on the midpoint ridership recovery derived from the McKinsey analysis dated July 2022. The November Plan, before the use of federal COVID aid, shows improvement in 2022, but worsening deficits in the out-years of the Plan.

Before the use of federal COVID relief funds to offset deficits, the November Plan has projected deficits of \$1.9 billion in 2022, \$2.6 billion in 2023, \$2.8 billion in 2024, and \$3.0 billion in 2025 and 2026.

At the start of 2023, approximately \$5.6 billion of COVID funds will remain to cover MTA deficits. This funding will cover only a portion of the deficits projected for 2023 through 2026, which total \$11.4 billion. The November Plan proposes to lower these deficits through a series of MTA actions, including applying the benefit of COVID funds to offset MTA liabilities and cover a portion of the deficits in each year of the Plan.

To close the 2023 deficit, and reduce the deficits in the out-years, several actions are being proposed:

MTA Operating Efficiencies

MTA operating agencies are engaged in an ambitious effort to identify innovative ways of doing business more efficiently and, as a result, reduce expenses and improve service to customers. Operating Agency and Headquarters leadership have identified concrete initiatives to generate sizeable savings and help address the fiscal cliff. The operating efficiency initiatives will generate \$100 million in 2023, increasing to \$400 million in 2024, \$408 million in 2025 and \$416 million in 2026.

Savings from Deficit Note Repayment

MTA will use a portion of federal COVID aid to repay, rather than long-term bond, the Federal Reserve Municipal Liquidity Facility Bond Anticipation Note at maturity, eliminating debt service costs of \$558 million during the Plan period.

Increase 2023 Fare and Toll Revenue Targets

MTA is proposing a 2023 fare and toll increase yielding approximately 5.5% in additional fare and toll revenue. This action is estimated to generate \$201 million in 2023, \$362 million in 2024, \$369 million in 2025 and \$375 million in 2026 and is reflected in Other Below-the-Line Adjustments in the Plan Adjustments section.

Applying the benefit of federal COVID funds to reduce debt and operating costs through 2026

MTA is proposing to use the value created from the remaining federal COVID funds to both offset a portion of the deficits and reduce debt and liability costs throughout the entire financial plan period.

New Government Funding or Additional MTA Actions

The 2023 budget assumes \$600 million in additional government funding and/or additional MTA actions, both of which have not yet been specified. If no additional government funding is made available, MTA actions could include further expense reduction, additional revenues, or acceleration of federal COVID aid to achieve balance for 2023 that would have otherwise been used to reduce deficits in the years after 2023.

The “Bottom Line”

The cumulative impact of changes since the July Plan is a balanced budget in 2023 assuming \$600 million of additional government funding or MTA actions as discussed above. Annual deficits of \$1.2 billion in 2024 and 2025, and a deficit of \$1.6 billion in 2026 remain. The deficit reductions are achieved through MTA operating efficiencies, applying the benefit of federal COVID funds to reduce debt and operating costs throughout the Plan period, and the cash repayment (rather than long-term bonding) of the Federal Reserve loan. The MTA Board

will be updated in February on the outlook for legislative actions with respect to the assumed \$600 million of additional funding and whether additional cost savings actions, revenue generation, or a rescheduling of the benefit of federal COVID funds over the financial plan period is required.

Risks to MTA's Financial Future

Even with federal funding, the financial plan is out of balance, with ridership forecast to recover slowly over the Plan period and remain substantially below pre-pandemic levels. Additional risks to the Plan include:

New government funding does not materialize. The Plan anticipates \$600 million in new government funding to balance the 2023 budget, but if that does not materialize the MTA will need to take actions to replace this assumed funding in order to achieve budget balance in 2023.

Ridership improvements can fall short of projections. Should ridership be lower than the midpoint forecast between the "high case" and "low case" McKinsey scenarios, loss of projected revenue could be significant.

Economy slows or falls into recession. The dedicated taxes MTA relies on to cover its operating budget are sensitive to economic downturns, and a significant and sustained decline in economic activity could reduce dedicated tax receipts.

Inflation remains stubbornly high. The Plan assumes inflation subsides to just under 5 percent in 2023 and reverts to about two percent annually in 2024 from current levels.

Achieving affordable wage settlements. The MTA is committed to honoring the terms of its existing contracts and is committed to negotiating affordable wage settlements with its unions. At the conclusion of existing labor contracts, the Plan assumes annual wage increases of two percent.

Implementation of biennial fare and toll increases in 2023 and 2025. Through 2026, the Plan assumes a combined \$1.8 billion in additional fare and toll revenue from the projected 2023 and 2025 fare and toll increases, including an approximate 5.5% fare and toll increase in 2023, followed by a 4% fare and toll increase in 2025.

Finding and implementing innovative operational efficiencies. The MTA must remain focused on existing cost control efforts, not only to avoid "backsliding" but also address the expectation of achieving operational efficiencies.

Recommendation:

It is recommended that the Board:

- Adopt the 2023 Final Proposed Budget and Four-Year Financial Plan 2023-2026 (November Plan), which includes approving the 2022 November Forecast and Plan Adjustments (items below the baseline). The approval of this Plan will supersede prior Board Plan approvals for this period.
- Authorize MTA staff to initiate administrative procedures required for the consideration, but not implementation, of fare and toll changes in 2023. Administrative procedures include any required notices and conducting any required hearings. Only after required public notices and public hearings have been held will specific proposed fare and toll changes be submitted to the Board for approval.
- Adopt the Supplemental Resolution for the Establishment of an Interim Redemption Subaccount under the Metropolitan Transportation Authority Payroll Mobility Tax Obligation Resolution dated December 21, 2022. This Supplemental Resolution creates an Interim Redemption Subaccount which will be funded with proceeds of the Series 2020A Notes and any other amounts determined by an Authorized Officer for the purpose of redeeming the Series 2020A Notes at or before maturity. The Board authorizes the Chair,

Chief Financial Officer, or their designees to redeem the Series 2020A Notes at or prior to maturity from amounts on deposit in the Interim Redemption Subaccount. The timing of such redemption shall be determined by the Chief Financial Officer.

- Authorize the Chief Financial Officer or his designee to apply funds consistent with the approved budget and financial plan which targets operating deficits directly, debt savings, retiree health expenses and/or pension costs.
- Authorize staff, under the guidance and direction of the Chair/CEO, Chief Financial Officer, or their designees to take actions to implement the policy actions set forth in the Plan.
- Authorize technical adjustments to MTA budgets and forecasts of a non-material nature in the 2023 February Plan.
- Authorize adjustment of MTA budgets and forecasts to reflect labor settlements approved from time to time by the Board.
- Authorize staff, under the guidance and direction of the Chairman/CEO, the Chief Financial Officer, or their designees (including the MTA Treasurer), to take additional budget and cash management actions, as has been done in past budgets, to draw on the general reserve and/or make budget adjustments to respond to unexpected expenses or revenue/subsidy shortfalls, and other actions described below:

Advance of Bridges and Tunnels Operating Surplus

The Board is requested to authorize Bridges and Tunnels to advance to MTA and MTA New York City Transit, to the extent funds are available, all or part of the estimated operating surplus for the year 2022.

Uses of MTA MRT-2 Corporate Account Monies

Unlike many other forms of intergovernmental aid, these subsidy monies, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that these funds be used as set forth in the Plan, authorize staff to administer these funds in a manner consistent with the Plan, and to temporarily help stabilize cash-flow requirements. As in the past, the advance of funds to the MTA and its affiliates and subsidiaries to stabilize cash-flow requirements may be made, provided they are repaid prior to the end of the fiscal year in which made.

Uses of Payroll Mobility Tax (and Replacement Funds) and MTA Aid

Like the MRT-2 Corporate Account moneys, these subsidy monies, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that the revenues from the PMT (and Replacement Funds) be released as needed: (i) for pledged revenues by MTA to secure and be applied to the payment of bonds to be issued in the future, to fund capital projects of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary and (ii) to pay capital costs, including debt service of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary. It is further recommended that the Board authorize that subject to the provisions of any such pledge, or in the event there is no such pledge, the PMT Revenues be used by MTA to pay for costs, including operating and capital costs of MTA, its subsidiaries and MTA New York City Transit and its subsidiary.

Further, it is recommended that the Board authorize that the revenues in the MTA Aid Trust Account (derived from four fees and taxes imposed in the Metropolitan Commuter Transportation District – a supplemental motor vehicle license fee, a supplemental motor vehicle registration fee, a tax on medallion taxicab rides, and a supplemental tax on passenger car rentals) be released as needed and used as pledged revenues by MTA or pledged to the Triborough Bridge and Tunnel Authority to secure debt of MTA Bridges and Tunnels. Further, subject to the provisions of such pledge, or in the event there is no such pledge, the Board authorizes the release of these

funds to be used by MTA for the payment of operating and capital costs of the MTA and its subsidiaries, and MTA New York City Transit, and its subsidiary.

Inter-Agency Loans

The Board is requested to authorize staff acting under Section 1266 (6-a) of the Public Authorities Law, to enter into inter-agency loan agreements among the MTA and its affiliates and subsidiaries. This authorization would allow the temporary movement of funds among agencies to meet cash flow requirements for operating or capital purposes resulting from a mismatch between the receipt of subsidies and other monies and cash flow needs. The statute requires that any such inter-agency loans be repaid no later than the end of the next succeeding calendar year.

Use of Stabilization Reserve: Provision for Prompt Payment of Contractual Obligations

In 1996, the Board approved the establishment of a Stabilization Reserve, to be held by the MTA Treasurer (the "Treasurer"), to stabilize MTA Agencies' cash flow requirements. The fund consists of two accounts, the MTA New York City Transit Account (the "Transit Account") and the MTA Commuter Railroad Account (the "Commuter Railroad Account"). The Board is requested to authorize the use of any balances in such accounts, plus any amounts authorized to be transferred to such accounts, to meet the cash flow requirements of MTA New York City Transit, MTA Long Island Rail Road and MTA Metro-North Railroad, and to authorize New York City Transit to pay to the Treasurer for deposit in the Transit Account such amounts as it deems necessary to accomplish the purpose thereof, consistent with this Plan; and the Treasurer to pay into the Commuter Railroad Account, such amounts as are deemed necessary to accomplish the purpose thereof, consistent with this Plan. The Treasurer, upon request of New York City Transit, shall pay to MTA New York City Transit such amounts as are necessary to meet cash flow requirements of MTA New York City Transit and shall transfer from the Commuter Railroad Account such amounts as are necessary to meet the cash flow requirements of MTA Long Island Rail Road and MTA Metro-North Railroad. The Treasurer shall also use such funds as from time to time may be necessary or convenient to timely make debt service payments on MTA bonds.

ATTACHMENT A

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
MTA Consolidated Accrued Statement of Operations By Category
(\$ in millions)

| | Actual 2021 | November Forecast 2022 | Final Proposed Budget 2023 | 2024 | 2025 | 2026 |
|---------------------------------------------------------------|-----------------|------------------------------|-------------------------------------|------------------|------------------|------------------|
| Non-Reimbursable | | | | | | |
| Operating Revenues | | | | | | |
| Farebox Revenue | \$3,048 | \$3,989 | \$4,513 | \$4,653 | \$4,773 | \$4,913 |
| Toll Revenue | 2,170 | 2,323 | 2,323 | 2,332 | 2,335 | 2,338 |
| Other Revenue | 4,706 | 679 | 996 | 1,059 | 845 | 822 |
| Capital and Other Reimbursements | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Revenues | \$9,924 | \$6,991 | \$7,832 | \$8,045 | \$7,953 | \$8,073 |
| Operating Expenses | | | | | | |
| Labor: | | | | | | |
| Payroll | \$5,214 | \$5,516 | \$5,934 | \$6,103 | \$6,237 | \$6,392 |
| Overtime | 965 | 1,129 | 911 | 877 | 908 | 927 |
| Health and Welfare | 1,405 | 1,479 | 1,693 | 1,807 | 1,922 | 2,049 |
| OPEB Current Payments | 722 | 764 | 846 | 918 | 995 | 1,079 |
| Pension | 1,410 | 1,368 | 1,386 | 1,313 | 1,256 | 1,195 |
| Other Fringe Benefits | 816 | 1,051 | 1,071 | 1,119 | 1,173 | 1,228 |
| Reimbursable Overhead | (372) | (399) | (440) | (443) | (432) | (437) |
| Total Labor Expenses | \$10,160 | \$10,909 | \$11,402 | \$11,694 | \$12,060 | \$12,433 |
| Non-Labor: | | | | | | |
| Electric Power | \$430 | \$587 | \$655 | \$619 | \$622 | \$634 |
| Fuel | 163 | 287 | 260 | 231 | 219 | 221 |
| Insurance | 26 | 43 | 68 | 101 | 124 | 157 |
| Claims | 426 | 433 | 449 | 458 | 469 | 483 |
| Paratransit Service Contracts | 346 | 407 | 475 | 505 | 527 | 561 |
| Maintenance and Other Operating Contracts | 765 | 903 | 1,007 | 940 | 984 | 960 |
| Professional Services Contracts | 499 | 711 | 641 | 633 | 618 | 627 |
| Materials and Supplies | 486 | 610 | 755 | 830 | 867 | 861 |
| Other Business Expenses | 200 | 251 | 262 | 254 | 266 | 267 |
| Total Non-Labor Expenses | \$3,341 | \$4,232 | \$4,572 | \$4,570 | \$4,696 | \$4,770 |
| Other Expense Adjustments: | | | | | | |
| Other | \$21 | \$17 | \$28 | \$23 | \$24 | \$25 |
| General Reserve | (335) | 185 | 190 | 195 | 200 | 205 |
| Total Other Expense Adjustments | (\$314) | \$202 | \$218 | \$218 | \$224 | \$230 |
| Total Expenses Before Non-Cash Liability Adjs. | \$13,187 | \$15,343 | \$16,192 | \$16,482 | \$16,980 | \$17,433 |
| Depreciation | \$3,159 | \$3,176 | \$3,203 | \$3,249 | \$3,299 | \$3,349 |
| GASB 75 OPEB Expense Adjustment | 1,075 | 1,405 | 1,456 | 1,455 | 1,451 | 1,445 |
| GASB 68 Pension Expense Adjustment | (917) | (69) | (53) | (147) | (73) | (124) |
| Environmental Remediation | 37 | 6 | 6 | 6 | 6 | 6 |
| Total Expenses After Non-Cash Liability Adjs. | \$16,541 | \$19,861 | \$20,804 | \$21,045 | \$21,663 | \$22,109 |
| Conversion to Cash Basis: Non-Cash Liability Adjs. | (\$3,354) | (\$4,518) | (\$4,611) | (\$4,563) | (\$4,683) | (\$4,676) |
| Debt Service | 2,787 | 3,145 | 3,210 | 3,320 | 3,464 | 3,339 |
| Total Expenses with Debt Service | \$15,974 | \$18,488 | \$19,402 | \$19,802 | \$20,444 | \$20,771 |
| Dedicated Taxes & State and Local Subsidies | \$7,679 | \$8,689 | \$8,562 | \$8,680 | \$9,072 | \$9,210 |
| Net Surplus/(Deficit) After Subsidies and Debt Service | \$1,628 | (\$2,808) | (\$3,009) | (\$3,077) | (\$3,419) | (\$3,488) |
| Conversion to Cash Basis: GASB Account | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Conversion to Cash Basis: All Other | (961) | 865 | 0 | 252 | 132 | 291 |
| Cash Balance Before Prior-Year Carryover | \$668 | (\$1,943) | (\$3,008) | (\$2,825) | (\$3,287) | (\$3,197) |
| Below the Line Adjustments | \$0 | \$776 | \$3,008 | \$1,635 | \$2,048 | \$1,575 |
| Prior Year Carryover Balance | 499 | 1,166 | 0 | 0 | 0 | 0 |
| Net Cash Balance | \$1,166 | \$0 | \$0 | (\$1,190) | (\$1,239) | (\$1,622) |

Attachment A

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
Plan Adjustments
(\$ in millions)

| | Actual 2021 | November Forecast 2022 | Final Proposed Budget 2023 | 2024 | 2025 | 2026 |
|------------------------------------------------------------|----------------|------------------------------|-------------------------------------|------------------|------------------|------------------|
| Cash Balance Before Prior-Year Carryover | \$668 | (\$1,943) | (\$3,008) | (\$2,825) | (\$3,287) | (\$3,197) |
| Fare and Toll Increases: | | | | | | |
| <i>Fare/Toll Increase, June 2023 (4% Yield)</i> | | \$0 | \$159 | \$271 | \$277 | \$283 |
| <i>Subsidy Impacts - Fare/Toll Increase, June 2023</i> | | 0 | (8) | (9) | (7) | (7) |
| <i>Fare/Toll Increase, April 2025 (4% Yield)</i> | | 0 | 0 | 0 | 220 | 292 |
| <i>Subsidy Impacts- Fare/Toll Increase, April 2025</i> | | 0 | 0 | 0 | (10) | (9) |
| Subtotal | | \$0 | \$151 | \$262 | \$479 | \$558 |
| <i>MTA Operating Efficiencies Phase 1</i> | | \$0 | \$44 | \$48 | \$46 | \$46 |
| <i>FEMA COVID Reimbursement</i> | | 0 | 250 | 100 | 250 | 149 |
| <i>Provision for Increased Pension Costs</i> | | 0 | (83) | (176) | (263) | (344) |
| <i>Debt Service from Long-Term Deficit Financing</i> | | 0 | 0 | (178) | (190) | (190) |
| Subtotal | | \$0 | \$211 | (\$207) | (\$157) | (\$339) |
| Subtotal: Remaining Cash Deficit | | (\$1,943) | (\$2,646) | (\$2,770) | (\$2,965) | (\$2,978) |
| MTA Actions to Close Deficit | | | | | | |
| <i>MTA Operating Efficiencies Phase 2</i> | | \$0 | \$100 | \$400 | \$408 | \$416 |
| <i>Additional Fare/Toll Revenue Above Base Assumptions</i> | | 0 | 50 | 100 | 100 | 100 |
| <i>Savings from Deficit Note Repayment*</i> | | 0 | 111 | 178 | 190 | 190 |
| <i>Federal COVID Funds for Operating and Debt Costs</i> | | 776 | 1,785 | 902 | 1,028 | 650 |
| Subtotal | | \$776 | \$2,046 | \$1,580 | \$1,726 | \$1,356 |
| Total Identified Below-the-Line Adjustments | | \$776 | \$2,408 | \$1,635 | \$2,048 | \$1,575 |
| Subtotal: Remaining Cash Deficit | | (\$1,166) | (\$600) | (\$1,190) | (\$1,239) | (\$1,622) |
| New Government Funding or Additional MTA Actions | | \$0 | \$600 | \$0 | \$0 | \$0 |
| TOTAL ADJUSTMENTS | | \$776 | \$3,008 | \$1,635 | \$2,048 | \$1,575 |
| <i>Prior Year Carryover Balance</i> | \$499 | \$1,166 | \$0 | \$0 | \$0 | \$0 |
| Net Cash Surplus/(Deficit) | \$1,166 | \$0 | \$0 | (\$1,190) | (\$1,239) | (\$1,622) |

* includes proposed Redemption Account earnings.

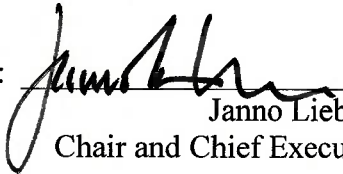
[THIS PAGE INTENTIONALLY LEFT BLANK]

**Certification of the Chair and Chief Executive Officer
of the Metropolitan Transportation Authority
in accordance with Section 202.3(l) of the
State Comptroller's Regulations**

I, Janno Lieber, Chair and Chief Executive Officer of the Metropolitan Transportation Authority ("MTA") hereby certify, to the best of my knowledge and belief after reasonable inquiry, including certifications from senior management at the MTA agencies, that the attached budget and financial plan is based on reasonable assumptions and methods of estimation and that the requirements of Section 202.3 and 202.4 of the Regulations referenced above have been satisfied.

Metropolitan Transportation Authority

By: _____



Janno Lieber

Chair and Chief Executive Officer

Dated: _____

2.17.23

[THIS PAGE INTENTIONALLY LEFT BLANK]

VIII. Other

The MTA Budget Process

MTA budgeting is a rigorous and thorough on-going process and culminates with the passage of the Budget in December. In the course of a year, MTA prepares a February, July and November Financial Plan, and Adoption Materials in December. In addition to the existing year, each Plan requires Agencies to prepare four-year projections which include the upcoming and three following calendar years.

Both the July and November Financial Plans are divided into two distinct volumes:

- Volume I summarizes the complete financial plan, including the baseline as well as policy items and other “below-the-line” items;
- Volume II includes detailed Agency information supporting baseline revenue, expense, cash and headcount projections. Also included is detailed information supporting actions taken to increase savings as well as individual Agency deficit reduction programs.

July Plan

The July Financial Plan provides the opportunity for the MTA to present a revised forecast of the current year’s finances, a preliminary presentation of the following year’s proposed budget, and a three-year re-forecast of out-year finances. This Plan may include a series of gap closing proposals necessary to maintain a balanced budget and actions requiring public hearings. The Mid-Year Forecast becomes the basis on which monthly results are compared for the remainder of the year.

November Plan

After stakeholders weigh in and the impact of new developments and risks are quantified, a November Plan is prepared, which is an update to the July Financial Plan. The November Plan includes a revised current year and finalization of the proposed budget for the upcoming year and projections for the three out-years.

December Adopted Budget

In December, the November Plan is updated to capture further developments, risks and actions that are necessary to ensure budget balance and is presented to the MTA Board for review and approval.

February Plan

Finally, certain below-the-line policy issues included in the December Adopted Budget are moved into the baseline and technical adjustments are made. This results in what is called the February Plan. The Adopted Budget is allocated over the 12-month period and becomes the basis on which monthly results are compared.

[THIS PAGE INTENTIONALLY LEFT BLANK]